



2018-21 MTIP Air Quality Conformity Determination

Adoption Draft, June 30, 2017

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The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: oregonmetro.gov/mtip

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1.0 OVERVIEW

1.1 What is Transportation Conformity/Report Purpose

Transportation Conformity is described by the US Department of Transportation (USDOT) as “...a way to ensure that Federal funding and approval are given to those transportation activities that are consistent with air quality goals. It ensures that these transportation activities do not worsen air quality or interfere with the ‘purpose’ of the State Implementation Plan (SIP), which is to meet the National Ambient Air Quality Standards (NAAQS).”

This report analyzes Metro’s 2018-2021 Metropolitan Transportation Improvement Program (MTIP). The report includes a bundle of proposed transportation investments in the form of projects and estimates the future air quality conditions based on those projects. The report compares the emissions results with the motor vehicle emission budgets, or maximum amounts of regulated pollutants generated by on road vehicles. This analysis, using best available information and approved methods by Environmental Protection Agency (EPA), USDOT and Oregon Department of Environmental Quality (DEQ) to determine whether proposed transportation improvements conform with federal and state air quality laws.

1.2 Results/Conclusions

All the projects in the 2018-2021 MTIP were modeled for conformity or are considered exempt. The previous joint air quality conformity determination for the 2014 RTP and 2015-2018 MTIP was last approved by the USDOT approved on May 20, 2015. A list of projects in the financially constrained 2018-2021 MTIP can be found in Appendix A.

The 2018-2021 MTIP utilized provision Code of Federal Regulations 40 93.122(g) in the transportation conformity rules, which allows a region to utilize the results of the previous emissions analysis if certain conditions have been met. Throughout the process of developing the 2018-2021 MTIP, efforts have been undertaken to ensure 2018-2021 MTIP transportation investments continue to meet the conditions set forth by 40 93.122(g) to allow the region to rely on the results of the previous emissions analysis.

Therefore, the emissions modeling data reported in this document represent the results of the modeling of the conformed 2014 RTP financially constrained transportation system. Other data, including transportation control measures (TCM), have been updated to reflect current conditions.

The 2018-2021 MTIP air quality conformity analysis uses the EPA and DEQ approved MOVES2010b air quality model (as the 2014 RTP air quality conformity determination was conducted prior to October 1, 2016). The 2018-2021 MTIP have been analyzed for compliance with air quality standards for carbon monoxide as established by the EPA, USDOT and Oregon DEQ as follows:

Table 1. Comparison of Motor Vehicle Emission Budgets and Forecast Carbon Monoxide Emissions from Surface Transportation Sources

| Year | Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day) | Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day) |
|-------------|--|--|
| 2010 | 1,033,578 | 448,398 |
| 2017 | 1,181,341 | 324,234 |
| 2040 | 1,181,341 | 290,007 |

The above data shows the projected carbon monoxide emissions from on-road transportation sources for the years 2010, 2017 and 2040. The projected carbon monoxide emissions are compared to the maximum allowed levels, otherwise known as the approved motor vehicle emissions budgets, for 2010, 2017, and 2040.

The data demonstrates the projects included in the financially constrained 2014 RTP and by extension the 2018-2021 MTIP, meets federal and state air quality standards. The region is in compliance with all other air pollutant regulations.

1.3 Regulatory and Process Background

Federal framework

The federal Clean Air Act is the primary regulatory framework for national, state and local efforts to protect air quality (see <http://www.epa.gov/air/caa/> for more information). Under the Clean Air Act, the 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 illnesses. Air quality planning is focused on meeting the deadlines set by EPA and DEQ for meeting the NAAQS standards. In partnership with federal partners, USDOT requires areas to demonstrate on-road transportation sources are making progress towards attaining the NAAQS standards or not further violating the NAAQS. This is known as the conformity determination. Failing to conform restricts an area's ability to receive federal transportation funds during any period for which the air quality approval has lapsed.

More specifically, federal air quality conformity requirements come from the integration of requirements in the Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and are codified at 40 CFR Part 93. These requirements are also included in federal transportation policy the Transportation Equity Act for the 21st Century (TEA21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Moving Ahead for Progress in the 21st Century (MAP-21), and most recently Fixing America's Surface Transportation (FAST). The relevant requirements of the FAST Act are included in the analysis. (These regulations have been

compiled by EPA, Office of Transportation and Air Quality in a document entitled: "Transportation Conformity Regulations Updated April 2012 and may be found at: <http://www.epa.gov/otaq/stateresources/transconf/regs/420b12013.pdf>

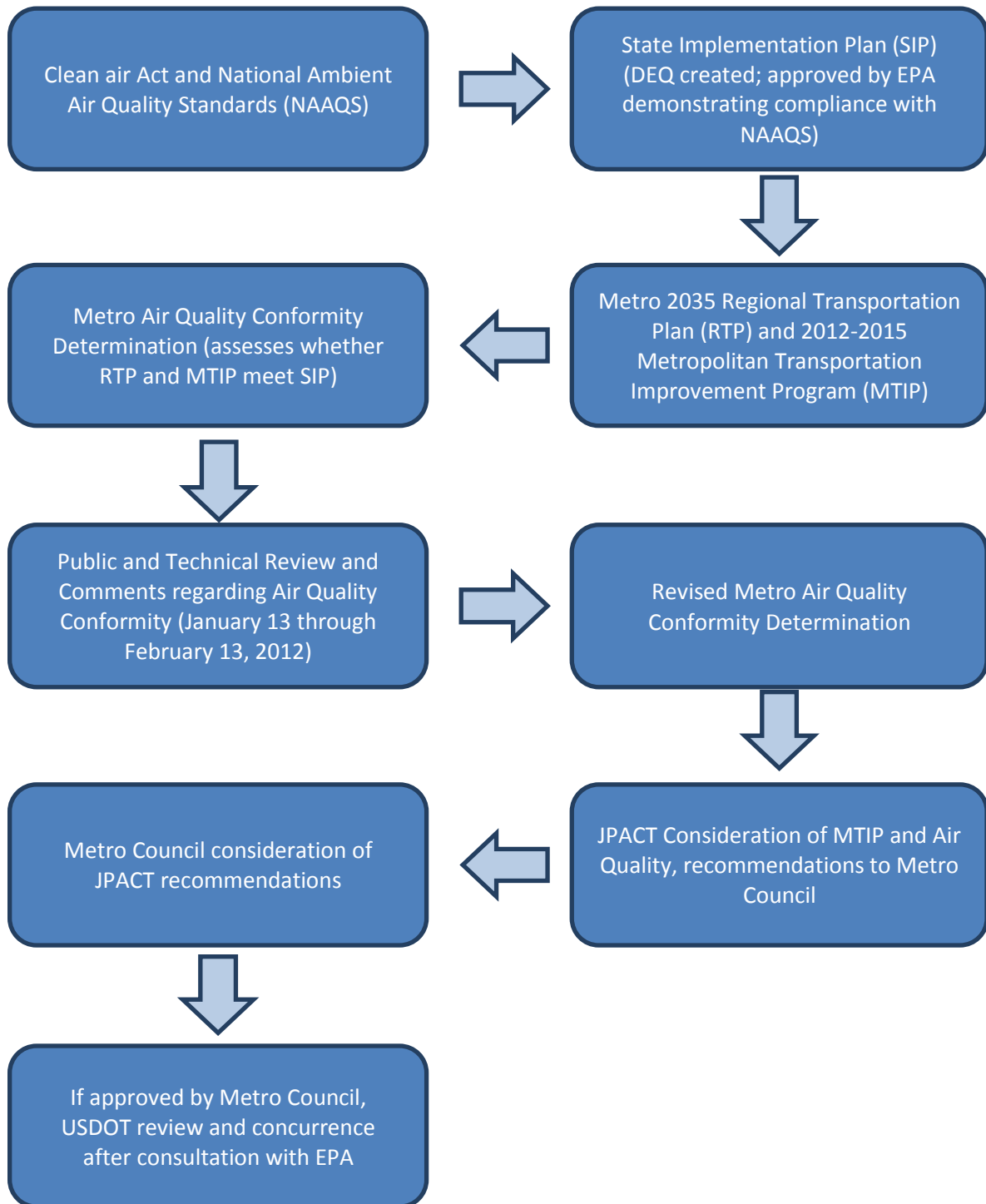
State regulations

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

Metro's role

Metro is the designated Metropolitan Planning Organization (MPO) for the Portland region. As the MPO, Metro is the lead agency for developing regional transportation plans and scheduling the spending of federal transportation funds in the Portland area. The Metro Council, after receiving recommendations from the Joint Policy Advisory Committee on Transportation (JPACT), approves regional transportation plans, air quality conformity determinations, and implements programs. The JPACT is a 17-member committee of elected officials and representatives of regional agencies. In addition, the Transportation Policy Alternatives Committee (TPAC) is specifically named in the state rule as the standing committee designated for "interagency consultation," for technical review processes. The TPAC's 21 members consist of technical staff from the same governments and agencies as JPACT, plus a representative from the Southwest Washington Regional Transportation Council and six community members appointed by the Metro Council.

Figure 1. Air Quality Conformity Determination Process



Air Quality Conformity Determination Process

Regional transportation plans (RTP) and the schedule of federal fund expenditures (MTIP) are required to be updated every four years at a minimum. With each update of the RTP and the MTIP must demonstrate the resulting air quality of the proposed planned surface transportation system or the four-year programming does not exceed the approved maximum allowed levels of on-road transportation emissions. Additionally, any specified transportation control measures (TCMs) must also demonstrate progress.

In order to demonstrate the 2018-2021 MTIP meet federal and state air quality planning requirements, Metro must complete a technical analysis, consult with local, state, and federal partners and provide opportunity for public comment on the public review draft of the air quality conformity determination. As part of the package for adoption, the draft conformity determination report is brought to the Transportation Policy Alternatives Committee and Joint Policy Advisory Committee on Transportation (see <http://www.oregonmetro.gov/> for more information about these committees) for consideration, and then to the Metro Council.

The Metro Council (<http://www.oregonmetro.gov/council>) approves air quality conformity determination for the Portland metropolitan region. Once approved, the conformity determination is submitted to the U.S. Department of Transportation (U.S. DOT). In practice, this means review by the Federal Highway Administration and Federal Transit Administration. These U.S.DOT agencies approve or reject the conformity determination after consultation with the EPA. Upon U.S. DOT approval, federal funding of transportation projects may commence.

The 2014 RTP and the 2015-2018 MTIP air quality conformity were last assessed in spring through early summer 2014. The U.S. DOT approved the conformity determination on May 20, 2015.

For the 2018-2021 MTIP, the schedule of the analysis and approval process is outlined in Appendix C.

1.4 Status of Pollutants in the Region

The National Ambient Air Quality Standards (NAAQS) adopted by both the EPA and DEQ identify six air pollutants for which seven standards are established and regulations are in place to address areas that violate or have violated the standards in the past. These air pollutants are:

- carbon monoxide;
- lead;
- nitrogen dioxide;
- ozone;
- particulate matter, 2.5 micrometers and smaller diameter (PM_{2.5});
- particulate matter, 10 micrometers and smaller diameter (PM₁₀); and,
- sulfur dioxide.

The Portland/Vancouver area has one interconnected air shed. However, given the state boundary along the Columbia River and the differing jurisdictions and state laws, the Federal government approved in 1997 for Portland and Vancouver to take responsibility of its side of the air shed. For the Oregon side, a Metro area air shed was established. See Appendix L for further information.

The Metro region has not exceeded the standards for five criteria air pollutants – lead, nitrogen dioxide, PM₁₀, PM_{2.5} and sulfur dioxide. However, in the past, the Metro region has exceeded carbon monoxide and ozone standards.

The region is no longer subject to the 1-hour ozone standard and no longer has a requirement to complete transportation conformity for ozone. The region, however, must still comply with certain monitoring requirements with regard to ozone as part of anti-backsliding measures. These were adopted in a maintenance SIP. For the region's ozone status see: <http://www.epa.gov/oar/oaqps/greenbk/omcs.html#OREGON> (1 hour) and <http://www.epa.gov/oar/oaqps/greenbk/fmcs.html#OREGON> (8 hour). In 2015, EPA lowered the 8-hour ozone standard. As a result, Oregon DEQ conducted an assessment to determine if any area in Oregon is in violation of the new 8-hour ozone standard. This assessment was completed at the end of 2016. The results of the assessment determined that no area in Oregon is in violation of the lowered ozone standard. Appendix P provides detail of the region's ozone air quality status and Appendix R provides more information about the region's ozone conditions.

As of 1997, the Metro area is a maintenance area for carbon monoxide (CO). While the region meets federal CO standards, it must continue to demonstrate CO levels will remain under the standard under future population and economic conditions. This demonstration is done through a regional emissions analysis in an air quality conformity determination. The analysis for the determination compares forecast levels of pollutant emissions assuming proposed transportation investments with motor vehicle emission budgets or maximum allowed levels of the pollutant from the on-road and transit elements of the region's transportation system for different years into the future. In 2006, the EPA approved a new CO State Implementation Plan (SIP) finding new CO motor vehicle emission budgets adequate for transportation conformity purposes in the second 10-Year Portland Area Carbon Monoxide Maintenance Plan. This second CO maintenance plan is effective through 2017, after which time transportation conformity demonstration will no longer be necessary if the area does not violate the CO NAAQS.

Carbon Monoxide

The Oregon DEQ describes carbon monoxide as:

“A colorless, odorless gas. In the body, CO binds tightly to hemoglobin (the red pigment in blood which transports oxygen from the lungs to the rest of the body). Once hemoglobin is bound to CO, it can no longer carry oxygen. In this way, CO reduces the oxygen-carrying capacity of the blood and can result in adverse health effects. High concentrations of CO strongly impair the functions of oxygen-dependent tissues,

including brain, heart, and muscle. Prolonged exposure to low levels of CO aggravates existing conditions in people with heart disease or circulatory disorders. There is a correlation between CO exposure and increased hospitalization and death among such patients. Even in otherwise healthy adults, carbon monoxide has been linked to increased heart disease, decreased athletic performance, and diminished mental capacity. Carbon monoxide also affects newborn and unborn children. High CO levels have been associated with low birth weights and increased infant mortality.”

“A major natural source of CO is spontaneous oxidation of naturally occurring methane (swamp gas). The major human-caused source is incomplete combustion of carbon-based fuels, primarily from gasoline-powered motor vehicles. Other important sources are wood stoves and slash burns. How a motor vehicle is operated has an effect on the amount of CO emitted. In stop-and-go driving conditions, CO emissions are high. Emissions are also increased when the outside temperature is low. Oregon's most serious CO problems occur during the winter in urban areas when CO emitted by slow-moving traffic is trapped near the ground where people can inhale them.”

The Portland Metro area has not exceeded the 8 hour carbon monoxide standards since 1989 and total emissions have been trending downward, as illustrated in figure 2.

Figure 2. Carbon Monoxide Trends – Total Emissions, All Sources

Carbon Monoxide Trends

The figure below shows the CO trend in comparison to the federal standard.

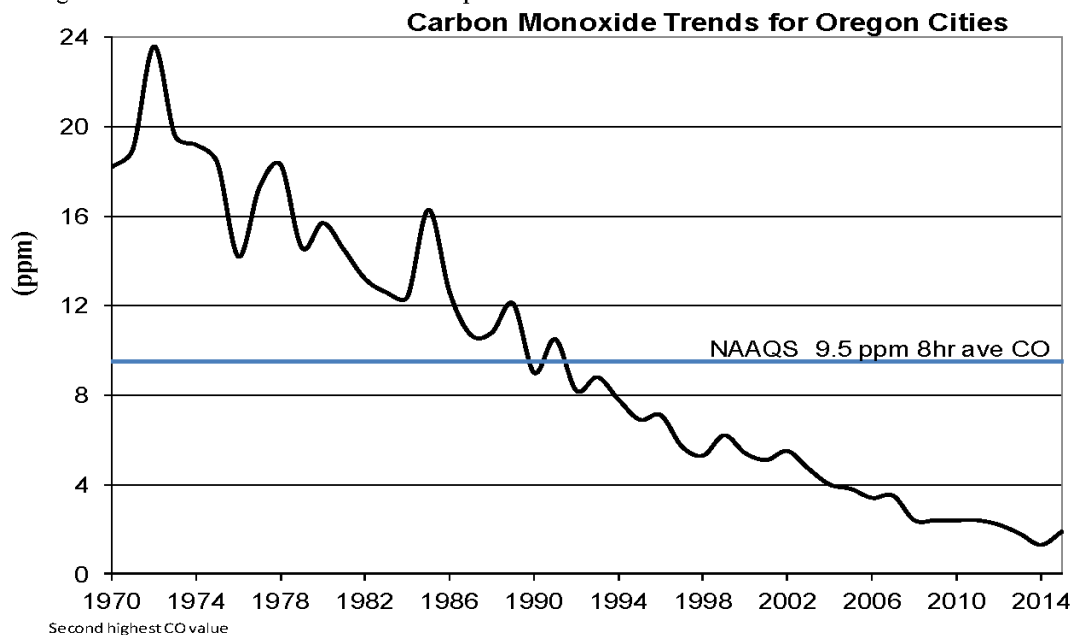


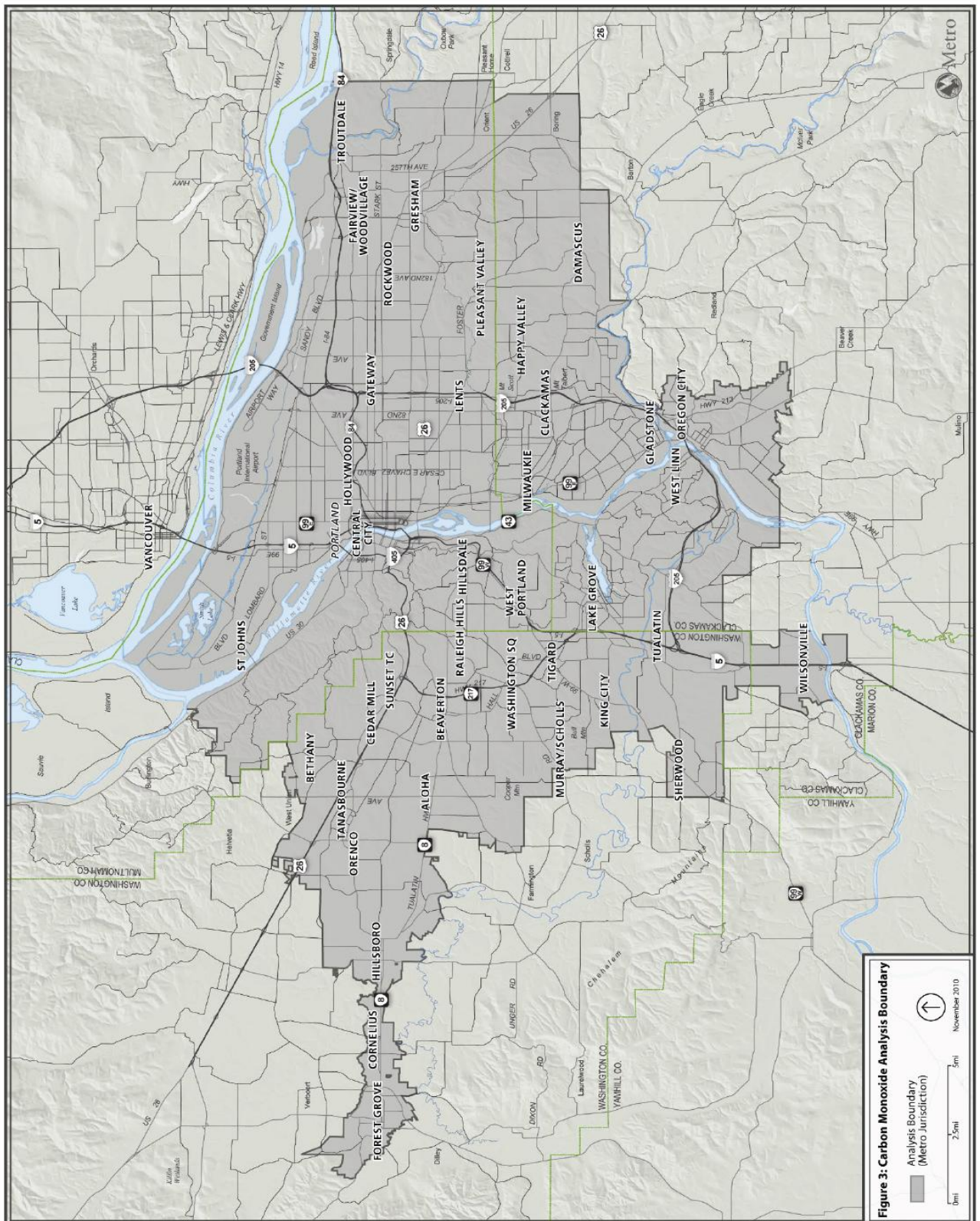
Figure 68. Carbon monoxide Trend.

Trend chart uses the second highest annual, eight hour average. ppm = parts per million.

Source: 2015 Oregon Air Quality Data Summaries, Oregon Department of Environmental Quality see <http://www.deq.state.or.us/aq/forms/annrpt.htm>

For carbon monoxide, a combined interstate air shed with Southwest Washington (including Vancouver and Clark County, Washington) was established when the region was designated as a non-attainment region in 1991. However, EPA satisfied a request by the two metropolitan regions to separate the air sheds in 1995. (See Appendix K for more detail.) As a result, the Metro jurisdictional boundary was established as the geographic extent of concern for which emission budgets (maximum pollutant levels) were created to demonstrate attainment and long-term maintenance. Below is a map of the Metro jurisdictional boundary used for the air quality analysis.

Figure 3. Carbon Monoxide Analysis Boundary
(coincides with Metro Jurisdictional Boundary)



2.0 DEMONSTRATION OF CONFORMITY FOR CO

This air quality analysis addresses those sections of the federal statutes and state administrative rule that are applicable to the 2018-2021 MTIP conformity determination. Accordingly, each subsection will cite a subject (e.g. “Consultation”) and describe how the requirement was addressed. Federal statutes concerning transportation air quality conformity begin at 40 CFR 93.100 and end at 40 CFR 93.128. Oregon administrative rules for transportation conformity follow federal statute and begin at OAR 340-252-0010 and end at OAR 340-252-0290. Each section is address in numerical order, except as noted in Appendix G.

2.1 General requirements

2.2.1 Applicability (OAR 340-252-0020 and 40 CFR 93.102)

This conformity rule applies to the 2018-2021 MTIP as the Metro area has a carbon monoxide maintenance status and the actions being proposed are regionally significant as confirmed through consultation with agencies including the DEQ, EPA, Federal Highway Administration, Federal Transit Administration and regional partners in spring 2016 and with TPAC on September 30, 2016. A “Pre-Conformity Plan” which contains the proposed methods, assumptions and schedule was developed in compliance with the conformity rule. The Pre-Conformity Plan can be found in Appendix C.

2.1.2 Frequency of Conformity Determinations (OAR 340-252-0050 and 40 CFR 93.104)

Federal regulations call for a new conformity determination prior to acceptance of a new or updated regional transportation plan (RTP), a metropolitan transportation improvement program (MTIP), and with certain RTP/MTIP amendments, and no less frequently than every four years. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) last approved the joint 2014 RTP and 2015-2018 MTIP air quality conformity determination on May 20, 2015..

2.1.3 Consultation (OAR 340-252-0060 and 40 CFR 93.105)

This section addresses the consultation requirements for air quality planning. The regulations in this section state the metropolitan planning organization is responsible for developing the transportation plan (RTP) and transportation improvement program (MTIP), making the conformity determination, performing regional emissions analysis and documenting timely implementation of transportation control measures (TCMs).

Consultation is comprised of two components – technical and public. For technical consultation, agency representatives must be provided the opportunity to review and comment on the technical aspects of a conformity determination. For public review, members of the public must be given the opportunity to see the conformity determination report and provide comment.

In May 2016, representatives of the FHWA, FTA, EPA, DEQ, and ODOT and Metro were contacted via email concerning the upcoming 2018-2021 MTIP air quality conformity determination. A copy of the Pre-Conformity Plan was provided for review and interagency consultation was held in May and June 2016. After some lengthy discussion, the interagency consultation representatives of each agency indicated support for the plan and gave approval to move forward with the air quality analysis. Additionally, TPAC members were provided a copy of the Pre-Conformity Plan and consultation was held at the September 30, 2016 meeting. Members of TPAC approved the technical approach to the conformity determination.

In addition to technical consultation, an opportunity for public comment period also must be provided prior to taking formal action. Reasonable access to technical and policy information must be provided at the beginning of the public comment period. Any charges for public inspection and copying must be consistent with a specified fee schedule.

Metro is making this document available on its website at the beginning of the 30-day public comment period starting on April 24, 2017 so that it may be accessed for free at any public library via the internet or from a resident's home, if they have a computer and internet access. In addition, a telephone number has been advertised so that the public may call should they have questions. Metro has also arranged to mail hard copies of this report to those who may wish to use this method of inspecting the document. Metro has also provided a telephone number for the hearing impaired so that questions may be answered using TTY technology, so that text messages may be conveyed back and forth. Public comments received by May 23, 2017, will be compiled and written responses addressing comments will be completed and made available to the Transportation Policy Alternatives Committee, Joint Policy Advisory Committee on Transportation and the Metro Council and will be provided for consideration in late June (TPAC), July (JPACT) and August (Metro Council) 2017.

2.1.4 Content of Transportation Plans (OAR 340-252-0070, 40 CFR 93.106, and 40 CFR 93.106(d)(3))

This regulation concerns the analysis years in which projected emissions for future of transportation conditions are estimated and compared to the approved motor vehicle budgets. Based on federal conformity regulations, the analysis years may not be more than 10 years apart and the first analysis year must not be more than 10 years from the base year. The final analysis year, or horizon year, must be the last year of the RTP's forecast period. The forecasted demographic conditions (e.g. location and number of jobs, housing and population) for each of these analysis years must be included in the plan.

However, federal conformity provision 93.106(d)(3) allows areas with an approved maintenance plan to shorten the conformity timeframe to the final year of the maintenance plan. Shortening the conformity timeframe can result in a reduced number of analysis years to evaluate. In order to utilize the conformity shortening provision, the region must undergo consultation, public comment, and the governing body of the metropolitan planning organization must approve the shortened conformity timeframe. In 2014, Metro elected to undertake the process to utilize the federal conformity provision to shorten the conformity timeframe to apply it to the 2014 RTP and 2015-2018 MTIP joint air quality conformity determination and subsequent conformity determinations, including the 2018-2021 MTIP air quality conformity determination. Appendix E provides further detail of the federal requirements and process undertaken to permit the region to utilize the provision.

As a result of utilizing provision 93.106(d)(3), the air quality analysis years for the 2018-2021 MTIP include 2010 as the base year, 2017 as the final year of the maintenance plan, and 2040 the final year of the long-range transportation plan.¹ The transportation conditions and resulting projected emissions of these three analysis years were compared to the carbon monoxide budgets established by the SIP to determine whether the RTP and by extension the MTIP, conform to federal air quality regulations. Further, the 2014 RTP includes and describes the Metro region's transportation policies, requirements, services, and including intermodal activities.

1 The base year of 2010 is being used (and not being updated to 2015) because the 2018-2021 MTIP air quality conformity determination is utilizing a provision with transportation conformity rules to rely on the results of the previous emissions analysis.
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2.1.5 Relationship of Transportation Plan and TIP Conformity with the NEPA Process (OAR 340-252-0080 and 40 CFR 93.107)

This provision provides some flexibility between the projects described in the RTP and MTIP and specific projects for which National Environmental Policy Act (NEPA) analysis is being completed.

There are several major transportation projects in the region in various stages of project development, including, for some, NEPA processes. Following are the descriptions of how these projects are assumed – for purposes of air quality conformity determination only – and as reviewed by federal agencies and TPAC.

Table 2. Major Transportation Project Assumptions

| Project | Project Description and Extent | 2014 Financially Constrained System Modeling and Project Assumption |
|--|---|---|
| Columbia River Crossing | Replace I-5/Columbia River bridge and improve interchanges on I-5. | Modeling assumed a replacement bridge with 10,000 vehicles per hour each direction with \$2 peak period tolls and light rail transit to Clark College. The ODOT Director and the Bi-State Coordination Committee have directed JPACT and the Metro Council to keep the Columbia River Crossing (CRC) in the RTP financially constrained project list despite recent events, since the need for a replacement bridge still exists, and the CRC is still the identified solution for the long range plan. The project will be revisited as part of the 2018 RTP update. |
| Sunrise (I-205 to 172nd Avenue) | Limited-access highway from I-205 to Rock Creek Junction in Clackamas | Assumes improvement consistent with EIS. Reflects Phase 2 and 3 assumptions. Construction funding through 122 nd has been committed. |
| I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) | Interchange and surrounding local street improvements. | Includes southbound braided ramps, added capacity on I-5 and improvements to surrounding neighborhood streets to facilitate circulation. |
| I-5 to 99W Replacement Projects | Improves connectivity from I-5 to 99W in Southern Washington County. | Construct improvements consistent with recommendations from I-5/99W connector process. Includes improvements to existing arterial streets and a new southern arterial connection. |
| High Capacity Transit: Southwest Corridor (Portland to Tualatin via Tigard) | Bus Rapid Transit from Tualatin to downtown Portland via Tigard, PCC, with connections to OHSU. | Bus Rapid Transit (BRT) was assumed in the modeling work. It was modeled in exclusive right of way with fixed speeds similar to Light Rail Transit (LRT). The modeling assumptions are intended to be a placeholder with characteristics of both types of High Capacity Transit. A policy decision on the specific mode and alignment has not been determined as of the conformity determination. |
| Powell / Division Transit Project | Bus Rapid Transit from downtown Portland to Gresham Transit Center. | Bus Rapid Transit in mixed traffic on Powell/Division was assumed in the modeling work. A policy decision on the specific mode and alignment has not been determined as of the conformity determination. |
| John's Landing Streetcar | Streetcar extension from existing Lowell terminus to Willamette Park. | Extend existing streetcar line to John's Landing. Temporary alignment along Macadam Boulevard. Subject to refinement. |

Note: Major project assumptions seen are representative of what was assumed as part of the regional emissions analysis for the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination.

When a project hasn't been adequately defined through the NEPA process, conformity allows coding of the transportation network be based upon a placeholder project as best as can be defined at the time. For purposes of this air quality conformity determination, a specific configuration to these projects has

been made. If the final project configuration is substantially different than what has been assumed, consultation will determine whether additional conformity analysis will be needed at that time.

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

This section requires that regional transportation plans and transportation improvement programs be fiscally constrained. This means the total cost of the RTP and the MTIP be equal or less than the total of identified transportation resources. The 2014 RTP includes a list of projects which comprises the fiscally constrained system. The list of projects encompasses those projects included in the 2018-2021 MTIP. Likewise, the 2018-2021 MTIP was created based on the availability of funds, the project list starting from one that vastly exceeded available dollars, to the proposed project list consistent with foreseeable revenues during the program period. Each project included in the Metropolitan Transportation Improvement Program has identified funding source(s) that can be reasonably expected to be available over the planning period. A list of the financially constrained projects from the 2014 RTP is included as Appendix A.

2.2 Criteria and procedures for determining conformity

2.2.1 General (OAR 340-252-0100 and 40 CFR 93.109)

This section outlines that portion of the conformity rule applicable for particular actions. Compliance with this section is specifically demonstrated in the following sections.

2.2.2 Latest Planning Assumptions (OAR 340-252-0110 and 40 CFR 93.110)

The assumptions about land use, including the location of jobs, housing and the demographic characteristics of the population are a key element in the transportation analysis and accordingly, are reflected in the air quality assessment. Metro's peer reviewed land use econometric model, MetroScope, was used to forecast the spatial distribution of total housing, population and jobs out to the year 2040. The results of the alternatives were reviewed by technical staff (TPAC), and, after revisions, recommended to policy makers (JPACT and the Metro Council) in November 2012. The resulting assumptions were the basis for the updated 2014 RTP and were incorporated into the transportation networks developed for the three analysis years assessed for air quality conformity purposes.

As MetroScope provides a population, housing, and jobs forecast to the year 2040, the outputs are the latest planning assumptions. The MetroScope results provide a long enough time horizon to understand the forecast demographic and employment changes and how the combination of the existing transportation system and improvements included in the financially constrained system will operate. The air quality analysis is based on the forecast data and the proposed transportation system.

Further detail regarding population, jobs, and socio-economic input to MetroScope are listed in the Pre-Conformity Plan (Appendix C).

2.2.3 Latest Emissions Model (OAR 340-252-0120 and 40 CFR 93.111)

Because the 2018-2021 MTIP received approval to utilize the provision in the transportation conformity rules to rely on the previous regional emissions analysis (see 2.3.2 Procedures for Determining Regional Transportation-Related Emissions for further discussion), the 2018-2021 MTIP air quality conformity determination results illustrates the results from the previous 2014 RTP and 2015-2018 MTIP joint air quality conformity determination.

At the time of the joint 2014 RTP and 2015-2018 MTIP air quality conformity determination, MOVES2010b, was the latest version of the EPA approved model and employed using the latest planning assumptions cited in Section 2.2.2, above for carbon monoxide, but also all of the other pollutants specified an agreement between Metro and DEQ in Appendix Q. Metro's implementation of MOVES was developed in accordance with all pertinent EPA guidance included in the document, *Using MOVES to Prepare Emission Inventories in State Implementation Plans and Transportation Conformity: Technical Guidance for MOVES2010, 2010a and 2010b (April 2012)*. Since then EPA has issued MOVES2014a.

2.2.4 Consultation (OAR 340-252-0130 and 40 CFR 93.112)

This section refers back to the earlier section on consultation and provides for the state implementation plans (SIP) to have additional consultation requirements if appropriate. The second 10-Year Portland Area CO Maintenance Plan and both the second ozone Maintenance Plan has no further consultation requirements beyond those already addressed in the earlier consultation section.

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

The State and Federal conformity regulations require the air quality conformity determination demonstrates compliance with Transportation Control Measures (TCMs) included in the CO Maintenance Plan by providing for the timely implementation of all TCMs. The air quality conformity determination must also demonstrate activities in the MTIP program or RTP amendments which interfere with the implementation of TCMs.

The Second 10-Year Portland Area CO Maintenance Plan, approved by the Oregon Environmental Quality Commission and US EPA, includes three TCMs: 1) Transit Service Increase; 2) Bicycle Paths; and 3) Pedestrian Paths.

2.2.6 Transportation Control Measures Substitution (OAR Appendix D9-2 and 40 CFR 93.176(c)(8))

Federal and State conformity regulations allow regions to replace an existing Transportation Control Measure (TCM) with a new TCM which provides an equivalent or greater pollution reduction. For a region to employ a substitution of a TCM substitution, the Metropolitan Planning Organization, relevant air quality agency and EPA determine a TCM substitution is an appropriate course of action. The Oregon Department of Environmental Quality (DEQ), in conjunction with Metro, developed a TCM substitution process that was codified with the adoption of the second Portland Area Carbon Monoxide Maintenance Plan. In 2013 the region elected to undergo the TCM substitution process for the Transit Service Increase TCM to prevent a conformity lapse. The substitute TCM was adopted in January and concurred in April 2014. The substitute Transit Service Increase TCM is reflected in the 2018-2021 MTIP joint air quality conformity determination. The process and adoption package undertaken to perform the TCM substitution can be found in Appendix F.

TCM 1. Transit Service Increase

Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of cumulative average of actual hours for assessment conducted for the entire second ten-year Portland Area Carbon Monoxide Maintenance Plan (2007 – 2017). Transit service increase will be assessed on the basis of fiscal year (July 1- June 30) beginning with FY 2008.

Compliance Actions - Transit Service Increase

This transit service TCM calls for a calculation of actual transit service revenue hours for assessments conducted between fiscal year 2008 through 2017. This means only the final annual total of revenue hours for the previous years from fiscal year 2008 through the time the conformity analysis conducted can be assessed. At the time of this public comment draft of the air quality conformity analysis, the latest year to report finalized annual revenue hours is 2016. Presented below are actual transit revenue service hours weighted by capacity from 2002 through 2016.

Table 3. Revenue Hours – Weighted by Capacity

| Fiscal Year (July - June) | Bus | MAX Rail (bus equivalency) | Streetcar (bus equivalency) | Commuter Rail (bus equivalency) | Total | Percent Change year-to-year |
|---------------------------|-----------|----------------------------|-----------------------------|---------------------------------|-----------|-----------------------------|
| 2001 | 1,467,660 | 642,531 | N/A | N/A | 2,077,529 | |
| 2002 | 1,497,564 | 712,922 | 37,781 | N/A | 2,110,191 | |
| 2003 | 1,515,648 | 745,502 | 37,444 | N/A | 2,210,486 | |
| 2004 | 1,527,228 | 754,804 | 40,065 | N/A | 2,261,150 | |
| 2005 | 1,516,296 | 889,851 | 46,723 | N/A | 2,282,032 | |
| 2006 | 1,458,564 | 857,752 | 50,827 | N/A | 2,406,147 | |
| 2007 | 1,481,460 | 862,843 | 55,604 | N/A | 2,367,114 | |
| 2008 | 1,511,880 | 900,884 | 67,220 | N/A | 2,399,907 | 1.39 |
| 2009 | 1,534,068 | 955,377 | 68,307 | N/A | 2,479,983 | 2.36 |
| 2010 | 1,461,396 | 1,104,526 | 67,385 | 5,754 | 2,563,506 | 2.70 |
| 2011 | 1,336,572 | 1,097,353 | 66,745 | 13,892 | 2,647,199 | 2.84 |
| 2012 | 1,342,296 | 1,117,717 | 66,416 | 13,938 | 2,514,608 | 1.27 |
| 2013 | 1,348,524 | 1,111,054 | 93,940 | 13,846 | 2,540,275 | 1.23 |
| 2014 | 1,387,056 | 1,128,553 | 103,042 | 14,110 | 2,632,761 | 1.37 |
| 2015 | 1,455,432 | 1,130,110 | 102,824 | 14,110 | 2,702,475 | 1.53 |
| 2016 | 1,516,836 | 1,267,551 | 129,882 | 21,601 | 2,935,871 | 2.32 |
| Average annual change | | | | | | 1.89 |

Source: TriMet. SMART or CTRAN service which connects to or provides service to the Metro is not included.

Findings. As illustrated in Table 3, the transit service increase TCM has been met because the cumulative average of transit revenue houses, after weighting by capacity, is 1.89 percent, which exceeds the TCM requirement of 1.0 percent.

TCM 2. Bicycle Paths

Jurisdictions and government agencies shall program a minimum total of 28 miles of bikeways or trails within the Portland metropolitan area between the years 2006 through 2017.

Bikeways shall be consistent with state and regional bikeway standards. A cumulative average of 5 miles of bikeways or trails per biennium must be funded from all sources in each Metropolitan Transportation Improvement Program (MTIP). Facilities subject to this TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514.

Compliance Actions - Bicycle Paths

As shown in Table 4, the region has allocated funding for at least 52.68 miles of bicycle lanes, bicycle boulevards and multi-use paths for fiscal years 2006-2018.^[1]

[1]. Mileage counts are derived from project descriptions and/or GIS measurements.
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Table 4. MTIP Bicycle Projects allocated for funding between 2006 and 2018

| 2006-2007 Funding | Length (mi) | 2014-2015 Funding | Length (mi) |
|---|----------------|--|----------------|
| Beaverton Powerline Trail | 1.95 | Cedar Creek Greenway Trail | 3.9 |
| Washington SQ RC multi-use trail | 0.57 | East Portland Active Transportation to Transit | 0.9 |
| McLoughlin: I-205 to Hwy 43 bridge | 0.1 | Burgard Rd at N Time Oil Rd | 0.6 |
| 102nd Ave Blvd improvements | 0.8 | Arata Rd-Wood Village Blvd to 238th Ave | 0.34 |
| Hwy 99E: River Rd to Park Ave bike lanes | 0.57 | Sandy Blvd: 230th - 238th Dr | 0.21 |
| Total | 3.99 | 17th Ave/Trolley Trail Connector: Andover Place to Lava Drive | 0.97 |
| | | Total | 15.02 |
| 2008-2009 Funding | Length (mi) | | Length (mi) |
| Springwater Trail | 0.9 | 2016-2018 Funding | |
| Marine Dr bike lanes | 1.5 | Fanno Creek Trail: Woodard Park to Bonita Rd and 85 th Ave to Tualatin River Bridge | 1.75 |
| Gresham-Fairview Trail | 1.9 | Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Ave | 1.52 |
| Gresham MAX trail | 1.9 | OR 99W: SW 19 th Ave to 26 th Ave – Barbur Blvd Demonstration | .57 |
| Rock Creek Trail | 0.8 | Foster Rd: SE Powell 90 th Pedestrian/Bicycle/Safety | 2.3 |
| Trolley Trail | 6.0 | Jennings Ave: OR 99E to Oatfield Rd Sidewalk and Bicycle Lane | .69 |
| SE 92 nd Ave bike lanes | 0.38 | SE 129 th Ave Bikelane and Sidewalk | .20 |
| Waud Bluff Trail | 0.25 | Total | 6.46 |
| Total | 13.63 | Total miles, 2006-2018: | 52.68 |
| | Length (mi) | | |
| 2010-2011 Funding | | Beaverton Creek Trail | 1.5 |
| NE/SE 50s Bikeway | 4.3 | Brentwood-Darlington Safe Routes to School | 1.9 |
| East Baseline St, Cornelius bike lanes | 0.54 | Complete Cleveland Street | .86 |
| East Burnside bike lanes | 0.55 | Cully Walking and Biking Parkway | 1 |
| Total | 5.39 | Halsey Street Safety and Access to Transit | 2.1 |
| | Length (mi) | Jade and Montavilla Connected Centers | 1.7 |
| 2012-2013 Funding | | Molalla Avenue Walking and Biking Improvements | .87 |
| NE/SE 20s Bikeway | 5.5 | Highway 43 Walking and Biking Improvements | 1.1 |
| Westside Trail | 0.75 | Total | 11.03 |
| 40 Mile Loop | 1.7 | | |
| Red Electric Trail | 0.24 | | |
| Total | 8.19 | Total miles. 2006-2021: | 63.71 |

Findings. Based on the allocated funding for bicycle infrastructure projects from 2006-2018, the TCM concerning bicycle paths has been met because:

- Over 63 miles of bicycle paths have been programmed to be built for the years 2006-2021; which substantially exceeds the TCM target of 28 miles to be built by the year 2017.
- On average, 9.1 miles of bicycle infrastructure projects are being funded per biennium, which is 82% above the 5 mile per biennium target for new bicycle/trail improvements.

TCM 3. Pedestrian Paths

Jurisdictions and government agencies shall program at least nine miles of pedestrian paths in mixed use centers between the years 2006 through 2017, including the funding of a cumulative average of 1½ miles in each biennium from all sources in each MTIP. Facilities subject to this TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514, except where such expansion or reconstruction is located within a mixed-use center.

Compliance Actions - Pedestrian Projects

As shown in Table 5, the region has allocated funding for at least 13.57 miles of new pedestrian improvements in mixed-use centers for 2006-2018.^[2]

Table 5. MTIP 2006-18 Pedestrian Projects^[3]

| 2006-2007 Funding | Length (mi) | 2014-2015 Funding | Length (mi) |
|-------------------------------------|----------------|--|----------------|
| St John's Ped/Freight Improvement | 0.45 | Arata Rd: 223rd - 238th and Wood | |
| Hillsboro Regional Center Ped | | Village Blvd trail | 0.2 |
| Project | 1.77 | 17th Ave/Trolley Trail Connector: | |
| Central Eastside Bridgeheads | 0.1 | Andover Place to Lava Drive | 0.34 |
| Hwy 224 Preservation (99E to I-205) | 0.15 | Total | 0.54 |
| Total | 2.47 | | Length (mi) |
| | | 2016-2018 Funding | |
| 2008-2009 Funding | Length (mi) | Fanno Creek Trail: Woodard Park to Bonita Rd and 85 th Ave to Tualatin River Bridge | 1.75 |
| Forest Grove TC* | 0.65 | OR 99W: SW 19 th Ave to 26 th Ave – Barbur Blvd Demonstration | .57 |
| Milwaukie TC | 0.26 | Foster Rd: SE Powell 90 th | |
| 92 nd Ave | 0.38 | Pedestrian/Bicycle/Safety Phase II | 2.3 |
| Gresham MAX trail | 0.4 | Total | 4.62 |
| Total | 1.69 | Total miles, 2006-2018: | 13.57 |
| | Length (mi) | | Length (mi) |
| | | 2019-2021 Funding | |

[2] "Mixed-use centers" include the Central City, Regional Centers, Town Centers, and Station Communities. Mileage counts are derived from project descriptions and/or GIS measurements

[3] The MAX multi-use path project is 2.32 miles total, with 1.90 miles being applied to the bike/trail TCM target, and .40 miles counting toward TCM pedestrian target, as it is located in the Gresham regional and Rockwood town centers. The Red electric trail project is 0.75 mi. with 0.24 miles applied to Bicycle TCM and 0.51 applied toward Pedestrian TCM. The project is located partially within the Hillsdale Town Center.

| | | | |
|---|-------------|--|--------------|
| 2010-2011 Funding | | Beaverton Creek Trail | .85 |
| Hood Street: Se Division to SE Powell | 0.18 | Complete Cleveland Street | .11 |
| Foster-Woodstock: SE 87 th to SE 101 st | 1.13 | Halsey Street Safety and Access to Transit | .34 |
| E. Baseline, Cornelius: 10 th to 19 th | 0.18 | Total | 1.3 |
| Burnside: 3 rd Ave to 14 th Ave | 1.1 | | |
| Total | 2.59 | | |
| | Length (mi) | | |
| 2012-2013 Funding | | | |
| Red Electric Trail | 0.5 | | |
| McLoughlin (Ph 2) | 0.5 | | |
| Rose Biggi | 0.16 | | |
| 102 nd Ave | 0.5 | | |
| Total | 1.66 | | |
| | | Total miles, 2006-2021: | 14.87 |

**Note: Scope of Forest Grove TC project reduced due to cost constraint*

Findings. The TCM concerning pedestrian projects has been met because:

- A total of 14.87 miles of pedestrian paths in mixed-use centers are programmed for the period 2006-2021; which exceeds the TCM of 9 miles by the year 2017.
- This represents an average of 2.12 miles per biennium, 41% above the TCM 1.5 mile per biennium target for new pedestrian improvements.

Overall TCM findings

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

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

2.2.7 Currently conforming transportation plan and TIP (OAR 340-252-0150 and 40 CFR 93.114)

This section states only one conforming transportation plan or TIP may exist at any one time. The existing conforming transportation plan for the Metro region is the 2014 RTP and 2015-2018 MTIP joint air quality conformity determination. (See Appendix H for approval letter.) The previous conformity determination for a transportation plan or TIP expires once the new one is approved. Potentially a project could lose its conformity determination if not completed and not carried over to the new conformity determination.

2.2.8 Motor Vehicle Emissions Budget (OAR 340-252-0190 and 40 CFR 93.118)

This section requires the projected emissions from the entire transportation system not exceed the approved motor vehicle emission budget for each year an emission budget has been established. The EPA found the motor vehicle emission budgets in the Second 10-Year Portland Area Carbon Monoxide Maintenance Plan adequate for transportation conformity purposes. The EPA approved budgets for

wintertime carbon monoxide levels from all on-road transportation sources. The emissions budgets are as follows:

2010 – 1,003,578 pounds per day

2017 – 1,181,341 pounds per day (2017 is the final year of the Maintenance Plan)

2040 – same as 2017

As part of utilizing the provision with the transportation conformity rules to rely on the previous regional emissions analysis, the following table (Table 10) shows the comparison between the motor vehicle emission budgets and the forecast vehicle emissions of the financially constrained 2014 RTP illustrates none of the budgets has been exceeded.

Table 6. Carbon Monoxide Emission Results Compared with Budgets

| Year | Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day) | Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day) |
|-------------|--|--|
| 2010 | 1,033,578 | 448,398 |
| 2017 | 1,181,341 | 324,234 |
| 2040 | 1,181,341 | 290,007 |

Accordingly, based on these model results, the other data provided in this document and on documents in the appendices, it is concluded the 2018-2021 MTIP meet the transportation air quality conformity determination requirements and standards.

2.3 Regional emissions analysis and methodology

2.3.1 Transportation Networks

The projects listed in Appendix A are those in the financially constrained 2014 RTP and assumed for the region. The list includes the project name, location, project description, the estimated completion year of the project, and whether the project is considered regionally significant therefore it was included in the regional emissions analysis. Exempt projects are also identified in Appendix A.

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

During the May and June 2016 interagency consultation meetings, Metro proposed to utilize a provision 93.122(g), which allows for a region to rely on the previous regional emissions analysis if certain conditions are met. Through consultation, Metro was approved to move forward with utilizing the provision as long Metro monitored throughout the process it can meet all the conditions. The conditions to utilize the previous emissions analysis are:

- 1) The new plan and/or TIP contain all projects which must be started in the plan and TIP's timeframes in order to achieve the highway and transit system envisioned by the transportation plan;
- 2) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan's and/or TIP's regional emissions at the time of the previous conformity determination;

- 3) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan; and
- 4) The previous regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.

The Portland metropolitan region last conducted a regional emissions analysis for the 2014 RTP and the 2015-2018 MTIP in 2014 and the joint 2014 RTP and 2015-2018 MTIP air quality conformity determination received FHWA and FTA approval on May 20, 2015. The timing satisfies section 4 of the conditions that the regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119. Throughout the development of the 2018-2021 MTIP, Metro staff worked with MTIP partners to ensure the projects being submitted as part of the 2018-2021 MTIP were being drawn from the 2014 RTP and/or an exempt project per transportation conformity rules. Metro worked with partners to gather a defined scope for the projects to determine consistency with the originally conformed project. Only one project, the Division Bus Rapid Transit project, raised questions around consistency with what had been conformed for the project in the 2014 RTP. Through interagency consultation conducted in November 2016, approval was given by federal, state, regional, and local partners that the change in scope would not impact air quality determination and that it is unnecessary to run a new regional emissions analysis for the minor scope change.

Appendix B illustrates the list of the 2018-2021 MTIP projects and the associated 2014 RTP financially constrained project ID and/or the air quality status. (e.g. identifying whether the project is considered exempt from conformity, regionally significant, or not regionally significant.)

This section also requires the air quality conformity analysis be performed for all “regionally significant” projects. Metro takes a conservative approach in identifying regionally significant projects attempts to model any improvement that can be modeled. This approach helps ensure any capacity increases or decreases involved in an improvement are included in the analysis and all possible consideration of improvements have been made. Regionally significant projects in the financially constrained 2014 RTP are identified in Appendix A.

However, at times, there are number of projects seeking eligibility for federal funds which would not be considered regionally significant, but are not identified in OAR 340-252-0270 and 40 CFR 93.126 as exempt projects. These projects remain on the 2014 RTP project list, but are identified as not regionally significant projects in Appendix A.

This section also addresses the model assumptions and methods employed for conducting the air quality conformity analysis. Because the region is utilizing the provision to rely on the previous emissions analysis, the details of Metro’s travel demand model used in the 2014 RTP and 2015-2018 Joint Air Quality Conformity Determination are being provided. At the time, Metro’s travel demand model (Joan) was used in the first step of the conformity analysis. Transportation networks are built for each conformity analysis year with assumptions about the transportation network improvements and capacities, transit service levels and fares, jobs, housing and demographic characteristics, the miles traveled and the speeds at which the miles are traveled. Based on the listed inputs, miles traveled are estimated. Once the travel demand model has been run for a particular year, the application of emission

rates generated by MOVES2010b, the air quality model is used to estimate air pollutant emissions for the analysis year that the transportation model was run.

As established in the Second Portland Area Carbon Monoxide Maintenance Plan, the geography of concern for air quality conformity purposes is the Metro jurisdictional boundary, which includes portions of three counties (Clackamas, Multnomah, Washington) in the Oregon section of the metropolitan area. While Metro's modeling responsibilities are limited to emissions occurring inside its jurisdictional boundary, vehicles registered in Clark County, Washington, account for a relatively substantial share of the emitting activity. Therefore, a separate set of inputs is necessary to account for the different fleet characteristics, fuels, and inspection/maintenance (I/M) programs associated with these vehicles. Similarly, another set of inputs is necessary to account for the activity within the model area of vehicles that are not subject to an I/M regime. Table 7 outlines Metro's current implementation of MOVES.

Table 7. MOVES2010b Input Assumptions

| Parameter | Details |
|-----------------------------|---|
| Emission Model Version | MOVES2010b |
| Time Spans | Time Aggregation Level: Hour Month of Evaluation: January Type of Day of Evaluation: Weekday Hour of Evaluation: All 24 |
| Road Type | Urban Restricted Access Urban Unrestricted Access Off-Network (for stationary emission processes) |
| Pollutants & Processes | Pollutant: CO Processes: all valid processes |
| Meteorology Data | Used EPA spreadsheet convertor tool to convert previous MOBILE6.2 inputs |
| Source Type Population | Oregon: developed using Oregon DMV fleet database, MOVES Washington: provided by Washington Department of Ecology |
| Age Distribution | Oregon: developed using Oregon DMV fleet database, EPA convertor on previous MOBILE6.2 inputs Washington: provided by Washington Department of Ecology |
| Vehicle Type VMT | Oregon: developed using HPMS summary reports from Oregon DOT, EPA convertor tools Washington: provided by Washington Department of Ecology |
| Average Speed Distribution | Post-processed transportation model assignment results |
| Road Type Distribution | Post-processed transportation model assignment results |
| Fuel Formulation and Supply | Oregon: provided by Oregon DEQ Washington: provided by Washington Department of Ecology |
| I/M Programs | Oregon: provided by Oregon DEQ Washington: provided by Washington Department of Ecology |
| California LEV standards | Oregon: provided by Oregon DEQ Washington: provided by Washington Department of Ecology |

The transit network used for this analysis included a transit system informed by TriMet's Transit Investment Priorities and Service Enhancement Planning processes, which are consistent with the financially constrained 2014 RTP.

This section also provides for emission reduction credits for any transportation control measures (TCM) implemented as long as timely implementation can be assured. As the analysis has

demonstrated the region's regional CO emission levels are below the approved emissions budgets for each analysis year without the use of emission reduction credits, these credits have not been included in these calculations.

2.3.3 Timeframe of Conformity Determination (40 CFR 93.106(d)(3))

This section addresses a provision within the transportation conformity rules which regions can elect to use to shorten the timeframe of the conformity determination. The timeframe of the conformity determination must meet a number of requirements as addressed in section 2.1.4 Content of Transportation Plan, but regions with an adequate or approved maintenance plan can elect to shorten the timeframe of the conformity determination through the final year of the maintenance plan. To utilize the provision, the metropolitan planning organization must consult with state and local air quality agencies, solicit public comments, and consider such comments. In 2014, Metro elected to utilize the provision for the 2014 RTP and 2015-2018 MTIP joint air quality conformity determination and subsequent determinations. The adopted legislation to utilize the provision can be found in Appendix E.

2.3.4 Exempt Projects (OAR 340-252-0270 and 40 CFR 93.126)

This section addresses certain transportation projects, including certain safety (railroad/highway crossings, hazard elimination program, etc.), mass transit (operating assistance to transit agencies, purchase of support vehicles, etc.) air quality (ride-sharing and van pooling promotion, bicycle and pedestrian facilities, etc.), which are exempt from regional and project-level air quality conformity, unless through consultation, a specific project or project type is deemed to have potentially adverse emission impacts.

Projects in the financially constrained 2014 RTP which are exempt are not included in the travel forecast model and this air quality analysis. These projects are identified as exempt projects in Appendix A.

2.3.5 Projects Exempt from Regional Emissions Analyses (OAR 340-252-0280 and 40 CFR 93.127)

In addition to the list of exempt projects, certain projects are exempt from regional air quality conformity analyses. These include intersection channelization projects, intersection signalization at individual intersections, changes in vertical and horizontal alignments and other projects that do not significantly affect the regional emission analysis. These projects remain subject to project level analysis because the project have adverse localized emissions impacts and must undergo local hot spot analysis to check on potential impact to the area directly around the project's location.

Projects in the financially constrained 2014 RTP which are regionally exempt are not included in the travel forecast model and this air quality analysis. These projects are identified as exempt projects and are identified in Appendix A.

2.3.6 Traffic Signal Synchronization Projects (OAR 340-252-0290 and 40 CFR 93.128)

Regionally significant traffic signal synchronization projects must be included as required by these sections of federal and state statutes. The literature suggests throughput from such traffic signal synchronization projects can be increased by as much as ten percent. However, the Metro travel forecast model has been revised to allow only additional 50 vehicles per hour more capacity through intersections with traffic signal signalization projects than those without this feature. Analysis of

existing or in construction projects will provide better information about the actual capacity increase that such improvements provide. Recent traffic signal synchronization changes include:

- New signal controls for up to 200 intersections (ODOT, ARRA 2009 - RTP project number 11104)
- Adaptive control on U.S. 26 (Powell Boulevard, Mt. Hood Highway), from the Ross Island Bridge to SE 52nd Avenue, approximately 2.5 miles in length, including up to adaptive signal control at all ten signalized intersections (2008)
- A joint City of Gresham/Multnomah County adaptive (real-time) traffic signal control system on Burnside Road between Eastman Parkway and Powell Boulevard; (2006) (An assessment of effectiveness of this project is underway)
- A Portland Central City signal re-timing of 150 intersections (2005)
- An incidence responsive (for example an accident on I-205) traffic signal system on 82nd Avenue (being completed). This approach was also completed for Barbur Boulevard.

As future air quality conformity determinations are made, Metro's travel demand model will continue to improve its modeling by including consideration of traffic signal synchronization projects. However, at this time the Metro travel forecast model is unable to model adaptive signal control.

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PROJECT LISTS

Appendix A-2014 Regional Transportation Plan (RTP) Financially Constrained Project List

Appendix B-2018-2021 MTIP Project List

AIR QUALITY CONFORMITY DETERMINATION PROCESS

Appendix C-Pre-Conformity Plan

Appendix D-Approval to Utilize Code of Federal Regulations 40 93.122(g) Latest Planning Assumptions

Appendix E- Approval to Utilize Code of Federal Regulations 40 93.122(d)(3) Shortening Timeframe of Conformity Analysis

Appendix F-Transit Service Increase Transportation Control Measures (TCM) Substitution Process and Approval

Appendix G-Summary of Non-Application State and Federal Regulations and Why They Are Not Addressed

Appendix H – Federal Approval Letter for 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination

PUBLIC INVOLVEMENT

Appendix I-Notice of Public Comment Opportunity for the 2018-2021 MTIP Joint Air Quality Conformity Determination

Appendix J-2018-2021 Metropolitan Transportation Improvement Program Air Quality Conformity Determination Public Comment Report, Summary, and Responses

FEDERAL DESIGNATIONS

Appendix K-Federal Register Notice Designation of Portland Metropolitan Region as a Non-attainment for Carbon Monoxide

Appendix L-Federal Register Notice Separation of the Portland, Oregon-Vancouver, Washington State Interstate Carbon Monoxide (CO) Non-Attainment Area

Appendix M-Federal Register Notice Designation of Portland Metropolitan Region as Attainment Area for Carbon Monoxide

Appendix N-Federal Register Notice of Proposed Approval of State Implementation Plan for Portland, Oregon – Portland Carbon Monoxide Second 10 Year Maintenance Plan

Appendix O-EPA approval of the Portland Carbon Monoxide Second 10 Year Maintenance Plan

Appendix P-Federal Register Notice of Portland Metropolitan Region as Attainment for Ozone

ADDITIONAL SIP REQUIREMENTS

Appendix Q-Memorandum of Understanding Between Metro and Oregon DEQ Concerning Air Quality

Appendix R-Ozone Monitoring Trends

Appendix S-Vehicle Miles Traveled per Capita Information

Appendix T-Air Toxics and Greenhouse Gas Emissions Information

APPENDIX A - 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination - List of Projects

| RTP ID | Nominating Agency | Facility Owner | Project/Program Name | Project Start Location | Project End Location | Project Purpose | Description | Estimated Cost (\$2014) | Time Period | Regionally Significant, Exempt, or Not Regionally Significant | Financial Constrained | Metro Investment Category | Subregion |
|--------|-------------------|---------------------------|--|------------------------|--|--|---|-------------------------|-------------|---|-----------------------|---------------------------|-------------------|
| 10616 | Beaverton | Beaverton | Rose Biggi Ave.: Crescent Street to Hall Blvd. Complete right-of-way and construction of multimodal street extension with Boulevard Design | Crescent St. | Hall Blvd. | Completes a gap. | Extend 2-lane Rose Biggi Ave. to Hall Blvd. (via Westgate Drive) to fill a gap; boulevard design; add sidewalks, bikeway (PE funded STIP Key #14400). | 3,500,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10617 | Beaverton | Beaverton/ Washington Co. | Farmington Rd. | Murray Blvd. | Hocken Ave. | Safety (high crash location), fill gaps in bike/ped system, and congestion relief at intersections of Murray and Hocken. | Construct turn lanes and intersection improvements; signalize where warranted; add bike lanes and sidewalks in gaps. Includes multi-modal improvements to Murray: TV HWY to Farmington. | 10,700,000 | 2014-2017 | Regionally Significant | Y | Active Transportation | Washington County |
| 10618 | Beaverton | Beaverton | Dawson/Westgate multimodal extension from Rose Biggi Ave. to Hocken Ave. | Rose Biggi Avenue | Hocken Ave. via Dawson to Westgate at Rose Biggi | Complete a gap. | Extend 2 lane street from Hocken via Dawson and Westgate at Rose Biggi to fill a gap; realign Dawson/Westgate at Cedar Hills; add turn lanes at intersections, sidewalks, bikeway. | 8,900,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10619 | Beaverton | Beaverton | Crescent St. multimodal extension to Cedar Hills Blvd. | Rose Biggi Ave. | Westgate Dr. | Complete a gap. | Extend 2 lane Crescent from Cedar Hills to Rose Biggi Ave. to fill a gap; add sidewalks, bikeway. | 3,500,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10620 | Beaverton | Beaverton | Millikan Way multimodal extension from Watson Ave. to 114th Ave. | Watson Ave. | 114th Ave. | Complete a gap. | Extend 2 lane Millikan Way to 114th to fill a gap; add turn lanes at intersections, sidewalks, bikeway. | 13,800,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10621 | Beaverton | Beaverton | New street connection from Broadway to 115th Ave. | Broadway | 115th Ave. | Complete a gap. | Construct new 2 lane street with bikeway and sidewalks. | 4,500,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10622 | Beaverton | Beaverton | Electric to Whitney to Carousel to 144th multimodal street connections | Electric | 144th Ave. | Complete a gap. | Connect existing streets and improve to standard with bikeways and sidewalks. | 7,200,000 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 10623 | Beaverton | Beaverton | Hall Blvd. multimodal street extension to Jenkins Rd. | Hall Blvd. | Jenkins Rd. | Congestion relief and connects to Regional Center. | Construct new 4 lane street (2 lane boulevard design if all other Regional Center street connections are complete) with bike lanes and sidewalks. | 14,400,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10624 | Beaverton | Beaverton | 120th Ave.: new 2 lane multimodal street | Center St. | Canyon Rd. | Complete a gap. | Construct new multimodal street with bikeways and sidewalks; turn lanes and signals as needed. | 8,900,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10625 | Beaverton | Beaverton | Rose Biggi Ave.: 2 lane multimodal street extension | Tualatin Valley Hwy | Broadway | Complete a gap. | Construct 2 lane boulevard extension with bikeways and sidewalks. | 3,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10626 | Beaverton | Beaverton | 114th Ave./115th Ave. 2 lane multimodal street | LRT | Beaverton Hillsdale Hwy/Griffith Drive | Complete a gap. | Construct 2 lane street with bike and pedestrian improvements. | 10,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10627 | Beaverton | Beaverton | Tualaway 2 lane multimodal street extension | Electric | Millikan | Complete a gap. | Extend existing street to Millikan with bikeways and sidewalks. | 3,900,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10628 | Beaverton | Beaverton | Center Street and 113th Ave. safety, bike, and pedestrian improvements | Hall Blvd. | Cabot Street | Complete a gap. | Add sidewalks and bikelanes; add turn lanes where needed. | 5,800,000 | 2014-2017 | Regionally Significant | Y | Active Transportation | Washington County |
| 10629 | Beaverton | Beaverton | Hocken Ave. multimodal improvements | Tualatin Valley Hwy | Farmington Rd. | Complete a gap. | Widen existing street from 3 to 5 lanes, add bike lanes and sidewalks. | 1,600,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10630 | Beaverton | Beaverton | Hall Blvd. multimodal extension from Cedar Hills Blvd. to Hocken Ave. | Hocken Ave. | Cedar Hills Blvd. | Complete a gap. | Extend Hall Blvd. from Cedar Hills to Hocken to fill a gap; add turn lanes at intersections, sidewalks and bikeway. | 5,500,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10631 | Beaverton | Beaverton | 141st/142nd/144th multimodal street extension connections | 141st Ave. | 144th Ave. | Complete a gap. | Connect streets, add bikeways, sidewalks, turns lanes and signalize as warranted. | 6,700,000 | 2014-2017 | Regionally Significant | Y | Active Transportation | Washington County |

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| 10633 | Beaverton | Beaverton | Allen Blvd. safety, bicycle and pedestrian improvements | Highway 217 | Western Ave. | Complete a gap. | Widen street to 4/5 lanes adding turn lanes and signals where needed, construct bike lanes and sidewalks. | 6,300,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10634 | Beaverton | Beaverton | Cedar Hills Blvd. safety, bicycle and pedestrian improvements | Farmington Rd. | Walker Rd. | Complete a gap. | Add turn lanes, bike lanes and sidewalks. | 19,000,000 | 2018-2024 | Regionally Significant | Y | Active Transportation | Washington County |
| 10635 | Beaverton | Beaverton | 125th Ave. multimodal extension Brockman to Hall Blvd. | Brockman St. | Hall Blvd. | Complete a gap. | Construct new multimodal street with bike lanes and sidewalks. | 13,900,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10636 | Beaverton | Beaverton | Millikan Way safety, bike and pedestrian improvements | 141st Ave. | Hocken Ave. | Complete a gap. | Add turn lanes as needed, bike lanes and sidewalks, signalize as warranted. | 2,600,000 | 2018-2024 | Regionally Significant | Y | Active Transportation | Washington County |
| 10637 | Beaverton | Beaverton | Millikan Way safety, bicycle and pedestrian improvements and 4/5 lanes from Murray to 141st | Tualatin Valley Hwy | 141st Ave. | Complete a gap. | Add bikelanes in gaps, vehicle and turn lanes as needed, and signals as warranted. | 17,100,000 | 2018-2024 | Regionally Significant | Y | Active Transportation | Washington County |
| 10638 | Beaverton | Beaverton | Davies Rd. multimodal street extension | Scholls Ferry Rd. | Barrows Rd. | Complete a gap. | Extend 2 lane street with turn lanes, bike lanes and sidewalks. | 4,900,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10639 | Beaverton | Beaverton | Weir Rd. safety, bicycle and pedestrian improvements | 155th Ave. | 175th Ave. | Complete a gap. | Add turn lanes, bikelanes and sidewalks in gaps, turn lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 4,100,000 | 2014-2017 | Regionally Significant | Y | Active Transportation | Washington County |
| 10642 | Beaverton | Beaverton | Adaptive Traffic Signal Systems | | | | New signals and signal upgrades. Locations include, Allen Blvd., Cedar Hills Blvd., Hall Blvd., and Farmington Road/Beaverton-Hillsdale Hwy. | 10,000,000 | 2018-2024 | Exempt | Y | TSMO/TDM | Washington County |
| 10644 | Beaverton | Washington Co. | 110th Ave. sidewalk gaps | Beaverton Hillsdale Hwy | Canyon Rd. | Complete a gap. | Construct sidewalks. | 1,400,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10646 | Beaverton | Beaverton | Hall Blvd. / Watson Ave. pedestrian improvements | Cedar Hills Blvd.. | Allen Blvd. | Economic development. | Add pedestrian improvements at intersections and amenities (lighting, plazas). | 2,400,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 10648 | Beaverton | Beaverton | Denney Rd. sidewalks | Nimbus Rd. | Scholls Ferry Rd. | Complete a gap. | Construct sidewalks. | 2,200,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 10649 | Beaverton | Beaverton | Allen Blvd sidewalks | Western Ave. | Arctic Dr. | Complete a gap. | Construct sidewalks. | 200,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10653 | Beaverton | Beaverton | Sexton Mountain Drive multimodal street extension from 155th Ave. to Sexton Mtn. across the Powerline | 155th Ave. | Sexton Mountain Drive | Complete a gap. | Extend 2 lane street with bikelanes and sidewalks | 2,500,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10654 | Beaverton | Beaverton | Nora Road sidewalks and bike lanes | 175th Ave. | 155th Ave. | Complete a gap. | Construct sidewalks and bike lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 2,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10656 | Beaverton | Beaverton | Jamieson Rd. sidewalks | Pinehurst/Cypress | Woodlands Dr. | Complete a gap. | Construct sidewalks. | 1,100,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10661 | Beaverton | Beaverton | 155th Ave. sidewalks | Beard Rd. | Weir Rd. | Complete a gap. | Construct sidewalks. | 2,700,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 10662 | Beaverton | Beaverton | 155th Ave. sidewalks | Davis Rd. | Beverly Beach Ct | Complete a gap. | Construct sidewalks. | 1,800,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 10663 | Beaverton | Beaverton | Hall Blvd. bike lanes & turn lanes to Cedar Hills | Farmington Road | Cedar Hills Blvd. | Complete a gap. | Construct bike lanes and turn lanes. | 5,200,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |

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| 10664 | Beaverton | Beaverton | Watson Ave. bike lanes | Hall Blvd. | Farmington Rd. | Complete a gap. | Construct bike lanes. | 4,500,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10665 | Beaverton | Beaverton | 6th Ave. bikelanes | Murray Blvd. | Erickson Ave. | Complete a gap. | Construct bike lanes. | 3,600,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10666 | Beaverton | Beaverton | Greenway Dr. bike lanes | Hall Blvd. | 125th Ave. | Complete a gap. | Construct bike lanes. | 3,700,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10667 | Beaverton | Beaverton | 155th Ave. bike lanes | Davis Rd. | Weir Rd. | Complete a gap. | Construct bike lanes in gaps. | 5,400,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10668 | Beaverton | Beaverton | Farmington Rd Bike lane retrofit | Hwy 217 | Hocken Ave. | Complete a gap. | Construct bike lanes. | 12,600,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10669 | Beaverton | Beaverton | Hall Blvd. bike lanes & turn lanes | 12th St. | s/o Allen Blvd. | Complete a gap. | Construct bike lanes and turn lanes. | 5,200,000 | 2018-2024 | Regionally Significant | Y | Active Transportation | Washington County |
| 10670 | Beaverton | Beaverton | Denney Rd. bike lanes | Hall Blvd. | Scholls Ferry Rd. | Complete a gap. | Construct bike lanes. | 6,100,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10671 | Beaverton | Beaverton | Allen Blvd. bike lanes | 200' e/o Western | Scholls Ferry Rd. | Complete a gap. | Construct bike lanes. | 4,300,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10672 | Beaverton | Beaverton | Western Ave. bike lanes | Beaverton Hillsdale Hwy | Allen Blvd. | Complete a gap. | Construct bike lanes. | 5,600,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 11379 | Beaverton | ODOT | Canyon Road Safety and Complete Corridor Project | Hocken Ave. | 117th Ave. | Improve pedestrian and bicycle safety and connectivity; improve streetscape quality, manage vehicular access; and enhance mobility for all modes | Raised landscaped median for access control and protected pedestrian crossings; new multimodal connections; intersection improvements; striping and safety improvements; sidewalk enhancements and high visibility crossings at intersections; road resurfacing | 16,087,977 | 2014-2017 | Exempt | Y | Roads and Bridges | Washington County |
| 10000 | Clackamas County | Clackamas County Milwaukie | Linwood/Harmony Rd./ Lake Rd. Intersection | Railroad Ave / Linwood Ave / Harmony Rd Intersection | | Address safety, provide congestion relief and improve access to the Clackamas Region Center. | Railroad crossing and intersection improvements based on further study of intersection operations including bikeways and pedestrian facilities to be undertake jointly by the City of Milwaukie and the County | 20,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10001 | Clackamas County | ODOT | Johnson Creek Blvd. Interchange Improvements | JCB/I-205 interchange | | Address safety, provide congestion relief and remove freight bottleneck. | Add loop ramp and northbound on-ramp; realign southbound off-ramp and install dual right-turn lanes. | 9,800,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10002 | Clackamas County | Clackamas County | Johnson Creek Blvd. Improvements | 55th Ave | 82nd Ave. | Address safety, provide congestion relief and improve freight access to I-205. | Widen to 3 lanes with bikeways and pedestrian facilities - 55th Ave to 82nd Ave | 13,770,000 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10003 | Clackamas County | Clackamas County | Harmony Road Improvements | Hwy 224 | SE 82nd Ave | Address safety, provide congestion relief and improve access to the Clackamas Region Center. | Add Bikelanes and Sidewalks where needed | 20,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 10004 | Clackamas County | Clackamas County | Otty Rd. Improvements | 82nd Ave. | 92nd Ave. | Improve east-west connectivity within the Clackamas Regional Center and provide access Fuller Road park and ride station. | Improve to minor arterial standard consistent with Fuller Road Station Plan; improve curb radius; add turn lanes, on-street parking, central median, landscaping, bikeways and pedestrian facilities | 7,340,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10005 | Clackamas County | Clackamas County | West Monterey Extension | 82nd Ave. | Fuller Rd. | Improve east-west connectivity within the Clackamas Regional Center. | New two-lane extension. | 6,200,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10009 | Clackamas County | Clackamas County | Fuller Rd. Improvements | Otty Rd. | Johnson Creek Blvd. | Provide access to Fuller Road park and ride station. | Add pedestrian facilities, turn lanes, on-street parking, central median and landscaping. | 4,000,000 | 2033-2040 | Regionally Significant | Y | Active Transportation | Clackamas County |
| 10011 | Clackamas County | Clackamas County | 122nd/Hubbard/135th Improvement | Sunnyside Rd. | Hwy. 212 | Congestion relief and complete a gap in the pedestrian system. | Fill gaps in pedestrian facilities, turn lanes at Mather Rd | 1,840,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10013 | Clackamas County | Clackamas County | Boyer Dr. Extension | 82nd Ave. | Fuller Rd. | Improve east-west connectivity within the Clackamas Regional Center. | Construct new 2 lane roadway with turn lanes at OR 213 and Fuller Rd, bikeways and pedestrian facilities; install flashing yellow arrow for left turns on northbound and southbound approaches at OR 213 intersection. | 3,700,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10014 | Clackamas County | ODOT | 82nd Ave. Multi-Modal Improvements | Clatsop Ave. | Monterey Ave. | Complete gaps in the bike/ped network. | Widen to add sidewalks, lighting, central median, planting strips and landscaping. | 13,600,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 10017 | Clackamas County | Clackamas County | Clackamas Regional Center Bike/Pedestrian Corridors | Clackamas Regional Center area | | Complete a gap in the bike/ped network. | Construct pedestrian and bike improvements as described in the Clackamas Regional Center Pedestrian / Bicycle Plan | 5,775,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 10018 | Clackamas County | ODOT | 82nd Ave. Blvd. Design Improvements | Monterey Ave. | Sunnybrook Blvd. | Improve multi-modal access within the Clackamas Regional Center. | Complete boulevard design improvements. | 5,400,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | Clackamas County |

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| 10019 | Clackamas County | Clackamas County | Multi-use Path connection to NC Aquatic Park | 82nd Ave. | North Clackamas Aquatic Center access road | Improve multi-modal access within the Clackamas Regional Center. | Construct multiuse path connection to Aquatic Park | 2,000,000 | 2014-2017 | Exempt | Y | Active Transportation | Clackamas County |
| 10020 | Clackamas County | Clackamas County | Clackamas County ITS Plan | Countywide | | Improve flow and reduces delay on existing route throughout the urban area. | Deploy traffic responsive signal timing, ramp metering, traffic management equipment for better routing of traffic during incidents along the three key ODOT corridors - I-205, I-5, 99E. Install signal controller upgrades and update county ITS plan. | 21,300,000 | 2014-2040 | Exempt | Y | TSMO/TDM | Clackamas County |
| 10022 | Clackamas County | Clackamas County | 82nd Dr. | Evelyn | Lawnfield Rd. | Complete a gap in the bike/ped network. | Fill in bikeways and pedestrian facilities gaps. | 660,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 10024 | Clackamas County | ODOT | McLoughlin Blvd. Improvement | Milwaukie | Gladstone | Improve pedestrian and bicycle access to transit along McLoughlin Blvd. | Add bikeways, pedestrian facilities ways, median enhancements, crosswalks and pedestrian facilities refuges | 42,600,000 | 2014-2017 | Exempt | Y | Active Transportation | Clackamas County |
| 10029 | Clackamas County | Clackamas County | Stafford Rd Improvements | I-205 | Rosemont Rd. | Relieve congestion, address safety and improve access to Lake Oswego and West Linn. | Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 8,400,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10042 | Clackamas County | Clackamas County | Lawnfield realignment (Sunrise JTA) | Lawnfield Rd. | Sunnybrook Blvd. | Relieve congestion and provide better access to the Clackamas Industrial Area. | Realign the existing Lawnfield Rd. Road from 98th to 97th, reduce the grade from 18% to 8%. | 25,650,000 | 2014-2017 | Regionally Significant | Y | Freight | Clackamas County |
| 10050 | Clackamas County | Clackamas County | Johnson Rd., Clackamas Rd., McKinley Rd. | Lake Rd. | Hwy 212 | Improve access to I-205 and add multi-modal connections. | Bikeway and pedestrian facilities infill | 1,800,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 10052 | Clackamas County | Clackamas County | Tolbert Road (Sunrise JTA) | SE 82nd Dr. | Industrial Way | Improve access to the Clackamas Industrial Area - Lawnfield Rd. road area. | Extend Mather Rd. across railroad to SE 82nd Dr. | 17,500,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10054 | Clackamas County | Clackamas County | Oatfield Rd. | Oatfield /Park Intersection | | Address safety and provide congestion relief. | Signal, left turn lanes. | 1,358,150 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10055 | Clackamas County | Clackamas County | Oatfield Rd. | Oatfield / Hill Intersection | | Address safety and provide congestion relief. | Left turn lanes, signal if warranted. | 1,653,700 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10056 | Clackamas County | Clackamas County | Oatfield Rd. | Oatfield/McNary Intersection | | Address safety and provide congestion relief. | Add turn lanes. | 1,043,510 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10063 | Clackamas County | Clackamas County | Thiessen Rd. | Thiessen/Hill Intersection | | Address safety and provide congestion relief. | Widen, add left turn lane on Thiessen Rd. | 1,248,210 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10064 | Clackamas County | Clackamas County | Webster Rd. | Webster/Jennings and Roots intersection | | Address safety and provide congestion relief. | Construct traffic signals, turn lanes. | 3,722,090 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10065 | Clackamas County | Clackamas County | Webster Rd. | Webster/Strawberry Ln. intersection | | Address safety and provide congestion relief. | Traffic signal. | 1,102,850 | 2033-2040 | Exempt | Y | TSMO/TDM | Clackamas County |
| 10066 | Clackamas County | Clackamas County | 92nd/Johnson Creek Blvd. intersection | 92nd/JCB intersection | | Address safety, provide congestion relief, improve freight access to I-205 and access to the Fuller Park and ride station. | Add turn lanes on 92nd (northbound left at JCB, and northbound right at Idleman). | 1,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10102 | Clackamas County | Clackamas County | Linwood Ave | King Road | Johnson Creek Blvd | Address mulit- modal needs and to address gaps | Add bikeways. Linwood Ave / Monroe St intersection improvements. Add curbs/sidewalks, improve horizontal alignments | 11,020,000 | 2025-2032 | Exempt | Y | Roads and Bridges | Clackamas County |
| 10136 | Clackamas County | Clackamas County | Kellogg Creek (Oatfield Rd.) Bridge Replacement | Kellogg Creek | n/a | Replace a deficient bridge. | Construct two lane bridge with sidewalks and bike lanes. | 4,702,881 | 2033-2040 | Exempt | Y | Roads and Bridges | Clackamas County |
| 10157 | Clackamas County | Clackamas County | Carver (Springwater Rd.) Bridge | Hattan Rd. | Hwy 224 | Provide congestion relief and remove existing bottleneck. | Reconstruct Carver bridge at 2 lanes with bikelanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 23,600,000 | 2014-2017 | Exempt | Y | Roads and Bridges | Clackamas County |
| 11132 | Clackamas County | Clackamas County | Clackamas Industrial area multi-modal improvements | area wide improvements | | Address mulit- modal needs and to address gaps | Complete bike and pedestrian connections within the Clackamas Industrial area. | 5,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 11347 | Clackamas County | ODOT | Sunrise Multi- use path (Sunrise JTA) | I-205 | 122nd Ave | Address gaps in regional bike and pedestrian system. | Construct new multi use path from I-205 paralleling the Sunrise project. | 6,000,000 | 2014-2017 | Exempt | Y | Active Transportation | Clackamas County |
| 11491 | Clackamas County | Clackamas County | Flavel Dr | Alberta Ave | County boundary | Address mulit- modal needs and to address gaps | Add bikeways | 2,410,000 | 2014-2017 | Exempt | Y | Active Transportation | Clackamas County |
| 11492 | Clackamas County | Clackamas County | Sunnyside Rd | Sunnyside Rd / Stevens Rd intersection | | Address safety and provide congestion relief. | Intersection improvements, such as additional turn lanes, turn lane extensions, and/or signal timing modifications | 2,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11493 | Clackamas County | Clackamas County | Otty St | Otty St / OR 213 / Otty Rd Intersection | | Address safety and provide congestion relief. | Realign Otty St with Otty Rd at OR 213; install dual westbound left-turn lanes; install flashing yellow arrow for left-turns on northbound and southbound approaches. | 1,600,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Clackamas County |

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| 11494 | Clackamas County | Clackamas County | Monroe St | 72nd Ave to Fuller Rd | Fuller | Address multi-modal needs and to address gaps | Add bikeways, pedways and traffic calming | 7,470,000 | 2014-2017 | Exempt | Y | Active Transportation | Clackamas County |
| 11495 | Clackamas County | Clackamas County | I-205 Ped / Bike Overpass | Between Causey Ave and Sunnyside Rd | | Address multi-modal needs and to address gaps | Construct a bike / ped crossing over I-205 to connect transit services, businesses and residents | 4,780,000 | 2014-2017 | Exempt | Y | Active Transportation | Clackamas County |
| 11496 | Clackamas County | Clackamas County | Park Ave | River Rd | McLoughlin Blvd | Address multi-modal needs and to address gaps | Add pedways | 1,750,000 | 2014-2017 | Exempt | Y | Active Transportation | Clackamas County |
| 11497 | Clackamas County | ODOT | I-205 | SW Stafford Rd | OR 99E | Develop a plan to provide congestion relief and remove existing bottleneck. | Work with ODOT, Metro, Oregon City, West Linn and any other affected jurisdiction to analyze and develop a solution to the transportation bottle neck on I-205 between Oregon City and I-205 / Stafford Road Interchange. This process may include undertaking an Environmental Impact Statement to identify a preferred alternative that addresses the transportation congestion and facility operations issues on this portion of the I-205 corridor. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 10,000,000 | 2018-2024 | Exempt | Y | Roads and Bridges | Clackamas County |
| 11498 | Clackamas County | Clackamas County / ODOT | Harmony Rd / Sunnyside Rd | Harmony Rd / Sunnyside Rd / OR 213 intersection | | Address safety and provide congestion relief. | Extend queue storage on westbound approach and rebuild median; extend queue storage on eastbound approach and install median; convert to right-in-right-out accesses on frontage road. | 1,250,000 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11499 | Clackamas County | Clackamas County | River Rd | Lark St | Courtney | Address multi-modal needs and to address gaps | Add pedways | 4,760,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 11500 | Clackamas County | Clackamas County | River Rd | Oak Grove Blvd | Risley Ave | Address multi-modal needs and to address gaps | Fill gaps in bikeways and pedways | 5,570,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 11501 | Clackamas County | Clackamas County | Concord Rd | River Rd | Oatfield Rd | Address multi-modal needs and to address gaps | Fill gaps in pedway | 7,230,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 11502 | Clackamas County | Clackamas County | Concord Rd | River Rd | Oatfield Rd | Address safety and provide congestion relief. | Add turn lanes at major intersections | 570,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11503 | Clackamas County | Clackamas County | Jennings Ave | River Rd | Oatfield Rd | Address multi-modal needs and to address gaps | Widen to 2-lane urban minor arterial standard with bikeway and pedway infill | 13,870,000 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11504 | Clackamas County | Clackamas County | Oak Grove Blvd | Oatfield Rd | River RD | Address multi-modal needs and to address gaps | Fill gaps in pedways and bikeways | 2,520,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 11505 | Clackamas County | Clackamas County | Hull Ave | Wilmot St | Tims View Ave | Address multi-modal needs and to address gaps | Fill gaps in pedways | 4,130,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 11506 | Clackamas County | Clackamas County | Clackamas Rd | Johnson Road | Webster Road | Address multi-modal needs and to address gaps | Fill gaps in bikeways and pedestrian facilities | 3,420,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 11507 | Clackamas County | Clackamas County | Roots Rd | Webster Road | McKinley Road | Address multi-modal needs and to address gaps | Add pedestrian facilities | 4,720,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 11508 | Clackamas County | Clackamas County | Hubbard Rd | 122nd Ave | 132nd Ave | Address multi-modal needs and to address gaps | Fill gaps in pedestrian facilities | 1,650,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 11509 | Clackamas County | Clackamas County | Lake Rd | Milwaukie City limits | OR 224 | Address multi-modal needs and to address gaps | Fill gaps in pedestrian facilities | 5,530,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 11510 | Clackamas County | Clackamas County | Sunnybrook Blvd | Sunnybrook Blvd / 82nd Ave intersection | | Address safety and provide congestion relief and Address multi-modal needs and to address gaps | Add dual southbound left-turn lanes, extend queue storage for southbound lefts and westbound lefts | 290,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11511 | Clackamas County | Clackamas County | Stevens Rd / Stevens Way | Causey Ave | Idleman Rd | Address multi-modal needs and to address gaps | Add pedways and optional traffic calming | 4,620,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 11512 | Clackamas County | Clackamas County | Clatsop St / Luther Rd | 72nd Ave | Fuller Rd | Address safety and provide congestion relief and Address multi-modal needs and to address gaps | Add turn lanes and signals at OR 213 intersection; add bikeways, pedestrian facilities and traffic calming | 7,920,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11513 | Clackamas County | Clackamas County | Mather Rd | Summers Ln | 122nd Ave | Address safety and provide congestion relief and Address multi-modal needs and to address gaps | Add bikeways, pedestrian facilities and eastbound left turn lanes at Mather Rd / 122nd Ave | 6,420,000 | 2025-2032 | Regionally Significant | Y | Active Transportation | Clackamas County |
| 11514 | Clackamas County | Clackamas County | Strawberry Ln | Strawberry Ln / 82nd Dr intersection | | Address safety and provide congestion relief. | Install traffic signal and eastbound turn lane | 490,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11515 | Clackamas County | Clackamas County | Sunnyside Rd | OR 213 | 97th Ave | Address safety and provide congestion relief. | Modified boulevard treatment including lane redesign, medians, beautification, curb extensions, reconstructed sidewalks, landscaping, south side bikeways. Consider flashing yellow arrow for left-turns at signalized intersections. | 3,000,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |

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|--------|----------------------------------|--------------------------|---|------------------------|-----------------------|--|--|-------------------------|-------------|---|-----------------------|---------------------------|-------------------|
| 11516 | Clackamas County | Clackamas County | Evelyn St / Mangan Dr | Jennifer St | Water Ave | Address mulit- modal needs and to address gaps | Add bikeways | 50,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 11517 | Clackamas County | Clackamas County | Jennings Ave | Oatfield Road | Webster Road | Address mulit- modal needs and to address gaps and provide congestion relief. | Widen to 2-lane urban minor arterial standard with bikeway and pedestrian facilities infill | 13,340,000 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11518 | Clackamas County | Clackamas County | Webster Rd | OR 224 | Gladstone | Address mulit- modal needs and to address gaps | Fill gaps in bikeways and pedestrian facilities | 19,010,000 | 2033-2040 | Exempt | Y | Active Transportation | Clackamas County |
| 11519 | Clackamas County | Clackamas County | Thiessen Rd | Oatfield Road | Webster Road | Address mulit- modal needs and to address gaps | Add bikeways and pedestrian facilities | 23,830,000 | 2033-2040 | Exempt | Y | Active Transportation | Clackamas County |
| 11520 | Clackamas County | Clackamas County | Courtney Ave | OR 99E | Oatfield Rd | Address mulit- modal needs and to address gaps | Fill gaps in pedways and bikeways | 1,860,000 | 2033 -2040 | Exempt | Y | Active Transportation | Clackamas County |
| 11521 | Clackamas County | Clackamas County | 132nd Ave | Sunnyside Rd | Hubbard Rd | Address mulit- modal needs and to address gaps | Add bikeways, pedways, traffic calming and turn lanes at major intersections | 1,680,000 | 2033 -2040 | Regionally Significant | Y | Active Transportation | Clackamas County |
| 11522 | Clackamas County | Clackamas County | 97th Ave / Mather Rd | Lawnfield Rd | Summers Lane | Address mulit- modal needs and to address gaps | Add bikeways, pedways and eastbound left turn lanes at Mather Rd / Summers Ln | 4,560,000 | 2033 -2040 | Not Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11523 | Clackamas County | Clackamas County | Rosemont Rd | Stafford Rd | West Linn City Limits | Address mulit- modal needs and to address gaps | Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 8,570,000 | 2033 -2040 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11524 | Clackamas County | Clackamas County | Monroe St | Linwood Ave | 72nd Ave | Address mulit- modal needs and to address gaps | Add bikeways and traffic calming | 5,330,000 | 2033 -2040 | Exempt | Y | Active Transportation | Clackamas County |
| 11525 | Clackamas County | Clackamas County | Courtney Ave | River Rd | McLoughlin Blvd | Address mulit- modal needs and to address gaps | Construct pedway / complete gaps on the south side; add bikeways | 5,010,000 | 2033 -2040 | Exempt | Y | Active Transportation | Clackamas County |
| 11526 | Clackamas County | Clackamas County | Harold Ave | Concord Rd | Rothe Rd | Address mulit- modal needs and to address gaps | Add pedways and traffic calming | 3,310,000 | 2033 -2040 | Exempt | Y | Active Transportation | Clackamas County |
| 11527 | Clackamas County | Clackamas County | Johnson Creek Blvd | OR 213 | 92nd Ave. | Address mulit- modal needs and to address gaps | Add pedways, restripe for bikeways | 1,400,000 | 2033 -2040 | Exempt | Y | Active Transportation | Clackamas County |
| 11528 | Clackamas County | Clackamas County | Transportation Safety Action Plan Program | Countywide | | Multiple projects as part of an over all program to address safety for all travel modes. | Develop a program to support the implementation of the County's TSAP and support the County's efforts to make improvements based on the outcomes of the road safety audits and other safety studies. | 17,700,000 | 2014-2040 | Exempt | Y | Roads and Bridges | Clackamas County |
| 11668 | Clackamas County | Clackamas County | Sunrise Multi- use path | 122nd Ave | Rock Creek Junction | Address gaps in regional bike and pedestrian system. | Construct new multi use path from 122nd Ave to 172nd paralleling the Sunrise project. | 6,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 10085 | Clackamas County and Lake Oswego | NCPRD | Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River | Willamette Shoreline | Trolley Trail | Provide east/west connection and overcome river barrier. | Construct bike/pedestrian crossing over the Willamette River | 10,130,000 | 2033-2040 | Exempt | Y | Active Transportation | Clackamas County |
| 10788 | Cornelius | Cornelius | 10th Ave | Holladay St. | Golf Course Rd | Improve urban/rural access to US 26. | Improve to urban standard w/in City (sidewalks & bike lanes); widen rural road with shoulder bike lane, increase turning radii at Adair. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 5,300,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10795 | Cornelius | Cornelius / Forest Grove | Holladay St Extension | 4th | Yew | Local system connectivity. | Construct new collector. | 2,500,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10796 | Cornelius | Cornelius | Holladay St Extension | 10th | Gray | Local system connectivity. | Construct new collector. | 3,022,306 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 10797 | Cornelius | Cornelius | Holladay St Extension | Gray | 19th | Local system connectivity. | Construct new collector. | 3,221,579 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 10798 | Cornelius | Cornelius | Davis St. Extension | 4th Ave | 10th Ave | Local system connectivity. | Construct new collector. | 3,885,822 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 10799 | Cornelius | Cornelius | Davis St. Extension | 19th Ave | 29th Ave | Local system connectivity. | Construct new collector. | 9,905,382 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 10802 | Cornelius | Cornelius | 29th Ave | TV Hwy | | Address intersection safety and capacity. | Intersection improvements | 600,000 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | Washington County |

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|--------|-----------------------|-----------------------|--|------------------------|-----------------------|---|--|-------------------------|-------------|---|-----------------------|---------------------------|-------------------|
| 10804 | Cornelius | Cornelius | Collector Bike Lanes | | | Paint & sign bike lanes. | Sign & stripe about 50 blocks of collectors. | 305,568 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10805 | Cornelius | ODOT | TV Hwy Ped Infill | East City Limits | West City Limits | Sidewalk infill. | Build out sidewalk gaps on TV Hwy. in Cornelius. | 2,567,952 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 10807 | Cornelius | Cornelius | Park & Ride | 10th Ave | 26th Ave | Build transit support facilities. | Build park & ride facilities at 10th and 26th Avenue. | 1,700,000 | 2033-2040 | Not Regionally Significant | Y | Transit | Washington County |
| 11095 | Cornelius | Cornelius | 17th Avenue | Baseline | Adair | Main Street improvements | Ped improvement of Main Street Dist local streets | 349,564 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 11245 | Cornelius | Cornelius | Davis St. | 10th Ave | 19th Ave | Local system connectivity. | Widen street and add sidewalks | 3,106,663 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11246 | Cornelius | Cornelius | Cornelius Citywide Sidewalk Infill | | | Sidewalk infill. | Sidewalk infill on Dogwood St (12th Ave - 20th Ave); Heather St (8th Ave - 10th Ave); 4th Ave (3F Railroad - Barlow); 26th Ave (Holladay - S. City Limits) | 1,466,273 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 11249 | Cornelius | Cornelius | 19th/20th Avenue | N. City Limits | S. City Limits | Sidewalk infill & local system connectivity | Build out sidewalk gaps & improve to collector standards. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 4,651,458 | 2025-2032 | Regionally Significant | Y | Active Transportation | Washington County |
| 11251 | Cornelius | Cornelius | 29th Ave | 3F Railroad | Baseline | Local system connectivity. | Improve to collector standards including sidewalks. | 4,234,436 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10035 | Damascus | Clackamas County | Foster Rd. Improvements | County Line | 172nd 190th Connector | Improve access to and within Damascus, and add bike lanes and sidewalks | Widen to three lanes Project Segment Length 4,500 feet | 5,900,000 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10078 | Damascus | ODOT | OR 224 | Sunrise End | Carver Bridge | Modify an existing roadway to meet future traffic needs and provide a transit route. | Widen Highway 224 to four lanes with turn pockets at intersections to Carver bridge. The Damascus/Boring Concept Plan identifies Highway 224 as a community bus transit classification. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 41,500,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10033 | Damascus Happy Valley | Damascus Happy Valley | 172nd Ave - 190th Connector - adopted alignment | 190th | 172nd Ave. | Extend east-west arterial to developable lands within the Urban Growth Boundary to the east | Widen to five lanes using the adopted alignment for the connection between 172nd and 190th. Project Segment Length 8,000 feet | 37,480,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10076 | Damascus Happy Valley | Damascus Happy Valley | SE Sunnyside Rd East Extension | SE 172nd Ave. | Foster Road | Provide an east-west arterial connection to create a well-connected street network that provides multiple routes to local and regional destinations. | Construct a new 5-lane roadway with sidewalks, bike lanes and traffic signals | 15,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10138 | Damascus Happy Valley | ODOT | Hwy 212 widening to 5 lane boulevard | Rock Creek Junction | 172nd | Modify an existing roadway to meet future traffic needs and create a well-connected street network of arterials. | Widen Highway 212 to a 5 lane boulevard section to 172nd. Implement intersection improvements where needed. Segment Length 5,500 Feet | 30,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10771 | Forest Grove | TriMet | High Capacity Transit: Blue Line west : Hwy. 8 extension | Hillsboro | Forest Grove | Improve transit access to West Washington Co., connect the Pacific University campuses in Hillsboro and Forest Grove, accommodate growth with less traffic, encourage transit oriented development, supplement and relieve Hwy. 8, and reduce oil dependency. | Planning study to examine the potential of extending from Hillsboro to downtown Forest Grove. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 2,290,000 | 2025-2032 | Exempt | Y | Transit | Washington County |
| 10772 | Forest Grove | Forest Grove | David Hill | HWY 47 | Brook St. | Improve connectivity and balance circulation. | Extend easterly from east terminus (just east of Brook) to Sunset Drive (Highway 47) as a arterial facility with left-turn lanes at major intersections, traffic signal and turn lanes at Hwy47. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 13,610,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 10773 | Forest Grove | Forest Grove | Thatcher Road Realignment | Thatcher | Gales Creek | Eliminate substandard angles and improve intersection spacing. Improve access to labor markets and trade areas. | Re-align Thatcher Road at its intersection with Gales Creek Road and add traffic signal. | 3,710,000 | 2014-2017 | Exempt | Y | Roads and Bridges | Washington County |
| 10774 | Forest Grove | Forest Grove | 23rd Avenue Extension | Hawthorne | Hwy 47 | Improve connectivity and balance circulation. Improve access to industrial areas. | Extend from Hawthorne Avenue east to Highway 47 and refine intersection design. | 15,424,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10775 | Forest Grove | Forest Grove | E Street/Pacific Avenue-19th Avenue Intersection | E | 19th | Improve connectivity and balance circulation. | Extend 19th west and connect up to E Street and Pacific Avenue with a round-about. | 4,940,000 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 10778 | Forest Grove | Forest Grove | Heather Industrial Connector | Mountain View | HWY 47 | Improve connectivity and balance circulation. | Construct new 2-lane industrial collector from west terminus of Heather to Poplar Street | 4,930,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10779 | Forest Grove | Forest Grove/ODOT | Hwy 8/Pacific/19th | Cornelius City Limits | B | Improve safety and modernization. | Retrofit the street with a boulevard design from B Street to Cornelius City Limits including wider sidewalks, curb extensions, safer street crossings, bus shelters and benches. | 9,630,000 | 2018-2024 | Regionally Significant | Y | Active Transportation | Washington County |
| 10780 | Forest Grove | ODOT | Hwy 47/ Pacific Avenue Intersection Improvements | HWY 47 | Hwy 8 | Improve safety and modernization. | Intersection Improvement. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 4,100,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | Washington County |

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|--------|-------------------|----------------|--|---|---|---|---|-------------------------|-------------|---|-----------------------|---------------------------|---------------------|
| 10781 | Forest Grove | Forest Grove | West UGB Trail | B Street | Gales Creek Rd | Complete gap in system and improve safety and access to town center. | Multi-use trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 4,270,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10782 | Forest Grove | Forest Grove | Thatcher (Gales Ck-David Hill), Willamina (Gales Ck Sunset), B Street (26th-Willamina) Ped and Bike Improvements | Gales Creek-David Hill /Gales Creek - Sunset / 26th-Willamina | Gales Creek-David Hill /Gales Creek - Sunset / 26th-Willamina | Complete gap in system and improve safety and access to town center. | Bike lanes and sidewalks. | 4,470,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 10784 | Forest Grove | Forest Grove | David Hill Trail | HWY 47 | Forest Gale Dr. | Complete gap in system and improve safety and access to town center. | Multi-use trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 5,910,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10806 | Forest Grove | Forest Grove | Council Creek Regional Trail | Banks | Hillsboro | Complete gap in system and improve safety and access to Cities. | PE: multi-use trail from the end of the Westside MAX light-rail line in Hillsboro, through Washington County, the City of Cornelius, the City of Forest Grove, the City of Banks, connecting to the Banks-Vernonia State Trail, with an additional short trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 5,200,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 11380 | Forest Grove | Forest Grove | Yew St / Adair St Intersection Improvements | Yew St | Adair St | Improve safety and modernization. | Intersection Improvement | 1,390,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 11605 | Forest Grove | Forest Grove | Taylor Way Extension | Elm | Poplar | Improve connectivity and balance circulation | Construct 2-lane industrial road to complete gaps between Elm and Poplar Street | 7,840,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11606 | Forest Grove | Forest Grove | 26th Avenue Improvements & Extension | Sunset Drive | Oak | Improve connectivity and balance circulation. | Construct new 2-lane collector from Boyd Lane to Oak Street and improve to City standards from Hawthorne to Sunset Drive | 9,800,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11661 | Forest Grove | ODOT | Hwy 47/ Martin Road Intersection Improvements | HWY 47 | Martin Road | Improve connectivity and balance circulation | Intersection Improvement (e.g. roundabout) with connections to extensions of Holladay Street and 23rd Avenue | 4,230,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11662 | Forest Grove | ODOT | Hwy 47/ B St. Intersection Improvements | HWY 47 | B Street | Improve safety and modernization. | Intersection Improvement | 1,790,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 11663 | Forest Grove | ODOT | Hwy 47/ Purdin Rd. Intersection Improvements | HWY 47 | Purdin Road | Improve safety and modernization. | Intersection Improvement (e.g. roundabout) | 3,320,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11667 | Forest Grove | ODOT | Hwy 47/ Fernhill-Maple St. Intersection Improvements | HWY 47 | Fernhill-Maple | Improve safety and modernization. | Intersection Improvement | 1,300,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 11672 | Forest Grove | Forest Grove | Holladay Ext (west) | HWY 47 | East City Limits | Improve connectivity and balance circulation. | Construct new 2-lane industrial collector from City Limit to Martin Road/Highway 47 intersection. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | \$ 12,080,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10069 | Gresham | Gresham | East Buttes Powerline Trail | Springwater/Gresham-Fairview trail | Clackamas Greenway | Address transportation needs due to growth in Happy Valley, Pleasant Valley and Damascus; link Gresham to the Clackamas River. Build portion of trail within Gresham City Limits. | Build trail linking Gresham and the Clackamas River. | 1,900,000 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10421 | Gresham | Gresham | Burnside Rd. Blvd Improvements | 181st | 197th | Provide congestion relief, economic development. | Complete boulevard improvements. | 7,873,990 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10423 | Gresham | Gresham | Cleveland St. Reconstruction. | Powell | Burnside | Reconstruct street. | Reconstructs street from Burnside to Powell. | 1,100,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10424 | Gresham | Gresham | Reconstruction, + intersections | Division | Stark | Address safety issue. | Widen road, add curb/gutter, sidewalks. At Burnside, add northbound, southbound, left turn lanes. Signalize Stark. | 8,347,988 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10425 | Gresham | Gresham | 1st Street/Bull Run. Reconstruction | 242nd Ave. | 257th Ave. | Bring to standard Collector standard | Brings to standards, adds pedestrian, bicycle facilities. | 4,466,312 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10427 | Gresham | Gresham | Regner Rd. Reconstruction | Roberts | Southern City Limits | Bring to Minor Arterial Standards | Brings to standards, adds pedestrian, bicycle facilities, improves Regner/Butler intersection by adding NB left-turn pocket and signalizing intersection. | 29,265,570 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10429 | Gresham | Gresham | Powell Valley Imps. | Burnside | 282nd. Ave. | Provide multimodal improvements. | Improve Powell Valley w. ped and bike facilities. | 14,645,408 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10430 | Gresham | Gresham | Orient Dr. Imps. | South City Limits | 257th Ave. | Improve to arterial 4 lane standards. | Upgrades to arterial 4 lane standards. | 9,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |

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|--------|-------------------|------------------|--|--|---|--|--|-------------------------|-------------|---|-----------------------|---------------------------|---------------------|
| 10431 | Gresham | Gresham | Highland/190th Rd. Widening | 200' south of SW 11th | Ending at the intersection of Pleasant View Dr./SE 190th and Butler | Bring to arterial 5 lane standards. | Reconstruct and widen street to five lanes with sidewalks and bike lanes. Widen and determine the appropriate cross-section for Highland Drive and Pleasant View Drive from Powell Boulevard to 190th Ave. | 19,646,521 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10434 | Gresham | Gresham | Burnside St. Improvements | NE Wallula St. | Hogan | Bring to boulevard standards. | Complete boulevard design improvements Wallula to Hogan (2004 RTP 2048), also improve intersection of Burnside at Division (2002 TSP #15) by adding eastbound RT and signal, and also improve the intersection of Burnside and Hogan (2004 RTP #2032). | 32,545,601 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10436 | Gresham | Gresham | Max Trail | Cleveland | Hogan | Expand shared use path network. | Construct new shared use path. | 2,500,000 | 2014-2017 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10437 | Gresham | Gresham | Gresham/Fairview Trail | Halsey | Marine Dr. | Address gaps in Springwater Trail. | Springwater trail connect. incl. Trailhead @ Marine Dr. | 4,608,799 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10438 | Gresham | Gresham | Springwater Trail Connections | Pl. View/190th | N/A | Provide access to trail. | Provide ped, bike and equestrian access to regional trail. | 271,562 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10440 | Gresham | Gresham | Division St. Multimodal Improvements | Wallula | west city limits | Improve multimodal use. | Retrofit street to add bicylce facilities, sidewalks, and explore other multimodal facilities and connections. | 4,939,693 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10441 | Gresham | Gresham | Gresham RC Ped and Ped to Max | all stations | | Improve access to Max line. | Improve sidewalks, lighting, crossings, bus shelters, benches. | 584,820 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10442 | Gresham | Gresham | Phase 3 Signal Optimization | System Wide | | Improve functioning of signals, add signboards. | Optimize signals, provide message boards. | 6,227,280 | 2018-2024 | Exempt | Y | TSMO/TDM | E. Multnomah County |
| 10443 | Gresham | Gresham | Sandy Blvd. Widening | 181st Ave. | 202nd | Address congestion, promote economic development. | Widens Sandy Blvd. to 5 lanes with sidewalks, bikelanes from 181st to 202nd Ave. | 10,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10445 | Gresham | Gresham | 181st Ave. Intersection Improvement (181st/Glisan) | 181st/Glisan | | Optimize intersection operation. | Improve Intersection. | 1,041,867 | 2018-2024 | Not Regionally Significant | Y | Freight | E. Multnomah County |
| 10446 | Gresham | Gresham | 181st Ave. Intersection Improvement (181st/Burnside) | 181st/Burnside | | Optimize intersection operation. | Improve Intersection. | 831,210 | 2018-2024 | Not Regionally Significant | Y | Freight | E. Multnomah County |
| 10447 | Gresham | Gresham | 162nd Ave. Imps. Plus TIF project | Glisan | Halsey | Provide congestion relief. | Reconstruct, widen to 5 lanes, plus EB RT at Glisan. | 7,915,303 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10449 | Gresham | Gresham | 201st: Halsey to Sandy | Halsey | Sandy | Provide congestion relief. | Improve to collector standards, signalize 201st/Sandy Blvd. | 8,335,400 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10450 | Gresham | Gresham | 2 Birdsdale Projects, at Division | at Division | at Stark | Provide congestion relief. | Division: SB, EB turn lanes. At Stark: add 2nd NB LT lane and exclusive RT lane. | 1,375,500 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10454 | Gresham | Gresham | 181st Ave. Improvements | Glisan | Yamhill | Provide congestion relief and improve multimodal facilities. | Complete boulevard design improvements. | 11,440,061 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10455 | Gresham | Gresham | Rockwood TC Ped and Ped to Max:188th LRT Stations and Ped to Max | | | Complete gaps in pedestrian/transit system. | Improve sidewalks, lighting, crossings, bus shelters, benches. | 8,919,615 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10458 | Gresham | | Halsey St. Improvements | 181st | 201st | Provide congestion relief and multimodal improvements. | Widen to 4 lanes w. sidewalks and bikelanes. | 8,118,008 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10459 | Gresham | Gresham | Burnside SC Pedestrian Imps. | 172nd, 197th, Glisan, Stark & intersecting streets | | Complete gaps in bicycle/pedestrian system. | Improve sidewalks, lighting, crossings, bus shelters, benches. | 1,192,669 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10460 | Gresham | Gresham | SE 174th N/S Improvements | Giese | 174th/Jenne | New roadway | Construction of new roadway that adds n/s capacity in vicinity of 174/Jenne. This facility will have two travel lanes in each direction (total 4 travel lanes), and a median/turn lane which will be primarily a median, with left turn pockets at the intersection of the New Road/Giese, and also New Road/McKinley. | 27,498,638 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10462 | Gresham | Gresham | Butler Rd. Improvements | 190th | Towle Rd. | Improve road to collector standards and improve Towle/Butler intersection. | Improve Butler Rd. in new alignment to collector standards, at intersection, add northbound and westbound turn pockets and signalize. | 13,166,455 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10463 | Gresham | Portland/Gresham | Foster Rd. Extension (north) | Jenne | 172nd | Provide congestion relief and facilitate Pleasant Valley economic development. | New north extension of Foster. | 15,417,627 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10464 | Gresham | N/A | Giese Rd. Extension | 182nd | 172nd | Provide congestion relief and facilitate Pleasant Valley economic development. | New ext. of Giese Rd. to Foster Road. | 17,987,232 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |

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|--------|-------------------|----------------|--|---|-----------------------|--|---|-------------------------|-------------|---|-----------------------|---------------------------|---------------------|
| 10465 | Gresham | N/A | 172nd Ave. Improvements | Giese Rd. | Foster Rd. | Provide congestion relief and facilitate Pleasant Valley economic development. | Upgrade street to urban standards w. sidewalks, bikelanes. | 11,520,364 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10466 | Gresham | N/A | 172nd Ave. Improvements | Butler Rd. | Cheldelin Rd. | Provide congestion relief and facilitate Pleasant Valley economic development. | Upgrade street to urban standards w. sidewalks, bikelanes, and add roundabout or traffic signal at 172nd/Foster. | 7,112,978 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10468 | Gresham | Gresham | Giese Rd. Improvements | 182nd Ave. | 190th Ave. | Provide congestion relief and facilitate Pleasant Valley economic development. | Upgrade street to urban standards w. sidewalks, bikelanes. | 5,430,469 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10469 | Gresham | N/A | Foster Rd. Bridge | Foster Rd. | | Provide congestion relief and facilitate Pleasant Valley economic development. | Construct bridge crossing. | 2,642,220 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10471 | Gresham | N/A | Butler Rd. Extension and Bridge | Binford | Rodlun | Provide congestion relief and facilitate Pleasant Valley economic development. | Construct new Butler road extension and bridge crossing. | 12,268,899 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10472 | Gresham | Gresham | Eastman at Division | | | Improve functioning of intersection and reduce congestion. | Add 2nd NB and SB LT lanes. | 912,928 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10473 | Gresham | Gresham | Eastman at Stark | | | Improve functioning of intersection and reduce congestion. | Add EB and NB RT lanes and 2nd NB and SB LT lanes. | 1,196,756 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10474 | Gresham | N/A | Rugg Rd. Ext. | Orient Dr. | US 26 | Provide congestion relief and facilitate Springwater Industrial economic development. | Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26. | 30,672,208 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10475 | Gresham | N/A | Rugg Rd. Ext. | US 26 | 252nd Ave. | Provide congestion relief and facilitate Springwater Industrial economic development. | Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26. | 39,329,973 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10476 | Gresham | N/A | Rugg Rd. | 252nd Ave. | 242nd. Ave. | Provide congestion relief and facilitate Springwater Industrial economic development. | Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26. | 12,770,187 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10477 | Gresham | Gresham | Springwater Road Section 4 | 19h Ave/Springwater Rd Section 4 | Palmblad/252nd | Economic development and implementation of Springwater Plan. | Construction of new street for implementation of Springwater Plan. | 13,148,679 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10478 | Gresham | Gresham | Palmblad/252nd/Palmquist Rd | Hillyard Rd/10 | 10 | Economic development and implementation of Springwater Plan. | Construction of new street for implementation of Springwater Plan. | 26,162,462 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10479 | Gresham | Gresham | 252nd/Palmblad | Hillyard Rd/10 | Rugg Rd. | Economic development and implementation of Springwater Plan. | Construction of new street for implementation of Springwater Plan. | 9,808,690 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10480 | Gresham | Gresham | Springwater Plan Road/Springwater Road Section 7 | Hogan Road 2900 feet north of Rugg Road | McNutt Road/9 | Economic development and implementation of Springwater Plan. | Construction of new street for implementation of Springwater Plan. | 8,008,421 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10481 | Gresham | Gresham | Springwater Planned Road/Springwater Road 8 | Hogan Road 1300 feet north of Rugg Road | McNutt Road | Economic development and implementation of Springwater Plan. | Construction of new street for implementation of Springwater Plan. | 5,519,551 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10482 | Gresham | Gresham | McNutt Road/Springwater Road 9,10,11 | Intersection of project 10480/10481 | Planned Rugg Road ext | Economic development and implementation of Springwater Plan. | Construction of new street for implementation of Springwater Plan. | 41,242,122 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10485 | Gresham | Gresham | Hogan | Palmquist Rd. | Rugg Rd. | Economic development and implementation of Springwater Plan. | Improvement of existing roadway to arterial 4 lane standards. | 47,291,190 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10486 | Gresham | Gresham | Telford Rd. | Springwater Boundary | 252nd Ave. | Economic development and implementation of Springwater Plan. | Improvement of existing roadway to Minor Arterial standards, add bike and ped facilities, intersection improvements. | 29,419,888 | 2024-2032 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10488 | Gresham | Gresham | 282nd Ave. | Springwater Boundary | Powell Valley Road | Economic development and implementation of Springwater Plan. | Improvement of existing roadway to Minor Arterial standards, add bike and ped facilities, intersection improvements. | 7,146,436 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10490 | Gresham | Gresham | 201st RR Bridge at I-84 | 201st/I-84 | " | Remove a bottleneck in multi-modal system and facilitate implementation of Gresham Fairview Trail. | Construct new RR bridge to accommodate alternative modes. | 2,359,125 | 2018-2024 | Exempt | Y | Freight | E. Multnomah County |
| 10493 | Gresham | Gresham | 181st Ave. Sandy to I-84 | Sandy | I-84 | Reduce congestion and facilitate freight movement. | Add southbound aux lane & widen RR overcrossing. | 827,659 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10494 | Gresham | Gresham | 162nd | Stark Street | | Reduce congestion. | Exclusive southbound and eastbound right turns at Stark. | 888,209 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10495 | Gresham | Gresham | 181st Ave | Halsey St. | | Reduce congestion. | add 2nd LT lane to N & S legs, add RT lane to EB WB SB. | 1,025,038 | 2018-2024 | Regionally Significant | Y | Freight | E. Multnomah County |
| 10496 | Gresham | Gresham | 181st at I-84 | 181st/I-84 | | Reduce congestion. | Freight mobility improvements subject to refinement study. | 250,000 | 2025-2032 | Exempt | Y | Freight | E. Multnomah County |
| 10497 | Gresham | Gresham | 181st | At Sandy | At Stark | Reduce congestion. | At Sandy: Northbound right turn, 2nd westbound left turn. Overlap eastbound right turn. At Stark, add 2nd left turn lane on east and west legs. | 1,884,390 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10498 | Gresham | Gresham | 181st (182nd) at Division/Powell Intersections | 181st at Division, Powell | | Reduce congestion. | At Division: add second westbound left turn lane (TIF P1). At Powell, add northbound and southbound double left turn lanes (TIF P2 and TSP8).At Powell add SB and NB lanes. | 1,682,670 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10499 | Gresham | Gresham | 192nd Ave | Wilkes Road | Halsey Street | Reduce congestion. | Improve to Minor Arterial street standards. | 3,833,031 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10501 | Gresham | Gresham | Barnes Rd | Powell Valley | Hillyard | Reduce congestion and facilitate access to Springwater community. | Widen road and add improvements. | 7,135,229 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |

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|--------|-------------------|----------------|---|--------------------------------|--------------------------------------|--|--|-------------------------|-------------|---|-----------------------|---------------------------|---------------------|
| 10502 | Gresham | Gresham | Bike signs | various locations | | Enhance bike travel by adding directional signs. | Add directional signs to bike network. | 1,400,000 | 2014-2017 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10503 | Gresham | Gresham | Burnside | Powell | | Reduce congestion. | At Powell: eliminate EB and WB left turn lanes. | 683,517 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10504 | Gresham | Gresham | Ped to Max: Hood St. | Powell | Division | Eliminate barriers to multi-modal use of Hood Street. | Improve ped access/multi-modal on Hood St. | 1,000,000 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10505 | Gresham | Gresham | Civic Neighborhood TOD | 16th and NW Norman | | Improve Civic Neighborhood connectivity. | Support construction of street infrastructure improvements. | 4,765,219 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10506 | Gresham | Gresham | Transit: Columbia Corridor TMA | | | Enhance mass transit multi-modal opportunities. | Transit/bus service improvements, 2 locations. | 185,258 | 2018-2024 | Exempt | Y | TSMO/TDM | E. Multnomah County |
| 10509 | Gresham | Gresham | Safe walking routes, missing links | various locations | | Eliminate gaps in connectivity in system. | Construct missing links and safe routes to school. | 4,089,150 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10511 | Gresham | Gresham | Hogan Road | Stark | | Improve functioning of Hogan. | Add right turn lanes on all approaches and second northbound and southbound left turns. | 1,908,431 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10512 | Gresham | Gresham | Hogan: Powell to Burnside boulevard improvements plus three intersection improvements | Powell | Burnside | Improve multimodal options and reduce congestion at intersections. | Improve to boulevard standards, and intersection improvements at Burnside, Division and Powell. | 8,739,328 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10516 | Gresham | Gresham | San Rafael | 181st | 201st | Eliminate system gap. | Construct to Minor Arterial cross section | 9,990,952 | 2033-2040 | Regionally Significant | Y | Freight | E. Multnomah County |
| 10518 | Gresham | Gresham | Wilkes Street | 181st | 192nd | Improve industrial area circulation and freight mobility. | Improve Wilkes to collector standards | 6,781,698 | 2033-2040 | Regionally Significant | Y | Freight | E. Multnomah County |
| 10519 | Gresham | Gresham | Pedestrian enhancements | 162nd/Bside, and | 181st Burnside | Improve pedestrian facilities. | Pedestrian enhancements. | 75,492 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10521 | Gresham | Gresham | Signalize intersections | | | Improve circulation on arterials to enhance safety. | Signalize intersections. | 768,590 | 2018-2024 | Exempt | Y | TSMO/TDM | E. Multnomah County |
| 10527 | Gresham | Gresham | Hogan | Powell | Palmquist | Improve function of Hogan. | Improve to arterial standards. | 12,444,619 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10530 | Gresham | Gresham | Towle Ave. Butler Rd. to Binford Lake | Butler Rd. | Eastman Parkway | Improve area circulation and address congestion likely to result from Pleasant Valley development. | Improve to collector standards. Add roundabout at Towle/Binford. | 11,897,840 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10533 | Gresham | Gresham | 190th | 30th | Cheldelin | Provide access to Pleasant Valley. | Improve existing road to major arterial standards, signalize 190th @ Giese, Butler, Richey, Cheldelin. | 28,644,245 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10534 | Gresham | Gresham | Cheldelin | Western Pleasant Valley Limits | 190th | Provide access to Pleasant Valley. | Improve existing road to minor arterial standards, signalize Cheldelin at 172nd, 182nd, and Foster. | 19,795,513 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10537 | Gresham | Gresham | Richey | 182nd | 190th | Provide access to Pleasant Valley. | Improve to collector standards, and signalize 190th/Richey. | 7,925,735 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10541 | Gresham | Gresham | 182nd | Giese | Cheldelin | Provide access to Pleasant Valley. | Improve 182nd to collector standards. | 11,797,690 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10543 | Gresham | Gresham | 172nd | Cheldelin | Northern boundary of Pleasant Valley | Provide access to Pleasant Valley. | Improve 172nd Ave. to major arterial standards. | 8,651,396 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10544 | Gresham | Gresham | Butler Rd. Bike and Ped Improvements | Towle | Regner | Eliminate gaps in bike and pedestrian system. | Construct bikelanes and sidewalks. | 5,705,413 | 2025-2032 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10856 | Gresham | | Richey/Foster Connection | Intersection Richey/Foster | | Connects Richey and Foster. | Construct roundabout and related improvements to Foster. | 656,452 | 2033-2040 | Exempt | Y | Roads and Bridges | E. Multnomah County |
| 10860 | Gresham | Gresham | Knapp Street/Collector 72 | 172nd | 182nd | Build new road to green street collector standards. | Build new road to green street collector standards. | 10,703,002 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10861 | Gresham | Gresham | Knapp Street/Collector 72 | 182nd | 190th | Build new road to green street collector standards. | Build new road to green street collector standards. | 10,368,393 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |

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|--------|-------------------|----------------|---|------------------------------------|--------------------------|---|--|-------------------------|-------------|---|-----------------------|---------------------------|---------------------|
| 10862 | Gresham | Gresham | Knapp Street/Community Street 72 | 190th | Binford Parkway | Build new road to green street collector standards | Build new road to green street community standards. | 9,991,393 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11099 | Gresham | Gresham | Barnes | Orient | Hillyard | Reduce congestion and facilitate access to Springwater community. | Widen road and add improvements. | 7,135,229 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11675 | Gresham | Gresham | US 26 Multimodal Improvements | Burnside | Palmquist | Completes System Gaps | US 26 multimodal improvements (Burnside to Palmquist: sidewalks) | \$1,328,319 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 11676 | Gresham | Gresham | 181st Pedestrian Improvements | I-84 | San Rafael | Completes System Gaps | Complete sidewalk connections (181st: I-84-San Rafael) | \$1,000,000 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 11677 | Gresham | Gresham | Division Ped Improvements | 212th | 242nd | Completes System Gaps | Division pedimps - widen sidewalks, improve crossings 212th-242nd | \$1,000,000 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 11678 | Gresham | Gresham | Powell Pedestrian Improvements between Eastman and Main | Eastman | Main | Completes System Gaps | Powell pedimps - widen sidewalks, improve crossings (Eastman - Main) | \$1,000,000 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 11679 | Gresham | Gresham | Powell Pedestrian Improvements between Hood and Hogan | Hood | Hogan | Completes System Gaps | Powell pedimps - widen sidewalks, improve crossings (Hood - Hogan) | \$1,000,000 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 11680 | Gresham | Gresham | 17th Ave | Kane | East City Limit Boundary | Completes System Gaps | 17th Ave: Kane to Gresham east city boundary Bike/Ped Improvements | \$2,000,000 | 2025-2032 | Exempt | Y | Active Transportation | E. Multnomah County |
| 11682 | Gresham | Gresham | 181st/Rockwood Safety Corridor | I-84 | Stark | Improve safety for all travel modes. | Safety corridor: 181st/Rockwood (I-84 - Stark) | \$1,900,000 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11683 | Gresham | Gresham | Safety corridor: Halsey (162nd-181st) | 162nd | 181st | Improve safety for all travel modes. | Safety corridor: Halsey (162nd-181st) | \$2,400,000 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11685 | Gresham | Gresham | Safety Corridor: Hogan/Burnside/Powell (Division - Palmquist) | Division | Palmquist | Improve safety for all travel modes. | Safety Corridor: Hogan/Burnside/Powell (Division - Palmquist) | \$1,200,000 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11687 | Gresham | Gresham | Powell and Eastman | Intersection at Powell and Eastman | | Reduce Congestion | Powell and Eastman (additional southbound left turn) | \$908,431 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11689 | Gresham | Gresham | Eastman | Division | Powell | Completes System Gaps | Eastman & 25th pedestrian crossing and Eastman bikelane/stormwater improvements (Division - Powell) | \$4,780,000 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 11691 | Gresham | Gresham | Hogan/Butler Signal | Hogan/Butler Intersection | | Reduce Congestion | Hogan/Butler new signal | \$2,343,000 | 2025-2032 | Exempt | Y | Roads and Bridges | E. Multnomah County |
| 11693 | Gresham | Gresham | 169th Avenue | Wilkes Road | Halsey Street | Complete pedestrian system gaps | Complete pedestrian system gaps by constructing sidewalks and improve to collector standard. | \$ 1,000,000 | 2025-2032 | Not Regionally Significant | Y | Active Transportation | E. Multnomah County |
| 11694 | Gresham | Gresham | 190th Avenue | Division Street | Yamhill Street | Complete pedestrian system gaps | Complete pedestrian system gaps by constructing sidewalks and improve to collector standard. | \$ 1,000,000 | 2025-2032 | Not Regionally Significant | Y | Active Transportation | E. Multnomah County |
| 11695 | Gresham | Gresham | 192nd Avenue | Glisan Street | Stark Street | Complete pedestrian system gaps | Complete pedestrian system gaps by constructing sidewalks and improve to collector standard. | \$ 4,432,624 | 2025-2032 | Not Regionally Significant | Y | Active Transportation | E. Multnomah County |
| 11696 | Gresham | Gresham | Main Street | Western City limits | SE 182nd Avenue | Complete pedestrian system gaps | Complete pedestrian system gaps by constructing sidewalks and improve to collector standard. | \$ 2,350,226 | 2025-2032 | Not Regionally Significant | Y | Active Transportation | E. Multnomah County |
| 11697 | Gresham | Gresham | Yamhill Street | 181st Avenue | 197th Avenue | Improve to collector standards | Construct to collector cross section with one motor vehicle travel lane in each direction and pedestrian facilities. | \$ 2,600,000 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11698 | Gresham | Gresham | 5th Street | Main Avenue | Cleveland Avenue | Complete pedestrian system gaps and implementation of Downtown Plan | Construct to collector cross section consistent with the Green Shared Street designation per the Downtown Plan | \$ 1,000,000 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11699 | Gresham | Gresham | Main Avenue | Divison Street | 5th Street | Improve pedestrian access to transit | Ped to MAX project, improve pedestrian access to light rail transit | \$ 2,500,000 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 11700 | Gresham | Gresham | Walters Drive | Springwater Corridor Trail | 7th Street | Improve to collector standards | Construct to collector cross section with one motor vehicle travel lane in each direction and pedestrian facilities. | \$ 2,519,478 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |

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| 11701 | Gresham | Gresham | 7th Street | Eastman Avenue | Walters Drive | Improve to collector standards | Construct to collector cross section with one motor vehicle travel lane in each direction and pedestrian facilities. | \$ 1,553,194 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11702 | Gresham | Gresham | 282nd Avenue | Powell Valley Road | Southern City Limits | Provide congestion relief, address system gap, provide multimodal facilities. | Construct to minor arterial cross section with one motor vehicle travel lane in each direction, a center lane, bicycle and pedestrian facilities. | \$ 3,118,700 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11703 | Gresham | Gresham | Hillyard Road | Palmblad Road | Anderson Road | Provide congestion relief, address system gap, provide multimodal facilities. | Construct to collector cross section with one motor vehicle travel lane in each direction and pedestrian facilities. | \$ 9,628,553 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11705 | Gresham | Gresham | Springwater Planned Road | Hogan Road | Fleming Avenue | Economic development and implementation of Springwater Plan | Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities. | \$ 2,884,200 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11706 | Gresham | Gresham | Fleming Avenue | 19th Street extension | 252nd Avenue | Economic development and implementation of Pleasant Valley Plan | Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities | \$ 4,857,600 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11707 | Gresham | Gresham | Palmquist Road | Hogan Road | HWY 26 | Provide congestion relief, address system gap, provide multimodal facilities. | Construct to minor arterial cross section with one motor vehicle travel lane in each direction, a center lane, bicycle and pedestrian facilities. | \$ 2,997,500 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11708 | Gresham | Gresham | Palmblad Road | Palmquist Road | Hillyard Road | Provide congestion relief, address system gap, provide multimodal facilities. | Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities. | \$ 8,611,625 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11709 | Gresham | Gresham | Knapp Street/41st Street | 182nd Avenue | 190th Drive | Economic development and implementation of Pleasant Valley Plan | Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities. | \$ 6,552,502 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11710 | Gresham | Gresham | Pleasant Valley planned road | Pleasant Valley planned road #124 | Cheldelin Road | Economic development and implementation of Pleasant Valley Plan | Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities. | \$ 3,240,600 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11716 | Gresham | Gresham | Pleasant Valley planned road | 172nd Avenue | 182nd Avenue | Economic development and implementation of Pleasant Valley Plan | Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities. | \$ 3,764,200 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11717 | Gresham | Gresham | Pleasant Valley planned road | 182nd Avenue | City Limits | Economic development and implementation of Pleasant Valley Plan | Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities. | \$ 1,921,700 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11718 | Gresham | Gresham | 41st Street | 190th Drive | Binford Avenue | Economic development and implementation of Pleasant Valley Plan | Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities. | \$ 1,830,000 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11719 | Gresham | Gresham | 41st Street | Eleven Mile Avenue | Rodlun Road | Economic development and implementation of Pleasant Valley Plan | Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities. | \$ 1,000,000 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11721 | Gresham | Gresham | Foster Road | Pleasant Valley planned road #140 | Cheldelin Road | Economic development and implementation of Pleasant Valley Plan | Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities. | \$ 1,000,000 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11722 | Gresham | Gresham | Pleasant Valley planned road | Giese Road | Gresham city limits | Economic development and implementation of Pleasant Valley Plan | Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities. | \$ 3,648,700 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11723 | Gresham | Gresham | Pleasant Valley planned road | Giese Road | Pleasant Valley planned road #79 | Economic development and implementation of Pleasant Valley Plan | Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities. | \$ 1,025,200 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11725 | Gresham | Gresham | Pleasant Valley planned road | 182nd Avenue | Knapp Street | Economic development and implementation of Pleasant Valley Plan | Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities. | \$ 1,489,950 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11727 | Gresham | Gresham | Anderson Road | Orient Drive | Springwater collector | Economic development and implementation of Springwater Plan | Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities. | \$ 2,808,300 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11728 | Gresham | Gresham | Anderson Road | Springwater Collector | Rugg Road Extension | Economic development and implementation of Springwater Plan | Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities. | \$ 6,197,400 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11731 | Gresham | Gresham | Springwater Planned Road | Hogan Road approximately 5,200 feet north of Rugg Road | Hogan Road approximately 2,300 feet north of Rugg Road | Economic development and implementation of Springwater Plan | Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities. | \$ 10,903,200 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11374 | Gresham | | Powell-Division Transit and Development Project | Portland/Gresham City Limits | City/County Limits | Improve mobility corridor and connections to transit. | Implementation of recommendations of Powell-Division Transit and Development Project | 32,481,500 | 2014-2017 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10037 | Happy Valley | Clackamas County | 162nd Ave. | Hagen Rd. | Palermo Ave. | Improve north-south connectivity and provide congestion relief to 172nd Ave. | Widen to 3 lanes with sidewalks and bike lanes, add traffic signals. | 2,600,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10040 | Happy Valley | Clackamas County | 162nd Ave. Extension North | Hagen Rd. | Clatsop St. | Improve north-south connectivity and provide congestion relief to 172nd Ave. | Construct a new 3 lane roadway with sidewalks, bike lanes and traffic signals. | 27,970,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |

| RTP ID | Nominating Agency | Facility Owner | Project/Program Name | Project Start Location | Project End Location | Project Purpose | Description | Estimated Cost (\$2014) | Time Period | Regionally Significant, Exempt, or Not Regionally Significant | Financial Constrained | Metro Investment Category | Subregion |
|--------|-------------------|------------------|------------------------------------|--|------------------------|--|---|-------------------------|-------------|---|-----------------------|---------------------------|-------------------|
| 10041 | Happy Valley | Clackamas County | 162nd Ave. Extension South Phase 1 | Rock Creek Blvd. | Hwy. 212 | Provide connectivity between Rock Creek Employment Center (RCEC) and HVTC and provide congestion relief to 172nd Ave | Construct a new 2 - 3 lane roadway with sidewalks, bike lanes, and intersection improvements at Hwy-212/162nd on all 4 approaches. The second phase is Project #11346. | 5,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10060 | Happy Valley | Clackamas County | SE 132nd Ave. | King Rd. | Clatsop Rd. | Addresses safety, provide congestion relief and improves north-south connectivity. | Widen to 3 lanes with sidewalks and bike lanes. | 3,047,500 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10081 | Happy Valley | Happy Valley | 122nd/129th Improvements | Sunnyside Rd. | King Rd. | Improve pedestrian and bicycle access between the SE Sunnyside Rd commercial area and schools, police and fire stations, and neighborhoods. | Add a sidewalk and bike lanes. | 3,500,000 | 2014-2017 | Exempt | Y | Active Transportation | Clackamas County |
| 10084 | Happy Valley | Happy Valley | King Rd. | King Rd./145th Ave. intersection | | Address safety and provide congestion relief. | Traffic signal, realign, turn lanes. | 1,150,000 | 2025-2032 | Exempt | Y | Roads and Bridges | Clackamas County |
| 11135 | Happy Valley | Happy Valley | Rock Creek Blvd. improvements | Hwy. 212/224 (planned Sunrise Corridor Rock Creek Interchange) | 177th Ave. | Provide an east-west arterial connection for local and regional destinations, including a 35 acre regional park, a middle school, an elementary school; industrial/employment lands in the RCEC and developable lands in the UGB to the east. In addition, provide congestion relief to OR Hwy 212 | Complete final construction of a new 5-lane roadway with sidewalks, bike lanes and traffic signals | 22,270,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11271 | Happy Valley | Happy Valley | Misty Drive | 162nd Ave. | 177th Ave. | Provide and extend an east-west collector serving the Happy Valley Town Center (HVTC) and developable lands within the Urban Growth Boundary to the east. In addition, provide congestion relief to Sunnyside Rd. and 172nd Ave. | Construct a new 3 lane roadway with sidewalks, bike lanes, traffic signals and a bridge over Rock Creek | 27,850,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11346 | Happy Valley | Clackamas County | 162nd Ave. Extension South Phase 2 | 157th Ave. | Rock Creek Blvd. | Provide connectivity between RCEC and HVTC and provide congestion relief to 172nd Ave | Construct a new 3 lane roadway with sidewalks, bike lanes, traffic signals and bridge over Rock Creek. The first phase is Project #10041. | 15,600,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11529 | Happy Valley | Happy Valley | Armstrong Extension | 162nd Ave | 172nd Ave | Provide and extend an east-west collector to Industrial/Employment lands in the RCEC and to developable lands within the Urban Growth Boundary to the east. In addition, provide congestion relief to OR Hwy 212 | Construct a new 3-lane roadway with sidewalks, bike lanes and traffic signals | 14,300,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11530 | Happy Valley | Happy Valley | Troge Extension We | 162nd Ave. | 172nd Ave | Provide and extend an east-west collector serving the HV Town Center (HVTC) and developable lands within the Urban Growth Boundary to the east. In addition, provide congestion relief to Sunnyside Rd and 172nd Ave | Construct a new 3 lane roadway with sidewalks, bike lanes, traffic signals and a bridge over Rock Creek | 23,200,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10553 | Hillsboro | Washington Co. | 209th Improvements | T.V. Hwy. | Farmington Rd. | Address recurring safety issue. | Widen roadway to 4 lanes with left turn lanes at major intersections, access management, sidewalks, and bike lanes or buffered bike lanes. | \$ 27,391,000 | 2018-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10817 | Hillsboro | Hillsboro | Aloclek | Amberwood | Cornelius Pass | Complete gap in road/bike/pedestrian system. | Extend 3 lane road with bike lanes/sidewalks. | 2,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10818 | Hillsboro | Hillsboro | 231st Ave./Century Blvd | Baseline | Lois | Provide congestion relief. | Bridge and 3 lanes with bike lanes and sidewalks. | 16,500,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10819 | Hillsboro | Hillsboro | 231st Ave./Century Blvd | Baseline | Cornell Rd. Light Rail | Provide congestion relief. | Widen to 3 lanes with bike lanes and sidewalks. | 5,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10820 | Hillsboro | Hillsboro | Brookwood (247th) | Alexander | South UGB | Provide congestion relief. | Widen to two lanes with onstreet parking and sidewalks Alexander to Davis; widen to 3 lanes with bike lanes and sidewalks Davis to South UGB. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 1,700,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10821 | Hillsboro | Hillsboro | Huffman | Shute | West UGB (Sewell) | Access to industrial lands | Build 3 lane with bike lanes and sidewalks. | 7,890,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10822 | Hillsboro | Hillsboro | 253rd | Evergreen | Huffman Extn | Access to industrial lands | Build 3 lane with bike lanes and sidewalks. | 5,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10823 | Hillsboro | Hillsboro | Amberwood | 206th | Cornelius Pass | Provide congestion relief. | Complete gap and Improve to 3 lane with bike lanes and sidewalks. Modify signal phasing at Corn Pass | 1,500,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10825 | Hillsboro | Hillsboro | Amberglen Parkway | Wilkins | Stucki Extn | Provide congestion relief. | Extend 3 lane road with bike lanes/sidewalks. | 1,800,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10826 | Hillsboro | Hillsboro | Jackson School Road | Evergreen Rd. | Grant | Provide congestion relief. | Improve to 3 lanes with bike/ped facilities, storm drainage, street lighting | 7,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10827 | Hillsboro | Hillsboro | Quatama Road | LRT | Cornelius Pass | Bike/pedestrian access to LRT and provide congestion relief. | Widen to 3 lane with bike lanes/sidewalks. | 1,800,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10828 | Hillsboro | Hillsboro | Edgeway | Holly St. | Walker Rd | Bike/pedestrian access to LRT and provide congestion relief. | Extend as 2/3 lane with bike/sidewalks. | 4,000,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10829 | Hillsboro | Hillsboro | Wilkins Extension | 206th | 185th Ave. | Provide congestion relief. | Extend as 2/3 lane with bike/sidewalks. | 16,000,000 | 2018-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10830 | Hillsboro | Hillsboro | Johnson | Cornelius Pass | Century Blvd | Provide congestion relief. | Widen to 3 lanes with bike/sidewalks. | 8,000,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |

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|--------|-------------------|-------------------|--|-------------------------|--|--|---|-------------------------|-------------|---|-----------------------|---------------------------|-------------------|
| 10831 | Hillsboro | Hillsboro | Century Blvd | Bennett | West Union Rd | Provide congestion relief. | Extend 2/3 lane with US 26 Overpass, connect existing segments. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 12,920,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10834 | Hillsboro | Hillsboro | 28th Ave. | Main St | Light Rail | Bike/pedestrian access to LRT, provide congestion relief and connect segments. | Widen to three lanes with bike/sidewalks. | 3,750,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 10836 | Hillsboro | Washington Co. | Evergreen Rd | Glencoe Rd | 25th | Provide congestion relief. | Widen to 5 lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 5,440,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10837 | Hillsboro | Hillsboro | Campus Court Extension | W. end Campus Ct | Ray Circle | Provide congestion relief. | Extend 3 lane road with bike lanes/sidewalks. | 1,500,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10838 | Hillsboro | Hillsboro | Davis Road | Brookwood | 234th (Century) | Serve UGB Expansion Area. | Extend 3 lane road with bike lanes/sidewalks. | 2,700,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10839 | Hillsboro | Hillsboro | Century Blvd (234th) | Alexander | South UGB | Serve UGB Expansion Area. | Extend 3 lane road with bike lanes/sidewalks. | 4,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10844 | Hillsboro | Hillsboro/ Wa.Co. | Cornelius Pass Road | TV Hwy. | Rosedale Rd | Provide congestion relief. | Extend as a 5 lane facility with buffered bike lanes/sidewalks | 26,500,000 | 2014-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10846 | Hillsboro | ODOT | TV Hwy. | 196th Ave. | Maple | Provide congestion relief; provide transit | Add westbound "Busines Access and Transit (BAT)" lane; provide bike lane, sidewalk, transit, and signal improvements. Add EB bus pull-out, shelter and ped improvements | 25,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10848 | Hillsboro | Hillsboro | Tanasbourne/Amber glen Ped and Bike Improvements | N/A | N/A | Provide connectivity to transit and mixed use and jobs | Infill missing pedestrian sidewalks, bike lanes, bike/ped trail | 5,000,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 10849 | Hillsboro | Hillsboro | Regional Center-Bike and Ped Improvement | N/A | N/A | Provide connectivity to transit, schools and jobs. Improve storage capacity. | Infill missing bike lane connections. | 5,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10850 | Hillsboro | Hillsboro | Beaverton Ck Trail, Bronson Ck Trail, | Baseline Rd, 185th | Rock Creek Trail | Provide connectivity to transit, jobs, and recreation. | Construct bike/ped trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 1,000,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 10851 | Hillsboro | Hillsboro | Rock Ck Trail - Multi Use | River Road | Orchard Park (East of Cornelius Pass Rd) Wilkins | Provide connectivity to transit, jobs, and recreation. | Construct bike/ped trail. | 5,520,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 11136 | Hillsboro | ODOT | TV Hwy/209th Intersection | N/A | N/A | Provide congestion relief and address safety issues. | Add eastbound right turn lane, widen crossing for second northbound to westbound left turn lane, add second southbound lane, protected N-S turn phasing | 3,800,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11137 | Hillsboro | ODOT/Hillsboro | TV Hwy/Century Blvd Intersection | N/A | N/A | Provide congestion relief and address safety issues. | Add second southbound lane, Add northbound left turn lane, widen rail crossing, add offroad bike lanes on Century from TV Hwy to Alexander | 1,800,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11138 | Hillsboro | Hillsboro | 206th Ave | LRT | Von Neumann Rd. | Complete bike/ped gaps | Widen roadway to add sidewalks and bike lanes | 1,200,000 | 2018-2024 | Regionally Significant | Y | Active Transportation | Washington County |
| 11140 | Hillsboro | Washington Co. | Brookwood Parkway | lhly Way | Cornell Rd. | Improve capacity and safety | Widen to five lanes with offstreet sidewalk and bikeway | 9,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11141 | Hillsboro | Hillsboro | Brogden Ave | 28th Ave | Brookwood Ave. | Improve capacty for Main Street and Cornell thru local connectivity | Widen to provide sidewalks and Bikeway network signage access to LRT and parks. New traffic signal at Brookwood. | 3,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11142 | Hillsboro | Hillsboro | 37th Ave | Main St | Brogden Ave | Provide bike/ped access to LRT station | Widen to provide sidewalks and Bikeway Network signage access to LRT and Fairgrounds | 1,000,000 | 2014-2017 | Regionally Significant | Y | Active Transportation | Washington County |
| 11145 | Hillsboro | Hillsboro | Airport Rd | 48th Ave | Brookwood Pkwy | Improve capacity and safety | Widen to 2/3 lanes with bike lanes and sidewalks | 1,500,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11147 | Hillsboro | Hillsboro | Schaaf Rd | Pinefarm PI Helvetia Rd | Century | Improve capacity and safety, support Shute/US26 interchange relocation of Jacobson | Construct 3 lane roadway with bike lanes and sidewalks. | 4,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11148 | Hillsboro | Hillsboro | Westmark Dr. | Croeni Rd. | West Union Rd. | Improve capacity and safety, support Shute/US26 interchange relocate of Jacobson | Construct 3 lane roadway with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 1,700,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11149 | Hillsboro | Washington Co. | Helvetia Rd. | Schaaf Rd | West Union Rd. | Improve capacity and safety | Construct 3 lane roadwy with bike lanes and sidewalks | 4,000,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11150 | Hillsboro | Hillsboro | Jacobson Rd. | Century Blvd | Helvetia Rd | Improve safety, bike/ped, transit access | Complete 3 lane roadway with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 2,500,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11151 | Hillsboro | Hillsboro | Bentley St. | 32nd Ave. | Brookwood Ave. | Improve safety, bike/ped, transit | Construct sidewalks and bike lanes. | 3,000,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 11152 | Hillsboro | Hillsboro | Cedar St. | 32nd Ave. | Brookwood Ave. | Improve safety, ped/bike access to school, park, transit | Construct sidewalks | 1,000,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 11153 | Hillsboro | Hillsboro | Golden Rd. | Brookwood Ave. | Imlay Ave. | Improve safety, bike/ped, transit access | Widen to provide bike lanes and sidewalks | 2,000,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |

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| 11157 | Hillsboro | Hillsboro | Imlay Ave. | TV Hwy | Lois St. | Improve safety, bike/ped, school, transit access | Widen to provide bike lanes and sidewalks | 2,000,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 11158 | Hillsboro | Hillsboro/ Wa.Co. | 206th Ave. | Baseline | Rock Rd. | Improve safety, bike/ped, school, transit access | Widen to provide bike lanes and sidewalks | 3,000,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11159 | Hillsboro | Hillsboro | Alexander St. | Brookwood (247th) | 56th Ct. | Improve safety, bike/ped, school, transit access | Widen to provide bike lanes and sidewalks | 1,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 11160 | Hillsboro | Hillsboro | Witch Hazel Rd. | River Road | Brookwood (247th) | Improve safety, bike/ped, school, transit access | Widen to provide sidewalks | 1,000,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 11161 | Hillsboro | Hillsboro | Rood Bridge Rd | River Road | South UGB | Improve safety, bike/ped, school, recreation, transit access | Widen to provide bike lanes and sidewalks | 2,500,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 11162 | Hillsboro | Hillsboro | 24th Ave | Maple | Main Street | Improve safety, bike/ped, school, transit access | Widen to provide bike lanes and sidewalks, bridge over Dawson Creek | 4,000,000 | 2025-2032 | Regionally Significant | Y | Active Transportation | Washington County |
| 11163 | Hillsboro | Hillsboro | Sunrise Lane | Jackson School | 25th | Improve safety, ped, and access to transit/parks | Widen to provide sidewalks | 1,700,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11164 | Hillsboro | Hillsboro | 17th Ave | Cornell Rd | Sunrise Ln | Improve safety, ped, and access to transit/parks | Widen to provide sidewalks | 1,000,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11165 | Hillsboro | Hillsboro | 15th Ave. | Sunrise Ln | Evergreen Rd | Improve safety, ped/bike, and access to transit/parks and schools | Widen to provide bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 1,500,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11166 | Hillsboro | Hillsboro | 25th Ave. | Intel Jones Farm (north end) | Evergreen | Improve safety, ped, and bike access to employment | Widen to provide bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 1,500,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11167 | Hillsboro | Hillsboro | Garibaldi | Ebberts | 1st Avenue | Improve safety, ped, bike access to schools/parks | Widen to provide sidewalks. Bike network Wayfinding signage | 500,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 11168 | Hillsboro | Hillsboro | Connell | Garibaldi | Darnielle | Improve safety, ped, bike access to schools/parks and transit | Widen to provide sidewalks. Bike boulevard Wayfinding signage | 500,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 11169 | Hillsboro | Hillsboro | Cornell/25th Ave Intersection Improvements | N/A | N/A | Improve capacity, safety, access management | Widen 25th Ave for double southbound to eastbound left turn lanes, second northbound lane within 500 feet of intersection | 6,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11170 | Hillsboro | Hillsboro | Cornell/Brookwood Prkwy Intersection Improvements | N/A | N/A | Improve capacity and safety | Widen Cornell Rd to provide double left turn lanes eastbound and westbound | 3,300,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11272 | Hillsboro | Hillsboro | Kinnaman Rd. Extension | 209th | Century Blvd. Extension | Provide corridor capacity for TV Hwy | Construct 3 lane with bike lanes and sidewalks | 7,900,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11273 | Hillsboro | Hillsboro | Alexander St. Extension | 229th | 209th at Blanton | Provide corridor capacity for TV Hwy | Construct 3 lane with bike lanes and sidewalks | 7,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11274 | Hillsboro | Hillsboro | Century Blvd Extension | Area 71 UGB | 229th | Provide congestion relief | Construct 3 lane with bike lanes and sidewalks | 3,000,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 11275 | Hillsboro | Hillsboro | Walker Rd. Extension | Stucki | Amberwood Dr. | Provide congestion relief and Hwy 26 mobility corridor capacity | Construct 3 5 lane with bike lanes and sidewalks | 2,500,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11276 | Hillsboro | Hillsboro | Stucki Ave. Extension | Walker Rd | 206th/LRT | Provide parallel capacity to 185th Ave. and N-S access thru Amberglen | Construct 3 lane with off-street bike lanes and sidewalks, Realign intersection of Walker and Stucki | 10,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11277 | Hillsboro | Hillsboro | 194th Ave. Extension | Cornell Rd | Amberglen Pkwy | Provide congestion relief and LRT corridor mixed use roadway | Construct 2/3 lane with sidewalks and LRT in part or all of new segment | 3,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11278 | Hillsboro | TriMet | Red Line LRT Extension | Quatama LRT | Evergreen TC | Extend HCT into Amberglen/Tanasbourne future Regional Center | Provide local match funding to leverage federal funds for LRT extension thru Amberglen. Continue work as part of the HCT System Expansion Policy. Next phase corridor as identified in the HCT System plan and adopted by JPACT and Metro Council. | 25,000,000 | 2025-2032 | Regionally Significant | Y | Transit | Washington County |
| 11280 | Hillsboro | Hillsboro | East-West Connector Ronler Dr | 229th/Century Cornelius Pass Rd | Aloclek | Improve east-west capacity within industrial area to relieve Cornell and Evergreen | Construct 2/3 lane roadway with sidewalks | 2,000,000 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 11282 | Hillsboro | Hillsboro | Minter Bridge Rd | River Road | South UGB | Improve safety, bike/ped and access to transit | Widen to provide sidewalks and bike lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 2,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 11284 | Hillsboro | Hillsboro/ ODOT/ Wa. Co. | Farmington Rd | 185th | 198th | Improve capacity and safety, bike/ped and transit access | Widen to 5 lanes with bike lanes and sidewalks. | 24,000,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |

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|--------|-------------------|--------------------------|---|-------------------------------|--|---|---|-------------------------|-------------|---|-----------------------|---------------------------|-------------------|
| 11285 | Hillsboro | Hillsboro/ ODOT/ Wa. Co. | Farmington Rd | 198th | 209th | Improve capacity and safety, bike/ped and transit access | Widen to 5 lanes with bike lanes and sidewalks. | 18,000,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11341 | Hillsboro | Washington Co. | West Union Rd. | Helvetia Rd. | Cornelius Pass | Improve capacity and safety | Construct 3 lane roadway with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 25,000,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11359 | Hillsboro | ODOT | Northbound Cornelius Pass Road to US 26 Eastbound | Cornelius Pass Road at Imbrie | Cornelius Pass Road and On-ramp to US 26 Eastbound | Widen roadway | Widen northbound Cornelius Pass road to provide a second right turn lane to US 26 Eastbound. | 1,500,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11363 | Hillsboro | Hillsboro | Gibbs Drive | Stucki Rd | Walker Rd | | New three lane street with cycletracks and sidewalks. | 2,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11364 | Hillsboro | Hillsboro | 253rd | Huffman Rd | Meek Rd | | New three lane street with bike lanes and sidewalks. | 4,000,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 11365 | Hillsboro | Hillsboro | Brookwood Parkway | Evergreen Rd. Shute Rd | US 26 | Provide congestion relief. | Widen from five lanes to seven lanes with buffered bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 11,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11366 | Hillsboro | Hillsboro | Butler Drive | 229th Ave. | Cornell Rd. | | Widen from three lanes to five lanes with bike lanes and sidewalks. | 2,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11367 | Hillsboro | Hillsboro | Cornelius Pass Road | Cornell Rd | US 26 | Provide congestion relief. | Widen from five lanes to seven lanes with buffered bike lanes and sidewalks. Dual EB and WB left-turns at Cornell Rd. Dual NB and SB lefts at Evergreen. | 13,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11368 | Hillsboro | Hillsboro | US 26 Westbound Off Ramp | Cornelius Pass Rd. US 26 | US 26 Cornelius Pass Rd | | Add second lane on westbound loop off ramp and third southbound approach lane. | 5,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11381 | Hillsboro | TriMet | Transit Stop Enhancements | N/A | N/A | | | 5,000,000 | 2018-2024 | Exempt | Y | Transit | Washington County |
| 11382 | Hillsboro | Hillsboro | City-wide | N/A | N/A | | Provide bike way-finding signage and sharrow markings | 2,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 11383 | Hillsboro | Hillsboro | N-S Collector Rd | Jacobsen Rd | Schaaf Rd | Improve connectivity | Construct new three-lane road with bike lanes and sidewalks | 2,500,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11384 | Hillsboro | Hillsboro | Rosa Rd | 229th Ave. | 209th Ave | Provide access/connectivity to new UGB area | Construct new three-lane road with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 8,300,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11385 | Hillsboro | Hillsboro | 229th Ave | Alexander St | Kinnaman Rd Extn | Provide access/connectivity to new UGB area | Widen to three lanes with bike lanes and sidewalks | 6,500,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11386 | Hillsboro | Washington Co | 198th Ave | TV Hwy | Alexander St | Provide congestion relief | Widen to five lanes with bike lanes and sidewalks | 3,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11387 | Hillsboro | Hillsboro | Meek Rd | Sewell Rd | 253rd Ave | Provide access/connectivity to new UGB area | Improve to three-lane road with bike lanes and sidewalks | 6,500,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11388 | Hillsboro | Hillsboro | 264th Ave | Evergreen Rd. | Meek Rd | Provide access/connectivity to new UGB area | Construct new three-lane road with bike lanes and sidewalks | 12,600,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11389 | Hillsboro | Hillsboro | Imbrie Dr | Evergreen Pkwy | Cornelius Pass Rd. | Provide congestion relief | Widen to four lanes (addition of one eastbound lane) | 2,500,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11390 | Hillsboro | Hillsboro | TV Hwy/198th Intersection | N/A | N/A | Provide congestion relief and address safety issues. | Add dual WB left-turn lanes and a SB right-turn lane; modify signal; restripe NB approach lanes | 1,300,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11391 | Hillsboro | Hillsboro | TV Hwy/Cornelius Pass Rd Intersection | N/A | N/A | Provide congestion relief and address safety issues. | Add EB and WB right-turn lanes, dual left-turn lanes on all approaches; modify signal; construct new rail crossing | 7,200,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11392 | Hillsboro | Hillsboro | TV Hwy/River Rd Intersection | N/A | N/A | Provide congestion relief and address safety issues. | Add Eb right-turn lane and 2nd NB left-turn lane; modify signal; improve bike and ped crossing of TV Hwy | 2,000,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11393 | Hillsboro | ODOT | US 26 | Brookwood Pkwy/Helvetia Rd | Cornelius Pass Rd. | Provide congestion relief | Widen to six lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 25,000,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11394 | Hillsboro | Hillsboro | 229th Ave | McInnis Ln Extn | Rosedale Rd | Provide access/connectivity to new UGB area | Widen to three lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 9,200,000 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 11395 | Hillsboro | Washington Co. | Baseline Rd Improvements | 231st Ave | Brookwood Ave. | Provide congestion relief. | Improve to 5 lanes with bike/ped facilities, storm drainage, street lighting | 9,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11665 | Hillsboro | Hillsboro | 28th Ave. | Light Rail | 25th | Bike/pedestrian access to LRT, provide congestion relief and connect segments. | Widen to five lanes with bike/sidewalks. | 3,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11692 | King City | ODOT | King City Sidewalk Infill | 1000' west of SW Royalty Pkwy | SW Beef Bend Rd | Improve pedestrian connectivity. | Add sidewalks, bike lanes, lighting, turn lanes at major intersections. | \$1,036,427 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 10086 | Lake Oswego | Lake Oswego | River-to-River Trail | George Rogers Park | Tualatin River | Enhanced pedestrian and bike opportunity. | 9,750' long, 10' wide trail from George Rogers Park to the Tualatin River via McVey Rd-Stafford Rd-Stevens Meadows Natural Area-Pecan Creek Natural Area, then across private properties. | 6,800,000 | 2033-2040 | Exempt | Y | Active Transportation | Clackamas County |
| 10087 | Lake Oswego | Various | Lake Oswego to Portland Trail | Hwy 43/A Ave | Sellwood Bridge | Enhanced pedestrian and bike opportunity and safety. Improve connectivity between Town Centers. | 3.15 mile multi-use pathway adjacent to existing Hwy 43 Corridor, increasing ROW. Connects Lake Oswego to Portland at Sellwood Bridge. Part of the Willamette River Greenway Trail. | 80,000,000 | 2033-2040 | Exempt | Y | Active Transportation | Clackamas County |

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|--------|-------------------|----------------|--|---|---|--|--|-------------------------|-------------|---|-----------------------|---------------------------|------------------|
| 10088 | Lake Oswego | Lake Oswego | Lower Boones Ferry Rd. | Madrona Street | Kruse Way | Enhanced pedestrian and bike opportunity and safety. Improve connectivity to Town Center. | Widen to include bike lanes, sidewalks, and turn lanes. | 27,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11172 | Lake Oswego | ODOT | Hwy 43 (State St) Bike Lanes | Terwilliger Blvd | Oak St | Enhanced bike opportunity. | 5,500' long widening for bike lanes, NB and SB from Terwilliger Blvd to Oak St. NHS/AASHTO/ODOT stds apply. Improve access and connectivity to the Foothills area. | 7,587,000 | 2033-2040 | Exempt | Y | Active Transportation | Clackamas County |
| 11286 | Lake Oswego | ODOT | Tryon Creek Bridge (@ Hwy 43 / Terwilliger) | 500' north of Hwy 43/Terwilliger | Hwy 43/G Ave | Enhanced vehicular access, pedestrian and bike opportunity and safety. Improve connectivity to Town Center. | Replace existing box culvert under Hwy 43 with vehicular bridge over Tryon Creek, add multi-use pathway along creek and complete with bike lanes, sidewalks and turn lane to Terwilliger. | 18,000,000 | 2018-2024 | Exempt | Y | Roads and Bridges | Clackamas County |
| 11396 | Lake Oswego | Lake Oswego | South Shore Pathway | Lakeview Blvd | McVey Ave | Enhanced pedestrian and bike opportunity and safety. Improve connectivity to Town Center. | 12,800' long, 6' wide separated asphalt pathway on south side of roadway. Retaining walls and storm water improvements required. | 7,300,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 11397 | Lake Oswego | Lake Oswego | Hwy 43 Pathway: LO to West Linn | Hwy 43/A Ave | Willamette Falls Dr. | Enhanced pedestrian and bike opportunity and safety. Improve connectivity to Town Center. | Implement the design plan for an active transportation corridor along Hwy 43 consistent with the Connecting Clackamas Plan. | 46,100,000 | 2033-2040 | Exempt | Y | Active Transportation | Clackamas County |
| 10855 | Metro | | Regional TOD Implementation Program | 2040 Centers, Stations Areas and Corridors | 2041 Centers, Stations Areas and Corridors | Increases efficiency of transit service, increases travel mode choice, network balance, and auto congestion mitigation. | The mission of the TOD Program is to stimulate private investment to implement the region's 2040 growth concept of vibrant urban centers and station areas linked by transit. Program activities help to optimize the existing transit system through bringing more people to live, work and shop in areas with a functional pedestrian connection to transit. The core program activity is to provide financial incentives for TOD projects to increase transit ridership and stimulate private development of compact and mixed-use buildings that would otherwise not proceed. | 67,500,000 | 2014-2040 | Exempt | Y | Regional Program | Metro |
| 11044 | Metro | | Regional Trail Master Plans | N/A | N/A | Plan for future regional trail corridors, including determining alignments, and working with stakeholders to deal with land use/ environmental issues, ROW needs, trail design and engineering requirements, safety and security issues, trial maintenance, etc. | Develop trail master plans, working with local jurisdictions, trail advocate organizations, local residents, property owners, railroad companies, and businesses. | 1,100,000 | 2018-2024 | Exempt | Y | Active Transportation | Metro |
| 11054 | Metro | | Regional Travel Options Program | Employment Areas, 2040 Centers, new corridor projects and congested corridors | Employment Areas, 2040 Centers, new corridor projects and congested corridors | Use Transportation Demand Management strategies to manage congestion, reduce pollution and use the existing transportation infrastructure efficiently. | RTO is the region's transportation demand management program to manage congestion and reduce air pollution through the reduction of single-occupant vehicle travel. RTO supports the work of regional public and private partners who help people become more aware of the various travel options available to them and encourage the use of those options. A variety of strategies are implemented to address trips for all purposes, including commuting, shopping, activities, and more. As the region's population and economy grows, the RTO program will gain efficiencies moving people and goods on built-out transportation infrastructure. | 74,250,000 | 2014-2040 | Exempt | Y | Regional Program | Metro |
| 11103 | Metro | | Regional Planning | | | | | 67,500,000 | 2014-2040 | Exempt | Y | Regional Program | Metro |
| 11104 | Metro | | Regional TSMO | N/A | N/A | Facilitate implementation of Regional TSMO Plan through policy coordination, and grant coordination and management. | Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; allocation and implementation of MTIP programming for TSMO; manage regional policy and project development; and oversee performance data development and tracking. | 40,500,000 | 2014-2040 | Exempt | Y | Regional Program | Metro |
| 11664 | Metro | | Next Corridor Program | N/A | N/A | Plan for the next high capacity transit corridor consistent with the High Capacity Transit Plan and the System Expansion Policy | As part of the RTP, the High Capacity Transit (HCT) Plan identifies corridors where new HCT investments are desired over the next 30 years. It priorities corridors for implementation and sets a framework to advance future corridors, consistent with the goals of the RTP and the Region's 2040 Growth Concept. In addition, the HCT Plan creates a System Expansion Policy that serves as the framework to advance future regional HCT corridors by setting targets and defining regional and local actions. The Next Corridor programs works with public and private partners to identify places where community aspirations and partnernships create readiness for HCT corridor planning. | 5,000,000 | 2014-2017 | Exempt | Y | Regional Program | Metro |
| 10095 | Milwaukie | Milwaukie | Railroad Ave Capacity Improvements | 37th Ave | Harmony Rd | Address gaps in pedestrian and bicycle systems and improve transit facilities | Pedestrian aspect: Fill in sidewalk gaps on both sides of street or construct multiuse path on one side. Bicycle aspect: Fill in gaps in existing bicycle network with bike lanes, cycle track, multiuse path, or other facilities. Public transit aspect: Provide bus service to extend to Clackamas Town Center and points east. | 6,600,000 | 2014-2017 | Exempt | Y | Active Transportation | Clackamas County |
| 10097 | Milwaukie | Milwaukie | Group 5--Stanley Avenue Neighborhood Greenway Improvements | Springwater Trail | Railroad Ave | Enhance bicycle and pedestrian facilities within residential neighborhood and improve a key north-south connection across the city | Stanley Ave Neighborhood Greenway = Pedestrian aspect: Fill in sidewalk gaps on both sides of street. Bicycle aspect: Designate as a "neighborhood greenway" and install traffic-calming improvements. (\$5,030,000) Stanley Ave Connectivity at King Rd = Enhance connection along Stanley Ave at King Rd. (\$60,000) Stanley Ave Connectivity at Monroe St = Enhance connection along Stanley Ave at Monroe St. (\$60,000) | 5,150,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |

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|--------|-------------------|--------------------|--|-----------------------------|-------------------------|---|---|-------------------------|-------------|---|-----------------------|---------------------------|------------------|
| 10099 | Milwaukie | Milwaukie | Group 1-Monroe St Neighborhood Greenway | 21st Ave | Linwood Ave | Enhance bicycle and pedestrian facilities within residential neighborhoods and improve a key east-west connection across the city | Monroe St Neighborhood Greenway = Bicycle aspect: Designate as a "neighborhood greenway" and install traffic-calming improvements. Pedestrian aspect: Fill in sidewalk gaps on both sides of street. (\$2,130,000) Intersection Improvements at Linwood Ave and Monroe St = improve safety of crossing at intersection of Monroe St and Linwood Ave. (\$10,000) | 2,140,000 | 2014-2017 | Exempt | Y | Active Transportation | Clackamas County |
| 10101 | Milwaukie | Milwaukie | Kellogg Creek Dam Removal and Hwy 99E Underpass | Location- Specific | Location- Specific | Establish safer bicycle and pedestrian connection between downtown & light rail station and Riverfront Park | Replace Hwy 99E bridge over Kellogg Creek, remove dam, restore habitat. Construct bike/ped undercrossing between downtown Milwaukie and Riverfront Park. | 9,900,000 | 2014-2017 | Exempt | Y | Active Transportation | Clackamas County |
| 10107 | Milwaukie | Milwaukie | Harrison St Railroad Crossing Separation | Location-specific | Location-specific | Reduce congestion due to rail traffic and improve crossing facilities for bicycles and pedestrians | Upgrade Harrison crossing of Union Pacific Railroad tracks to grade-separated facility. Assess as part of Hwy 224 & Hwy 99E Refinement Plan. | 30,700,000 | 2033-2040 | Exempt | Y | Freight | Clackamas County |
| 10109 | Milwaukie | Milwaukie | Kellogg Creek Bike/Ped Bridge | Lake Rd | Kronberg Park | Establish connection to downtown and light rail station from southern neighborhoods and Trolley Trail | Construct bike/ped overpass over Kellogg Creek in conjunction with light rail bridge. | 2,500,000 | 2014-2017 | Exempt | Y | Active Transportation | Clackamas County |
| 10113 | Milwaukie | Milwaukie and ODOT | Group 2--Pedestrian and Bicycle Improvements in Island Station | McLoughlin Blvd at 22nd Ave | River Rd at City limits | Enhance pedestrian and bicycle environments by addressing gaps in systems, improving intersection safety, and establishing new and safer connections between Island Station neighborhood and downtown Milwaukie | River Rd Sidewalks = Fill in sidewalk gaps on both sides of street. (\$690,000) Intersection Improvements at McLoughlin Blvd and 22nd Ave = Improve safety of Trolley Trail crossing at 22nd Ave. (\$200,000) Kronberg Park Trail = Construct multiuse path to connect Kellogg Creek Bridge to safe crossing of Hwy 99E. (\$300,000) Traffic-Calming Improvements on River Rd at Lark St = Install traffic-calming measures such as a permanent speed-warning sign and/or roundabout. (\$310,000) | 1,500,000 | 2014-2017 | Exempt | Y | Active Transportation | Clackamas County |
| 11532 | Milwaukie | Milwaukie | Linwood Ave Capacity Improvements (south) | King Rd | Harmony Rd | Reduce congestion and improve safety | Widen to standard three lane cross section. | 12,500,000 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11533 | Milwaukie | Milwaukie | Bicycle and Pedestrian Overpass over Railroad Ave | Railroad Ave | International Way | Improve north-south bicycle and pedestrian connections, enhance accessibility to employment area | Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks. | 2,200,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 11534 | Milwaukie | Milwaukie | Lake Rd Bike Lanes | Main St | Guilford Dr | Address gaps in bicycle system | Fill in gaps in existing bicycle network with bike lanes. | 3,400,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 11535 | Milwaukie | Milwaukie | Group 6--Sidewalk & Pedestrian Safety Projects (part 1) | Various locations | Various locations | Address gaps in pedestrian system | 43rd Ave Sidewalks = Fill in sidewalk gaps on both sides of street. (\$600,000) Harmony Rd Sidewalks = Fill in sidewalk gaps on both sides of street. (\$40,000) Logus Rd Sidewalks = Fill in sidewalk gaps on both sides of street. (\$850,000) International Way Sidewalks = Fill in sidewalk gaps on both sides of street. (\$840,000) Brookside Dr Sidewalks = Fill in sidewalk gaps on both sides of street. (\$20,000) Walk Safely Milwaukie Program = Complete a few small traffic-calming and pedestrian safety projects throughout the city each year. (\$300,000) Pedestrian Walkway Amenities = Install amenities, such as benches, along key walking routes. (\$60,000) | 2,710,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 11536 | Milwaukie | Milwaukie | Downtown Transit Center Improvements | Location-specific | Location-specific | Remove bus layovers from downtown | Construct new bus layover facility outside of the downtown core. | 1,250,000 | 2018-2024 | Exempt | Y | Transit | Clackamas County |

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| 11537 | Milwaukie | ODOT and Milwaukie | Group 4--Pedestrian Improvements at Hwy 224 | Harrison St | Freeman Way | Enhance pedestrian environment and improve safety | <p>Intersection Improvements at Hwy 224 and 37th Ave = Consolidate the two northern legs of 37th Ave and International Way into one leg at Hwy 224. (\$2,100,000)</p> <p>Intersection Improvements at Hwy 224 and Oak St = Add left-turn lanes and protected signal phasing on Oak St approaches. (\$20,000)</p> <p>Study of Pedestrian Crossings on Hwy 224 = Examine alternatives for improving pedestrian crossings at five intersections along Hwy 224 (Harrison St, Monroe St, Oak St, 37th Ave, Freeman Way). (\$50,000)</p> <p>Intersection Improvements at Hwy 224 and Oak St = Improve pedestrian crossing. (\$20,000)</p> <p>Intersection Improvements at Hwy 224 and 37th Ave = Improve pedestrian crossing. (\$20,000)</p> <p>Hwy 224 Crossing Improvements at Oak and Washington Sts = Improve intersection crossing safety for bicyclists at Washington St and Oak St. (\$10,000)</p> <p>Intersection Improvements at Hwy 224 and Freeman Way = Improve pedestrian crossing. (\$20,000)</p> <p>Intersection Improvements at Hwy 224 and Harrison St = Improve pedestrian crossing. (\$20,000)</p> <p>Intersection Improvements at Hwy 224 and Monroe St = Improve pedestrian crossing. (\$20,000)</p> | 2,330,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 11538 | Milwaukie | Milwaukie | Linwood Ave Capacity Improvements (north) | Johnson Creek Blvd | King Rd | Expand auto capacity and establish space for pedestrian and bicycle facilities | Widen to standard three lane cross section. Widen bridge over Johnson Creek. | 9,300,000 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11539 | Milwaukie | ODOT | Intersection Improvements at McLoughlin Blvd and River Rd | Location-specific | Location-specific | Reduce congestion and improve safety | Consolidate a single access point for the area at Bluebird St with full intersection treatment and signalization or add second northbound left-turn lane at River Rd. | 980,000 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11540 | Milwaukie | Milwaukie | Group 8--Street Connectivity & Intersection Improvement Projects | Various locations | Various locations | Improve street connectivity, enhance pedestrian environment, reduce congestion, and improve safety | <p>Harrison St and King Rd Connection = Enhance connection between King Rd and Harrison St at 42nd Ave. (\$60,000)</p> <p>King Rd Boulevard Treatments = Install street boulevard treatments: widen sidewalks and improve crossings. (\$550,000)</p> <p>Intersection Improvements at 42nd Ave and King Rd = Enhance intersection function. (\$20,000)</p> <p>Intersection Improvements at 42nd Ave and Harrison St = Signalize intersection to facilitate dominant traffic flow. (\$280,000)</p> <p>Intersection Improvements at Harrison St and Hwy 224 = Add left-turn lanes and protected signal phasing on Harrison St approaches. (\$20,000)</p> <p>Intersection Improvements at Linwood Ave and King Rd = Implement protected/permissive left-turn phasing for northbound and southbound approaches. (\$20,000)</p> <p>Intersection Improvements at Johnson Creek Blvd and Linwood Ave = Improve safety of crossing at intersection. (\$880,000)</p> | 1,830,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |

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|--------|-------------------|----------------|---|------------------------------|-----------------------------|--|--|-------------------------|-------------|---|-----------------------|---------------------------|---------------------|
| 11541 | Milwaukie | Milwaukie | Group 7--Bicycle Infrastructure Improvements | Various locations | Various locations | Address gaps in bicycle system and enhance connections to Tacoma Station area | <p>Oatfield Rd Bike Lanes = Fill in gaps in existing bicycle network with bike lanes. (\$380,000)</p> <p>Harrison St Bike Lanes = Fill in gaps in existing bicycle network with bike lanes (cost included with Harrison St road widening project). (\$300,000)</p> <p>International Way Bicycle Facilities = Construct bike lanes or other bike facilities. (\$400,000)</p> <p>Bicycle/Pedestrian Improvements to Main St = Construct multiuse path or other improved bike/ped facilities on Main St to provide safer connection between downtown and Tacoma station. (TSAP) (\$2,900,000)</p> <p>Bicycle/Pedestrian Connection over Johnson Creek = Construct bike/ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect Tacoma station area with adjacent neighborhood. (TSAP) (\$400,000)</p> <p>Improved Bicycle/Pedestrian Connections on West Side of Tacoma Station Area = Improve bike/ped connections to adjacent neighborhood to west of Tacoma station area at Ochoco St and Milport Rd. (TSAP) (\$500,000)</p> | 4,880,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 11542 | Milwaukie | Milwaukie | Harrison St Capacity Improvements | 32nd Ave | 42nd Ave | Expand auto capacity along high-volume segment of road | Widen to standard three lane cross section. | 2,800,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11671 | Milwaukie | Milwaukie | Linwood Ave Sidewalks (south) | King Rd | Railroad Ave | Address gaps in pedestrian system | Fill in sidewalk gaps on both sides of street. | 2,150,000 | 2014-2017 | Exempt | Y | Active Transportation | Clackamas County |
| 10382 | Multnomah Co. | Multnomah Co. | Reconstruct Stark St. to arterial standards | 257th Ave. | Troutdale Rd. | Address system deficiency. Upgrade road from rural 2 lane facility to urban standards. | Reconstruct Stark St. to minor arterial standards by widening the existing 2 lanes to provide for 4 traffic lanes, a continuous left-turn lane, bike lanes, sidewalks, and intersection improvements. | 3,150,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10384 | Multnomah Co. | Multnomah Co. | Reconstruct Scholls Ferry Rd. | US 26 | Washington County | Provide multi-modal facilities. | Reconstruct Scholls Ferry Rd. to provide for bicycle and pedestrian travel; includes SW Patton intersection improvements. | 5,800,000 | 2018-2024 | Exempt | Y | Roads and Bridges | E. Multnomah County |
| 10385 | Multnomah Co. | Multnomah Co. | Reconstruct Halsey St. with Improvements | 238th Ave. | Historic Columbia River Hwy | Address system deficiency. | Widen Halsey St to 3 lane minor arterial with center turn lane/median, sidewalk and bicycle lanes, consistent with Halsey Street Conceptual Design Plan | 1,080,900 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10387 | Multnomah Co. | Multnomah Co. | Reconstruct Arata Rd. | 223rd Ave. | 238th Ave. | Address system deficiency. | Construct to 3 lane collector standards with center turn lane/median, sidewalks, bicycle lanes. | 4,500,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10388 | Multnomah Co. | Multnomah Co. | Reconstruct 223rd Ave. | Halsey St. | Fairview Creek | Address system deficiency. | Reconstruct 223rd Ave to major collector standards with 2 travel lanes, center turn lane/median, sidewalks and bicycle lanes. Context sensitive design through area known as Old Town Fairview. | 2,098,768 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10389 | Multnomah Co. | Multnomah Co. | Reconstruct 223rd Ave. | Fairview Creek | 40-mile loop | Address system deficiency. | Improve 223rd Ave to major collector standards including 2 travel lanes, center turn lane/median, sidewalks, bicycle lanes. Replacement of RR bridge not included in this proposal (10394) | 2,076,029 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10390 | Multnomah Co. | Multnomah Co. | Reconstruct Troutdale Rd. | Stark St. | Division Dr. | Address system deficiency. | Reconstruct with 2 travel lanes; construct center turn lane/median, sidewalks, bicycle lanes between Stark and Strebin. Reconstruct Troutdale Rd/Division Dr. intersection including new fish culverts. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 8,297,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10391 | Multnomah Co. | Multnomah Co. | Reconstruct Historic Columbia River Hwy. | 244th Ave. | Halsey St. | Address system deficiency. | Reconstruct Historic Columbia River Hwy and NE 244th Ave to minor arterial standards with 2 travel lanes, center turn lane/median, bicycle lanes and sidewalk. Reconstruction of railroad bridge on HCRH is not included in this project. | 6,151,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10394 | Multnomah Co. | Multnomah Co. | Replace RR Over-crossing on 223rd Ave. | 2000' north of I-84 | | Address safety issue. | Reconstruct railroad bridge on 223rd Ave, 2000' north of I-84 to accommodate wider travel lanes, sidewalks and bike lanes. | 7,000,000 | 2018-2024 | Exempt | Y | Freight | E. Multnomah County |
| 10395 | Multnomah Co. | Multnomah Co. | Replace RR over crossing at Historic Columbia River Hwy | Half mile east of 244th Ave. | | Address safety issue. | Reconstruct railroad bridge to accommodate wider travel lanes, sidewalks and bike lanes. | 7,000,000 | 2025-2032 | Exempt | Y | Roads and Bridges | E. Multnomah County |
| 10396 | Multnomah Co. | Multnomah Co. | Reconstruct Cornelius Pass Rd. | Mile Post 2.8 | Mile Post 3.5 | Address safety/freight issues; implement recommendation of FHWA Safety Audit. | Reconstruct Cornelius Pass Road including passing lane, safety, shoulder and drainage improvements. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 45,000,000 | 2018-2024 | Exempt | Y | Freight | E. Multnomah County |
| 10398 | Multnomah Co. | Multnomah Co. | Wood Village Blvd Extension | Arata Rd. | Halsey St. | Complete gap in system. | Construct new extension of Wood Village Blvd as a major collector with 2 travel lanes, center turn lane/median, sidewalks and bicycle lanes. | 1,573,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10399 | Multnomah Co. | Multnomah Co. | Reconstruct Sandy Blvd. | 201st Ave. | 230th | Address system deficiency. | Reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks and drainage improvements, utilizing recommendations from TGM grant. | 7,438,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10401 | Multnomah Co. | Multnomah Co. | Reconstruct Marine Dr. | Interlachen | I-84 | Address system deficiency. | Reconstruct Marine Drive between Intelachen and the frontage roads in Troutdale. | 14,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |

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|--------|-----------------------|-----------------------|---|------------------------------------|--------------------------------------|--|--|-------------------------|-------------|---|-----------------------|---------------------------|---------------------|
| 10403 | Multnomah Co. | Multnomah Co. | 257th Ave. Pedestrian improvements at intersections and mid-block crossings | Stark St. | Cherry Park Rd. north | Provide safe pedestrian access. | Improve sidewalks, crossings, lighting and bus stops. | 1,600,000 | 2014-2017 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10404 | Multnomah Co. | Multnomah Co. | Beaver Creek Culvert Replacement | Troutdale Rd. | Cochran Rd. | Remove culverts and replace with fish friendly structures. | Replace culverts with fish friendly structures allowing for passage to federally endangered species. | 2,500,000 | 2014-2017 | Exempt | Y | Roads and Bridges | E. Multnomah County |
| 10405 | Multnomah Co. | Multnomah Co. | Pedestrian Improvements | Various streets | | Gap in pedestrian system. | Install pedestrian improvements--crossings, lighting, sidewalks. | 1,940,000 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10406 | Multnomah Co. | Multnomah Co. | Reconstruct Stark St. to arterial standards | Troutdale Rd. | Hampton Rd. | Address system deficiency. | Reconstruct road to arterial standards with 1 travel lanes in each direction, center turn lane/median, sidewalks and bicycle lanes. | 1,810,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10410 | Multnomah Co. | Multnomah Co. | Broadway Bridge Rehabilitation | | | Rehabilitation and maintenance. | Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. | 22,700,000 | 2014-2017 | Exempt | Y | Roads and Bridges | E. Multnomah County |
| 10411 | Multnomah Co. | Multnomah Co. | Burnside Bridge Rehabilitation - Phase 1 | | | Rehabilitation and maintenance. | Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. Phase 1. | 25,000,000 | 2014-2017 | Exempt | Y | Roads and Bridges | E. Multnomah County |
| 10412 | Multnomah Co. | Multnomah Co. | Morrison Bridge Rehabilitation - Phase 1 | | | Rehabilitation and maintenance. | Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. (Phase 1) | 25,700,000 | 2014-2017 | Exempt | Y | Roads and Bridges | E. Multnomah County |
| 10413 | Multnomah Co. | Multnomah Co. | Hawthorne Bridge Rehabilitation | | | Rehabilitation and maintenance. | Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. | 13,300,000 | 2018-2024 | Exempt | Y | Roads and Bridges | E. Multnomah County |
| 10414 | Multnomah Co. | Multnomah Co. | Sellwood Bridge Replacement | S.E. Tacoma St. | Hwy. 43 | Bridge replacement - Final Engineering and ROW acquisition. | Final Engineering and ROW acquisition phase of bridge replacement. | 58,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11128 | Multnomah Co. | Multnomah Co. | Morrison Bridge Rehabilitation - Phase 2 | | | Rehabilitation and maintenance. | Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. (Phase 2) | 19,300,000 | 2018-2024 | Exempt | Y | Roads and Bridges | E. Multnomah County |
| 11295 | Multnomah Co. | Multnomah Co. | Cornelius Pass Road Reconstuction (north) | US 30 | Mile Post 2.8 | Safety improvement | Widen road segments to provide shoulder, new box culvert, possible passing lane segments. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 22,000,000 | 2018-2024 | Exempt | Y | Roads and Bridges | E. Multnomah County |
| 11296 | Multnomah Co. | Multnomah Co. | Cornelius Pass Road Reconstuction (south) | Skyline Rd | Washington County line (MP 4.9) | Safety improvement | Widen road segments to provide shoulder, possible passing lane, improve intersection of CPR/Skyline. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 20,000,000 | 2018-2024 | Exempt | Y | Roads and Bridges | E. Multnomah County |
| 10386 | Multnomah Co./Gresham | Multnomah Co./Gresham | Glisan St. Multi-modal Improvements | 202nd Ave./Gresham-Fairview Trail | 207th Ave./Salish Ponds Natural Area | Address system deficiency; provide multi-modal connection between Regional Trail and Greenspace. | Reconstruct Glisan Street to provide multimodal connection between Gresham-Fairview Trail and Salish Ponds Natural Area. Include bike lanes, sidewalks, two travel lanes in each direction, and on-street parking. 4 lanes. Design green-street treatment for drainage improvements, including Fairview Creek culvert replacement. South side of Glisan St is in Gresham, north is City of Fairview. | 11,500,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10409 | Multnomah County | Multnomah Co. | Beaver Creek Trail | Mt. Hood Community College | Historic Columbia River Hwy | Construct new trail | Construct new trail adjacent to Beaver Creek | 1,400,000 | 2014-2017 | Exempt | Y | Active Transportation | E. Multnomah County |
| 11360 | Multnomah County | Multnomah County | Sellwood Bridge Replacement | SE Tacoma St. | OR 43 | Bridge replacement - Construction | Construction phase of bridge replacement. | 263,800,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11373 | Multnomah County | Multnomah County | NE 238th Drive Freight and Multimodal Improvements | Halsey St. | Glisan St | | Construct southbound travel lanes with passing lane and northbound travel lane. Add bike and pedestrian facilities on both northbound and southbound sides. | 9,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11375 | Multnomah County | Multnomah County | Stark Street Bridge | Stark Street Bridge at Sandy River | | | | 15,000,000 | 2018-2024 | Exempt | Y | Roads and Bridges | E. Multnomah County |
| 11673 | Multnomah County | Multnomah County | Troutdale Road Pedestrian Improvement | Stark Street | 21st | Address pedestrian gaps | Troutdale Road improvements {ped btwn 21st - Stark} | \$1,300,000 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 11674 | Multnomah County | Multnomah County | Troutdale Road Bike Improvements | Buxton | Stark | Address Bike gaps | Troutdale Road improvements {bike btwn Buxton-Stark} | \$1,753,381 | 2018-2024 | Exempt | Y | Active Transportation | E. Multnomah County |
| 11681 | Multnomah County | Multnomah County | 17th Ave: Multnomah County | East City Limit Boundary | Troutdale Road | Completes System Gaps | 17th Ave: Troutdale to Gresham east city boundary Bike/Ped Improvements | \$2,000,000 | 2025-2032 | Exempt | Y | Active Transportation | E. Multnomah County |
| 11684 | Multnomah County | Multnomah County | Safety corridor: Cherry Park/257th {Cherry Park - Division} | Cherry Park | Divison | Improve safety for all travel modes. | Safety corridor: Cherry Park/257th {Cherry Park - Division} | \$2,600,000 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |

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|--------|-------------------------------------|-------------------------------------|---|---------------------------------|----------------------|---|---|-------------------------|-------------|---|-----------------------|---------------------------|---------------------|
| 11690 | Multnomah County | Multnomah County | Hogan at Glisan | Intersection at Hogan/Glisan | | Completes System Gaps | Hogan at Glisan (northwest corner) | \$3,000,000 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11686 | Multnomah County/East County Cities | Multnomah County/East County Cities | Sandy to Springwater Path design and construction | Springwater Corridor | 40-mile loop | Multimodale Connections | Sandy River to Springwater multi-modal connections | \$50,000,000 | 2025-2032 | Exempt | Y | Active Transportation | E. Multnomah County |
| 11688 | Multnomah County/East County Cities | Multnomah County/East County Cities | Sandy to Springwater Path Planning | Springwater Corridor | 40-mile loop | Multimodal Connections | Sandy to Springwater Path: master plan | \$1,500,000 | 2025-2032 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10067 | North Clackamas PRD | NCPRD | Phillips Creek Trail | I-205 Trail | N Clackamas Greenway | Address transportation needs and access to transit through the expanded Clackamas Town Center and the future light rail development. | Build trail through Clackamas Town Center for access to light rail. | 2,270,000 | 2033-2040 | Exempt | Y | Active Transportation | Clackamas County |
| 10070 | North Clackamas PRD | Metro , NCPRD, Happy Valley | Mt. Scott Scouters Mt Trail | Mt. Talbert | Springwater corridor | Address transportation needs due to growth of East Happy Valley; provide north/south connectivity through Happy Valley and East Clackamas County. | Build loop trail to from SE Clatsop street in the north to Highway 212/Clackamas River to the south. Connects the Springwater Corridor, Mt. Talbert, Scouters Mountain Nature Park, and the Clackamas River. Partners include the City of Portland and City of Happy Valley | 14,170,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 10863 | ODOT | ODOT | Troutdale Interchange (Exit 17) Improvements | Troutdale interchange (Exit 17) | N/A | Improve access to Columbia Corridor industrial area, reduce current congestion at interchange. | Improve eastbound off-ramp, widen South Frontage Road, , improve intersection at Graham Road. Also includes initial reconstruction of west end of interchange (NW Marine Dr.) | 32,200,000 | 2014-2017 | Regionally Significant | Y | Freight | ODOT |
| 10864 | ODOT | ODOT | New interchange on US 26 to serve industrial area. | Callister Road | 267th Ave. | Provide access to Springwater Industrial Area. | New interchange on US 26 to serve industrial area. | 29,500,000 | 2033-2040 | Regionally Significant | Y | Throughways | ODOT |
| 10865 | ODOT | ODOT | I-205/Airport Way interchange | I-205 and Airport Way | | Improve interchange operations and capacity. | Implement recommendations consistent with I-205/Airport Way Study. | 10,500,000 | 2014-2017 | Regionally Significant | Y | Throughways | ODOT |
| 10867 | ODOT | ODOT | I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) PE and NEPA | I-84 | Greeley St. | Improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter. | Conduct preliminary engineering and environmental work to improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter. | 20,000,000 | 2014-2017 | Exempt | Y | Throughways | ODOT |
| 10869 | ODOT | ODOT | Sunrise Project: Construct improvements in the Sunrise Corridor consistent with the supplemental EIS | I-205 | 122nd Ave. | Address existing congestion and safety problems in Sunrise corridor; serve planned growth in Damascus TC; and provide improved access to I-205 for Clackamas Industrial Area. | Construct improvements consistent with the supplemental EIS. | 150,000,000 | 2014-2017 | Regionally Significant | Y | Throughways | ODOT |
| 10872 | ODOT | ODOT | Add lane: SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Elligsen Road. | I-205 | Elligsen Road | Significant localized congestion occurs at the merge point of the I-205 SB ramp connection to SB I-5. This has prompted concerns that the anticipated benefits of scheduled construction of a permanent auxiliary lane in each direction on I-205, between I-5. | Add lane to SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Elligsen Road. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 9,700,000 | 2014-2017 | Regionally Significant | Y | Throughways | ODOT |
| 10873 | ODOT | ODOT | US 26W: Widen highway to 6 lanes | 185th Ave. | Cornelius Pass Road | Increase capacity. | Widen highway to 6 lanes. | 25,000,000 | 2014-2017 | Regionally Significant | Y | Throughways | ODOT |
| 10874 | ODOT | ODOT | I-5 Delta Park Phase 2 (99W / Denver) | Victory | Argyle | Address safety and multimodal connectivity. | Construct Shared Use Paths, rehabilitate, resurface and restripe Denver Ave. for buffered bike lanes, connect SUP to Columbia Slough levee trail. | 10,000,000 | 2014-2017 | Exempt | Y | Active Transportation | ODOT |
| 10875 | ODOT | ODOT | OR 217: ITS Project | US 26 | I-5 | Address safety and mobility. | ITS, Variable Speed signs | 21,500,000 | 2014-2017 | Exempt | Y | TSMO/TDM | ODOT |
| 10884 | ODOT | ODOT | I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) Right-of-way | I-84 | Greeley St. | Improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter. | Acquire right-of-way to improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter. | 5,000,000 | 2018-2024 | Regionally Significant | Y | Throughways | ODOT |
| 10890 | ODOT | ODOT | Sunrise Project Phase 2: PE, Acquire right-of-way and Construction: I-205 to SE 172nd Ave | I-205 | 172nd Ave. | Address existing congestion and safety problems in Sunrise corridor; serve planned growth; provide improved multimodal access and connectivity to I-205 for and within the Clackamas Industrial Area. | PE and Acquire right-of-way: I-205 to SE 172nd Ave. Construct improvements in the Sunrise corridor consistent with the FEIS/ROD | 100,000,000 | 2018-2024 | Regionally Significant | Y | Throughways | ODOT |

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| 10893 | ODOT | ODOT | Improve I-5/Columbia River bridge | Victory Blvd. | Washington state line | Engineering, right-of-way acquisition, and construction to improve capacity and operations. | Replace I-5/Columbia River bridges and improve interchanges on I-5. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 2,982,000,000 | 2014-2017 | Regionally Significant | Y | Throughways | ODOT |
| 10894 | ODOT | ODOT | Sunrise Hwy. PE: I-205 to SE 172nd Ave | 0 | SE 172nd Ave | Address existing congestion and safety problems in Sunrise corridor; serve planned growth in Damascus TC; and provide improved access to I-205 for Clackamas Industrial Area. | Preliminary engineering and EIS from I-205 to 172nd. | 20,000,000 | 2014-2017 | Exempt | Y | Throughways | ODOT |
| 11121 | ODOT | ODOT | I-5 Delta Park Phase 1 | Victory | Lombard | Relieve congestion. | Widen I-5 to 3 lanes and realign ramps. | 50,000,000 | 2014-2017 | Regionally Significant | Y | Throughways | ODOT |
| 11123 | ODOT | ODOT | I-5 North Macadam | I-5/Macadam interchange | N/A | Improve safety and access. | Construct improvements in North Macadam/South Waterfront area to enhance safety and access. | 15,000,000 | 2014-2017 | Regionally Significant | Y | Throughways | ODOT |
| 11176 | ODOT | ODOT | I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) Construction | I-84 | Greeley St. | Improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter. | Construct improvements to enhance safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter. | 296,390,000 | 2025-2032 | Regionally Significant | Y | Throughways | ODOT |
| 11178 | ODOT | ODOT | US Highway 26 at Shute Road interchange improvements | US 26 and Shute Road | N/A | Reduce current congestion at interchange. | Interchange improvements to improve operations and construct a new westbound-southbound loop ramp to serve Shute Road. | 45,000,000 | 2014-2017 | Regionally Significant | Y | Throughways | ODOT |
| 11179 | ODOT | ODOT | I-5 to 99W replacement projects | N/A | N/A | Improve statewide mobility and access to Portland metropolitan area. | Construct improvements consistent with recommendations from I-5/99W connector process. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 10,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | ODOT |
| 11181 | ODOT | ODOT | OR 43 Sellwood Bridge Interchange | OR 43 at Sellwood Bridge | N/A | Rehabilitation and maintenance. | Improve connection at the west end (OR 43) of the Sellwood Bridge, including the interchange influence area. | 30,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | ODOT |
| 11349 | ODOT | ODOT | Hwy-212/224 improvements | 82nd | 98th | Relieve congestion and provide better access to the Milwaukie and Clackamas Industrial Areas. | Construct 3rd WB lane on 212/224 | 20,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | ODOT |
| 11350 | ODOT | ODOT | Milwaukie Expressway improvements | I-205 | Webster | Relieve congestion and provide better access to the Clackamas Industrial Area. | 3rd WB lane on Milwaukie Expressway (Hwy-224) from I-205 to/past Webster Rd | 5,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | ODOT |
| 11369 | ODOT | ODOT | Interstate 205 Southbound Auxiliary Lane | Interstate 84 Eastbound Entrance Ramp | Stark/Washington Street | Relieve congestion and improve safety at a recurring bottleneck location on the freeway | Extend existing auxiliary lane. | 8,500,000 | 2014-2017 | Regionally Significant | Y | Throughways | ODOT |
| 11370 | ODOT | ODOT | Interstate 205 Northbound Phase 1 Auxiliary Lane | Powell Entrance Ramp | Stark/Washington Street | Relieve congestion and improve safety at a recurring bottleneck location on the freeway | Extend existing acceleration lane to Washington and construct 2 lane exit. | 7,500,000 | 2018-2024 | Regionally Significant | Y | Throughways | ODOT |
| 11371 | ODOT | ODOT | Interstate 5 Southbound: Phase 2 - Lower Boones Ferry Auxiliary Lane | Lower Boones Ferry Exit Ramp | Lower Boones Ferry Entrance Ramp | Relieve congestion and improve safety at a recurring bottleneck location on the freeway | Extend existing auxiliary lane. | 8,500,000 | 2014-2017 | Regionally Significant | Y | Throughways | ODOT |
| 11398 | ODOT | ODOT | I-205 Northbound Auxiliary Lane | I-84 Entrance Ramp | Killingsworth St exit ramp | Relieve congestion and improve safety at a recurring bottleneck location on the freeway | Construct an auxiliary lane | 15,000,000 | 2014-2017 | Regionally Significant | Y | Throughways | ODOT |
| 11399 | ODOT | ODOT | I-205 Northbound Phase 2: Auxiliary Lane Extension | Division St. entrance ramp | I-84 WB Exit Ramp | Relieve congestion and improve safety at a recurring bottleneck location on the freeway | Extend existing auxiliary lane. | 8,000,000 | 2033-2040 | Regionally Significant | Y | Throughways | ODOT |
| 11400 | ODOT | ODOT | OR 217: Southbound Auxiliary Lane | Allen Blvd | Denney Rd | Address safety, reliability and mobility to Regional Centers, Industrial and Employment areas. | Extend auxiliary lane under overpass at Allen and Denney and reposition ramps for proper merge/diverge. (Complements Washington County Collector -Distributor Road project.) | 15,000,000 | 2018-2024 | Regionally Significant | Y | Throughways | ODOT |
| 11401 | ODOT | ODOT | I-5 Southbound: Phase 3 - Auxiliary Lane Extension | Lower Boones Ferry entrance ramp | I-205 exit ramp | Relieve congestion and improve safety at a recurring bottleneck location on the freeway | Extend existing auxiliary lane. | 17,000,000 | 2033-2040 | Regionally Significant | Y | Throughways | ODOT |
| 11402 | ODOT | ODOT | I-5 Northbound: Phase 2 - Auxiliary Lane Extension | Nyberg Rd. Interchange | Lower Boones Ferry Rd. Interchange | Relieve congestion and improve safety at a recurring bottleneck location on the freeway | Extend existing auxiliary lane. | 13,500,000 | 2033-2040 | Regionally Significant | Y | Throughways | ODOT |
| 11403 | ODOT | ODOT | I-5 Delta Park Phase 3 (99W / Denver Avenue) | Schmeer | Argyle | Address safety and mobility, freight access to I-5, and relieve congestion. | Construct highest priority improvements consistent with the Delta-Lombard Environmental Assessment. Replace Denver Viaducts over Columbia Slough and Columbia Blvd. / UPRR | 30,000,000 | 2033-2040 | Regionally Significant | Y | Freight | ODOT |
| 10025 | Oregon City | Clackamas County | Beavercreek Rd. Improvements Phase 2 | Hwy 213 | Clackamas Community College | Address safety, relieve congestion and improve multi modal access to the Beavercreek Industrial Area. | Widen to 5 lanes with sidewalks and bike lanes. | 5,800,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |

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|--------|-------------------|------------------------|---|-----------------------------------|--------------------------------|---|---|-------------------------|-------------|---|-----------------------|---------------------------|------------------|
| 10026 | Oregon City | Clackamas County | Beavercreek Rd. Improvements Phase 3 | Clackamas Community College | Urban Growth Boundary | Address gap and need for UGB expansion area. | Widen to 4 lanes with sidewalks and bike lanes. | 12,920,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10048 | Oregon City | Clackamas County | Holly Lane | Redland Rd. | Maple Lane | Address safety and address gap in UGB expansion area. | Improve to a minor arterial cross-section, adding sidewalks and bike lanes to both sides from Redland to S Donovan, replacing the bridge just south of Redland and adding an enhanced street crossing at S Donovan. Complete sidewalk and bike lane gaps on east side of the street between Donovan and Maple Lane (TSP Project D83, W21, W22, B19, B20, C8). The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 16,055,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10118 | Oregon City | ODOT | McLoughlin Blvd. Improvements - (R/R Tunnel to 10th Street) | Railroad Tunnel | 10th St. | Multimodal gap in Regional Center. | Complete boulevard design improvements and viaduct improvements. (TSP D74 & S3) | 18,000,000 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10119 | Oregon City | ODOT | Hwy. 213 - Phase 2 | Redland Rd. | Redland Road Undercrossing | Address safety and provide congestion relief. | Add through lane in both directions. TSP project D79) | 12,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10120 | Oregon City | Oregon City | Washington St. Improvements | Abernethy Rd. | Home Depot Drive | Address gaps in roadway, bicycle, and pedestrian system. | Complete the Boulevard project including stormwater low impact development design improvements, sidewalks, landscaping and street lighting. (TSP W5) | 1,785,000 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10123 | Oregon City | Oregon City/ODOT/Metro | Willamette Falls Shared-Use Path | 10th Street | S 2nd Street | Regional connections; improve bicycle and pedestrian safety and access. | Add a shared-use path along the Willamette River (TSP Project S3) | 3,065,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 10124 | Oregon City | Oregon City | Molalla Ave. Boulevard Improvements - (Holmes to Beavercreek Road) | Holmes | Beavercreek Road | Address gap. | Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. Also includes adaptive signal timing upgrades project (D1, W73 - Not shown in TSP Walking solutions map) | 5,400,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 10125 | Oregon City | Oregon City | Molalla Ave. Streetscape Improvements (Beavercreek Road to Hwy 213) | Beavercreek | Hwy. 213 | Address gap. | Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. (TSP W74, B37, W34) | 8,000,000 | 2014-2017 | Exempt | Y | Active Transportation | Clackamas County |
| 10140 | Oregon City | ODOT | Hwy. 213 - (SOUTH) | Clackamas Community College | Conway Dr. | Complete gap. | Add one SB and NB through lane, bike lanes, and sidewalks. (TSP D77, W31) | 4,970,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10147 | Oregon City | Oregon City / Metro | Newell Creek Canyon / Holly Lane Shared Use Path | Hwy 213 and Redland Rd. | Maple Lane Rd. | Address safety and gap in UGB expansion area | Add a shared-use path along the west side of the gully between the Redland/Livesay and Holly/Donovan intersection and then along Holly Lane between Donovan and Maple Lane. Will require a bridge over the gully south of Redland Road (TSP Project S12, S13). The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 4,670,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 10148 | Oregon City | Oregon City | Oregon City Loop Trail | Beavercreek Rd. | Hwy 99E | Regional connections; improve bicycle and pedestrian safety and access. | Regional trail would generally follow the Oregon City UGB on a collection of local roads, through new development, along Power line right-of-way, and down the bluff to link up with the Promenade in downtown Oregon City. (TSP projects: S23, S26, C17, S30, C21, S33, C22, C23, S34, C27, FF10, FF15, FF16). The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 7,023,000 | 2014-2017 | Exempt | Y | Active Transportation | Clackamas County |
| 10149 | Oregon City | Oregon City | Beaver Lake Trail | Holly Lane Extension / Loder Road | Oregon City UGB | Regional connections; improve bicycle and pedestrian safety and access. | Add a shared-use path on the east side of the Holly Lane extension between Loder and Timbersky and on the north side of the Meyers Road extension between the Holly Lane extension and the UGB (TSP Project S16, S19). | 1,787,000 | 2033-2040 | Exempt | Y | Active Transportation | Clackamas County |
| 10150 | Oregon City | Oregon City | Barlow Rd. Trail | Abernethy Rd. | UGB | Regional connections; improve bicycle and pedestrian safety and access. | Add a shared-use path on the west/south side of Redland Road, along the north side of the gully from the Redland/Livesay to Holcomb/Oak Tree intersection, and from Holcomb to Ames Street. Install enhanced crossings at Redland and Holcomb (TSP projects S6, S9, S10, S11, C5, C7). The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 4,305,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 10151 | Oregon City | Metro | Trolley Trail Bridge | Portland Ave. | Oregon City Clackamas R. Trail | Regional connections; improve bicycle and pedestrian safety and access. | Regional trail would connect the proposed regional Trolley Trail to the Clackamas River Trail via an old railroad bridge spanning the Clackamas River. This project is not in the OC TSP. | 2,000,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 11088 | Oregon City | Clackamas Co. | Holly Lane | Redland Rd. | Holcomb Rd. | Address safety and address gap in UGB expansion area. | Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP project D36 (50%), D43, D48) | 18,000,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11182 | Oregon City | Oregon City | Molalla Ave. Roundabout | Taylor | Division | Improve LOS | Reconfigure intersection for safety and LOS into roundabout. (TSP project D30) | 1,500,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |

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|--------|-------------------|------------------------|---|---------------------------------------|----------------------|---|--|-------------------------|-------------|---|-----------------------|---------------------------|------------------|
| 11183 | Oregon City | Oregon City | Linn/Leland/Meyers Road pedestrian and bike improvement project (active transportation project) | Jackson & 5th Street | Moccasin Way | Address gap. | Construct Linn Avenue/Leland Road/Meyers Road Corridor Improvements including roundabout intersection, sidewalk infill, complete bike lanes or multi-use path for safety and to connect pedestrian generators. (TSP project(s) D19, D34, FF24, FF27, W35, W38, W62, W63, B33, B35, C15, C18, C28, C31, C32, C33, S52) | 4,100,000 | 2014-2017 | Exempt | Y | Roads and Bridges | Clackamas County |
| 11184 | Oregon City | Oregon City | Main Street Ped and Bike Imp. | 10th Street | Dunes Drive | Address gap | Construct separated multi-use path or sidewalks and bike lanes on both sides. (D90 only extends to Agnes so cost estimate omits funding for Agnes to Dunes Dr.; TSP project D90, W2, W3, , B3 B4, S1, C2) | 7,500,000 | 2014-2017 | Exempt | Y | Active Transportation | Clackamas County |
| 11186 | Oregon City | Oregon City/ODOT/Metro | Willamette River Shared-Use Path | S 2nd Street | UGB | Regional connections; improve bicycle and pedestrian safety and access. | Add a shared-use path along the railroad grade. Rehabilitate existing boardwalk between South 2nd Street and Hedges Street (TSP Project S37). The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 7,920,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 11187 | Oregon City | Oregon City | Abernethy Road Improvements | Redland Rd. | Washington Street | Address gaps in pedestrian system | Add a bike lane to the south side of the street. A shared-use path will be added on the north side per project S2 (TSP Project B8, S2) | 1,315,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 11543 | Oregon City | Oregon City | Regional Center Road | Washington Street/Home Depot Driveway | Abernethy Road | Complete Gap | Through lanes, sidewalks, bike lanes, turn lanes to serve a Regional Center. (TSP D63, S5) | 18,800,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11544 | Oregon City | Oregon City | Meyers Road Extension | OR 213 | Meadow Lane Road | Address need in UGB expansion area. | Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D46, D47,) | 8,600,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11545 | Oregon City | Oregon City | Holly Lane | Maple Lane Road | Thayer Road | Address need in UGB expansion area. | Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D57). The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 4,500,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11546 | Oregon City | Oregon City | Meyers / Beaver Creek Shared Use Path | Morrie Drive | Beavercreek Road | Regional connections; improve bicycle and pedestrian safety and access. | Regional trail would generally follow the Power line alignment , beginning at the Oregon City Loop Trail, meander through a collection of residential neighborhoods on and off a collection of local roads, and into a essential Oregon City Business core area. (TSP S22). The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 2,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 11547 | Oregon City | Oregon City | Claimont Drive Extension | Beavercreek Road | Holly Lane | Address need in UGB expansion area. | Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D54) | 1,900,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11548 | Oregon City | Oregon City | Washington St. Improvements | 11th Street | 7th Street | Address Gap | Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. (TSP D28 & D92 plus 50% of D1) | 1,500,000 | 2018-2024 | Regionally Significant | Y | Active Transportation | Clackamas County |
| 11549 | Oregon City | Oregon City/Metro | Newell Creek Canyon/Beavercreek Road Shared-Use Path | Maple Lane Road | Glen Oak Road | Address safety and gap needs in UGB expansion area. | Add a shared-use path on the east side of the Holly Lane extension between Maple Lane and Loder and on the south/east side of the Loder Road extension between Glen Oak Road and the Holly Lane extension. Install enhanced pedestrian crossings at Maple Lane. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 3,360,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 11550 | Oregon City | Oregon City | Holly Lane | Thayer Road | Meyers Road | Address need in UGB expansion area. | Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D58) | 4,500,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11551 | Oregon City | Oregon City | South End Road | Partlow Road | UGB | Address need in UGB expansion area. | Street improvements including lane reconfigurations, sidewalks, ADA accessibility, bike lanes, street lighting, and travel lanes. (TSP D89, D33, D23, D41, D42). The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 7,250,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11552 | Oregon City | Oregon City/Metro | Highway 99E Overcrossing | McLoughlin Promenade | Willamette River | Regional connections; improve bicycle and pedestrian safety and access. | Construct a pedestrian and bicycle bridge over Highway 99E, connecting the McLoughlin Promenade to the Willamette Falls Shared-Use Path | 6,095,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 10214 | Port of Portland | City of Portland | Lombard, N (Rivergate - to T-6): Multi-modal Improvements | Rivergate | T-6 | | Widen N Lombard to include two travel lanes, a non-continuous center turn lane, medians, bike lanes, sidewalks and planting strips. | 30,000,000 | 2014-2017 | Regionally Significant | Y | Freight | Port of Portland |
| 10360 | Port of Portland | Port | Airport Way Return and Exit Roadways | PDX Terminal Area | | Maintain adequate access and circulation in the terminal area. | Relocate Airport Way exit roadway and construct new return roadway (Terminal Access Study, projects R4 and R5; to be scoped by PDX Master Plan). | 6,400,900 | 2014-2017 | Not Regionally Significant | Y | Freight | Port of Portland |
| 10362 | Port of Portland | Port | 82nd Ave./Airport Way Grade Separation | 82nd Avenue/Airport Way Intersection | | Provide efficient movement of traffic to PDX properties. | Construct grade-separated overcrossing. | 86,000,000 | 2014-2017 | Regionally Significant | Y | Freight | Port of Portland |
| 10363 | Port of Portland | Port | SW Quad Access | NE 33rd Ave. | SW Quad | Provide efficient movement of traffic to developing PDX properties. | Provide street access from 33rd Ave. into SW Quad. | 5,917,500 | 2014-2017 | Not Regionally Significant | Y | Freight | Port of Portland |
| 10364 | Port of Portland | Port | PDX Light Rail Station/Track Realignment | PDX Terminal Area | | Accommodate terminal expansion plans. | Realign light rail track into terminal building. | 16,330,700 | 2025-2032 | Exempt | Y | Transit | Port of Portland |

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| 10366 | Port of Portland | Portland/Port | Airtrans Way and Cornfoot Road Intersection Improvements | Airtrans Way/ Cornfoot Road Intersection | | Provide efficient movement of traffic to PDX properties. | Add signals and improve turn lanes at AirTrans Way/Cornfoot Rd. | 650,000 | 2018-2024 | Exempt | Y | Freight | Port of Portland |
| 10368 | Port of Portland | Port | PIC Ped/Bike Network | | | Improve bike/ped circulation in PIC. | Construct bike and pedestrian facilities as shown in the CS/PIC Plan District. | 1,163,835 | 2014-2017 | Exempt | Y | Active Transportation | Port of Portland |
| 10373 | Port of Portland | City of Portland | Rivergate ITS | | | Improve traffic efficiency in Rivergate by connecting information about the roadway system to ODOT's Highway ITS systems. | Intelligent Transportation System in Rivergate. | 480,000 | 2014-2017 | Not Regionally Significant | Y | TSMO/TDM | Port of Portland |
| 10375 | Port of Portland | City of Portland | Cathedral Park Quiet Zone | UPRR St. Johns Lead | | Allow auto import operations to continue to grow in N. Portland and improve neighborhood livability. | Address rail switching noise related to the Toyota operations at T-4 by improving multiple public rail crossings in the St. Johns Cathedral Park area. | 8,200,000 | 2014-2017 | Exempt | Y | Freight | Port of Portland |
| 10378 | Port of Portland | Port | T-6 Internal Overcrossing | Marine Dr. | Terminal 6 | Construct second gate to provide secondary access to Terminal 6. | Construct an elevated roadway between Marine Dr. and Terminal 6. | 3,649,084 | 2025-2032 | Not Regionally Significant | Y | Freight | Port of Portland |
| 10379 | Port of Portland | City of Portland | Marine Dr. Improvement Phase 2 | BNSF grade crossing | | Separate rail at-grade crossing. | Construct rail overcrossing on Marine Dr. | 13,644,200 | 2018-2024 | Exempt | Y | Freight | Port of Portland |
| 10380 | Port of Portland | Port | PDX Transportation Demand Management (TDM) | | | Fulfill TDM requirements of PDX Master Plan approval. Implement TDM projects and programs recommended in the PDX Alternative Modes Study. | Implement strategies at PDX and PIC properties that reduce auto trips in the airport area. Programs to be undertaken with other area businesses/developers to maximize effectiveness; possible administration through a transportation management association. | 500,000 | 2014-2017 | Exempt | Y | TSMO/TDM | Port of Portland |
| 11190 | Port of Portland | Multnomah Co. | Sundial Road Improvements | Sundial Road | North of Marine Drive | Improve access to TRIP/CCRD | Widen north of Swigert Way and construct signal and turn lanes at Graham Road. | 3,200,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11207 | Port of Portland | Port | T6 Modernization | Terminal 6 | | Modernize Terminal 6 | Provide improvements to container terminal including crane electronics and stormwater improvements. | 8,000,000 | 2014-2017 | Not Regionally Significant | Y | Freight | Port of Portland |
| 11208 | Port of Portland | Port | T4 Modernization | Terminal 4 | | Modernize Terminal 4 | Renovate operation areas at T4 to create intermodal processing areas. Rail spur relocation and expansion, grain elevator demolition, wharf removal | 14,906,000 | 2018-2024 | Not Regionally Significant | Y | Freight | Port of Portland |
| 11209 | Port of Portland | Port | Airport Way East Terminal Access Link Roadway | PDX Terminal Area | | Provide for passenger growth at PDX | Construct Airport Way East Terminal access link roadway. Facilitates direct East Terminal Access, preventing failure of Main Terminal Roadway | 19,092,300 | 2025-2032 | Not Regionally Significant | Y | Freight | Port of Portland |
| 11306 | Port of Portland | Port | T6 Second Entrance from Marine Drive | N. Bybee Lake Rd. | N. Pacific Gateway | Improve capacity and safety at Terminal 6. | Construct 2nd entrance from Marine Drive and internal rail overcrossing to Terminal 6. i. | 12,000,000 | 2018-2024 | Not Regionally Significant | Y | Freight | Port of Portland |
| 11307 | Port of Portland | Portland/Port | T6 Suttle Road entrance | Terminus of N. Suttle Road | Terminal 6 | Develop an access from N. Suttle Road to the the east end of Terminal 6. | Access to T6 off the terminus of Suttle Road, improvements to existing Suttle Road. | 3,000,000 | 2014-2017 | Not Regionally Significant | Y | Freight | Port of Portland |
| 11353 | Port of Portland | BNSF | West Hayden Island Rail Access | BNSF Rail Bridge | West Hayden Island | Rail access to support West Hayden Island development. | Advance rail-dependent development. | 3,000,000 | 2018-2024 | Not Regionally Significant | Y | Freight | Port of Portland |
| 11354 | Port of Portland | Port | West Hayden Island Rail Yard | West Hayden Island | West Hayden Island | Seven track rail yard connected to facility trackage. | Advance rail development on West Hayden Island. | 9,500,000 | 2018-2024 | Not Regionally Significant | Y | Freight | Port of Portland |
| 11355 | Port of Portland | UPRR | Barnes to Terminal 4 Rail | Terminal 4 | Barnes Yard | Provide a dedicated track for Terminal 4 through Barnes Yard and add a new track from Barnes Yard to Terminal 4. | Improve Rail Access to Terminal 4. | 3,000,000 | 2018-2024 | Not Regionally Significant | Y | Freight | Port of Portland |
| 11356 | Port of Portland | UPRR | Kenton Rail Line Upgrade | Kenton | North Portland Junction | Upgrade existing track to second main track with new double track from Peninsula Junction to I-205 and increase track speeds between North Portland, Peninsula Junction, to Reynolds on UP's Kenton Line. Part of triangle project with ODOT. | Expand rail capacity and reduce delays for greater efficiency. | 25,382,000 | 2018-2024 | Exempt | Y | Freight | Port of Portland |
| 11357 | Port of Portland | BNSF | Terminal 6 Rail Support Yard Improvements | Terminal 6 | | Construct an additional 6800 feet of arrival/departure track. | Increase Terminal 6 rail capacity. | 10,000,000 | 2018-2024 | Not Regionally Significant | Y | Freight | Port of Portland |
| 11649 | Port of Portland | Port | T2 Redevelopment | Terminal 2 | | Modernize Terminal 2 | Construct rail, rail scale, and crane modernization. | 4,500,000 | 2014-2017 | Not Regionally Significant | Y | Freight | Port of Portland |
| 11650 | Port of Portland | Port | Northside Redevelopment | PDX Terminal Area | | Provide overnight parking for commercial jets and improve a new apron for business aviation . | Construct a new apron for business aviation. | 5,800,000 | 2014-2017 | Not Regionally Significant | Y | Freight | Port of Portland |

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| 11651 | Port of Portland | UPRR/BNSF | T2 Track Reconfiguration and Siding | Terminal 2 | | Increase rail capacity at Terminal 2. | Construct rail loops and support siding. | 8,900,000 | 2018-2024 | Exempt | Y | Freight | Port of Portland |
| 11652 | Port of Portland | UPRR/BNSF | Bonneville Rail Yard Build Out | Bonneville Rail Yard | | Add rail staging capacity for South Rivergate | Construct two interior yard tracks at Bonneville Yard and complete the double track lead from the wye at the east end of the yard to UP Barnes Yard. | 3,600,000 | 2018-2024 | Not Regionally Significant | Y | Freight | Port of Portland |
| 11653 | Port of Portland | UPRR/BNSF | Ramsey Yard Utilization | Columbia Slough | Bonneville Yard | Improve unit train staging capabilities at Ramsey rail yard. | Connect the existing set out track along the west side of the main lead with the industrial lead near the south end to provide a location to store a unit train. | 1,700,000 | 2018-2024 | Exempt | Y | Freight | Port of Portland |
| 11654 | Port of Portland | Port/Others | Time Oil Road Reconstruction | Lombard | Rivergate Boulevard | Reconstruct Time Oil Road to improve circulation and access to industrial properties in South Rivergate industrial area. | Reconstruct Time Oil Road | 9,000,000 | 2018-2024 | Not Regionally Significant | Y | Freight | Port of Portland |
| 11655 | Port of Portland | Port | Terminal Exit Roadway Widening | PDX Terminal Area | | Maintain adequate access/circulation in terminal area | Add one outbound lane between parking plaza and return roadway | 2,208,000 | 2018-2024 | Not Regionally Significant | Y | Freight | Port of Portland |
| 11656 | Port of Portland | Port | Airport Way Terminal Entrance Rdwy | PDX Terminal Area | | Maintain adequate access/circulation in terminal area | Add one inbound lane at entrance to terminal loop roadway | 708,000 | 2018-2024 | Not Regionally Significant | Y | Freight | Port of Portland |
| 11657 | Port of Portland | Port | Terminal Deplaning Rdwy Expansion | PDX Terminal Area | | Maintain adequate access/circulation in terminal area | Add one loading lane and one through lane on terminal lower roadway | 4,116,000 | 2018-2024 | Not Regionally Significant | Y | Freight | Port of Portland |
| 11658 | Port of Portland | Port | Terminal Enplaning Rdwy Expansion | PDX Terminal Area | | Maintain adequate access/circulation in terminal area | Add one lane on the approach and one lane on the exit to the terminal upper roadway | 3,500,000 | 2018-2024 | Not Regionally Significant | Y | Freight | Port of Portland |
| 11659 | Port/Portland | Portland/UPRR | Rivergate Blvd. Overcrossing | N. Lombard | Time Oil Road | Construct a grade separation for Rivergate Blvd. over UPRR South Rivergate Lead | Relieve a congestion point in Rivergate Industrial Area, improve rail access to Terminal 5. | 14,200,000 | 2014-2017 | Exempt | Y | Freight | Port of Portland |
| 10159 | Portland | | Springwater [Trail Connection] - Sellwood Gap | SE Umatilla | SE 19th Ave. | Complete gap within the otherwise continuous 19.5 miles long Springwater Corridor trail. | Construct trail-with-rail shared use path between Springwater on the Willamette and Springwater Three Bridges. | 3,032,411 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10162 | Portland | Portland | Willamette Greenway Trail - South Waterfront | Marquam Bridge (overhead) | SW Lowell | Provide dual bicycle and pedestrian trails as alternative to on-street facilities. | Provide two paths in order to separate bicyclists from pedestrians in remaining gaps (Marquam Bridge to SW Gibbs, SW Lowell to SW Lane, Benz Springs) of South Waterfront's Willamette Greenway trail. | 2,650,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10164 | Portland | | South Portal Intersection Improvements and Moody Ave Extension | Intersection Bancroft/Hood/Macadam | Bancroft/Hood/Macadam | Street improvements. | Improve the South Portal to the North Macadam District (intersection of Bancroft, Hood, and Macadam) to address safety and capacity issues. Extend SW Moody Ave from Bancroft to Hamilton St to improve circulation within the South Waterfront neighborhood. | 41,478,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10165 | Portland | | Moody/Bond Ave, Couplet - SW Bond Extension (River Parkway to Gibbs) | River Parkway | SW Bancroft | Street improvements. | Five lane street improvement from SW Sheridan to SW Gibbs Street. Convert SW Moody to two lanes southbound only. Extend SW Bond Ave. from SW Gibbs St. to River Parkway as two lanes northbound only. | 18,834,515 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10166 | Portland | | NW Burnside at Skyline Rd. | Intersection NW Burnside/ Skyline Rd. | | Intersection improvements. | Intersection improvements provide better connections between SW and NW Skyline along Burnside. The project will include bicycle and pedestrian improvments to help facilitate safer crossings at Burnside and continued onto Skyline. | 1,850,716 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10171 | Portland | | Burnside/Couch, West [Blvd/Streetscape] | Burnside Bridge | W 15th | improve traffic efficiency, pedestrian, bike access | Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps. | \$75,895,353 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10173 | Portland | ODOT | Macadam, SW (Bancroft - Sellwood Br): ITS | SW Bancroft | Sellwood Bridge | Improve traffic efficiency | Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system. | 401,794 | 2018-2024 | Exempt | Y | TSMO/TDM | City of Portland |
| 10174 | Portland | | Going, N (Interstate - Greeley): ITS | Interstate | Greeley | Improve traffic efficiency | Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system. | 550,000 | 2014-2017 | Exempt | Y | TSMO/TDM | City of Portland |
| 10175 | Portland | ODOT | Yeon/St. Helens, NW (US 30): ITS | NW Yeon/St. Helens | | Improve traffic efficiency | Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system. | 885,499 | 2018-2024 | Exempt | Y | TSMO/TDM | City of Portland |
| 10177 | Portland | | PSL - OMSI to Riverplace or South Waterfront (close loop) | SE Water | SW Moody | Address gap in streetcar system | Construct streetcar from SE Water to SW Moody after alternatives analysis has been completed. | \$5,000,000 | 2014-2017 | Regionally Significant | Y | Transit | City of Portland |
| 10180 | Portland | | Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II | NE 47th | NE 101st | | Retrofit existing street with multi-modal street improvements including bike lanes, redesign of selected intersections to improve pedestrian crossings, streetscape, and safety improvements. | 6,481,860 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |

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| 10181 | Portland | | Fifties Bikeway, NE/SE (Tillamook to Woodstock) | SE Woodstock | NE Tillamook | | Curb extensions, median refuges, signal modifications, and striping changes to create a north-south bicycle boulevard, along various interconnected portions of 52nd-57th streets between NE Thompson and SE Woodstock Blvd. | 1,595,049 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10182 | Portland | ODOT | St. Johns Pedestrian District, N | | | Improve access to transit. | Enhance pedestrian access to transit, improve safety, and enhance the streetscape such as better lighting and crossings. Improvements including realigning the "ivy" island, curb extensions, a new traffic signal at Richmond/Lombard, and pedestrian connections between St. Johns and the riverfront based on the St. Johns/Lombard Plan. | 5,000,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10184 | Portland | | Foster Rd., SE (Powell - 90th): Pedestrian/Bicycle/Safety Improvements | SE Powell | SE 90th | | Improve sidewalks, lighting, crossings, bus shelters & benches on Foster and improve pedestrian crossing at Foster/82nd intersection to benefit pedestrian access to transit. The project may include new bicycle facilities on Foster Road. | \$3,750,000 | 2014-2017 | Regionally Significant | Y | Active Transportation | City of Portland |
| 10186 | Portland | | Foster & Woodstock, SE (94th - 101st): Street Improvements, Phase II | SE 94th | SE 101st | | Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, and street lighting. | \$5,000,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10187 | Portland | | Foster Rd., SE (82nd - 87th): Lents Town Center Street Improvements | SE 82nd | SE 87th | | Implement Lents Town Center Business District Plan with pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, | \$1,700,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10189 | Portland | | Capitol Hwy, SW | SW Multnomah Blvd | SW Taylors Ferry | | Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road to include a continuous sidewalk(s), safe crossings and bicycle access along the corridor. Project is the last unimproved phase of the the 1996 Capitol Highway Plan. | \$12,000,000 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10191 | Portland | | Garden Home Rd., SW (Capitol Hwy - Multnomah): Multi-modal Improvements | SW Capitol Hwy | SW Multnomah Blvd | | Improve and signalize the intersection at SW Garden Home and SW Multnomah Blvd. | 1,931,033 | 2018-2024 | Exempt | Y | Roads and Bridges | City of Portland |
| 10192 | Portland | | Division Streetscape and Reconstruction | SE 6th Ave. SE 39th Ave. | SE 39th Ave. | | The project will design and build streetscape and transportation improvements between SE 12th Ave and SE 39th Ave, complete base repair and pavement reconstruction between SE 6th Ave and SE 10th Ave, and grind and overlay asphalt in the area between SE 10th Ave and SE 39th Ave. | 5,848,135 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10194 | Portland | | Killingsworth, N (Interstate - MLK Jr Blvd): Street Improvements | N Interstate | MLK Jr Blvd | | Construct street improvements to improve pedestrian connections to Interstate MAX LRT and to establish a main street character promoting pedestrian-oriented activities. Commentary: Update project to reflect recommendations in the Killingsworth Street Improvements Planning Project. | 4,900,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10198 | Portland | | 122nd, NE/SE (NE Airport Way to SE Powell Blvd): ITS | Airport Way | SE Powell Blvd | | Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system. | 515,703 | 2018-2024 | Exempt | Y | TSMO/TDM | City of Portland |
| 10199 | Portland | | 136th Ave, SE (Division to Foster): Multimodal Improvements | SE Division | SE Foster | | Improve street to provide curbs, sidewalks, swales, and bike lanes from Division to Foster. | 5,000,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10200 | Portland | | Killingsworth Pedestrian District, NE | | | | Plan and develop improvements to the pedestrian environment including sidewalks, lighting, crossings, bus shelters and benches. | 1,403,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10202 | Portland | | 102nd Ave, NE/SE (Glisan - Stark): Gateway Plan District Multi-modal Improvements, Phase II | NE Glisan | SE Stark | | Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities. | 2,200,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10203 | Portland | | Glisan St, NE (122nd - City Limits): Multi-modal Improvements | NE 122nd | City Limits | | Infill missing sidewalk, add curb ramps at corner, add 3 median island crossings, and add a signal. | 3,100,241 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |

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| 10204 | Portland | | Gateway Regional Center, Local and Collector Streets | NE Weidler/97th | NE Glisan/102nd | | High priority local and collector street and pedestrian improvements in the Gateway Regional Center. | 32,648,540 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10206 | Portland | | Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th | I-5 | NE 185th Ave. | Complete last gaps in total 17 miles of bike lane and off-street trail . | Close gaps in Marine Dr bike lanes (NE 6th to 28th);and trail (Bridgeton levee & one connector, 28th to 33rd, 112th to 122nd, gaps near 185th) | 2,130,835 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10208 | Portland | | MLK O-Xing/Turn Lanes (Columbia-Lombard) | Intersections of MLK and NE Columbia Blvd/Lombard | | Improve connectivity and distribute traffic between Columbia Blvd and NE Portland Hwy. | Intersection and signalization improvements with right turn lane. | 2,228,909 | 2018-2024 | Exempt | Y | Roads and Bridges | City of Portland |
| 10210 | Portland | | 47th, NE (Columbia - Cornfoot): Roadway & Intersection Improvements | NE 47th | NE Columbia Blvd | Provide improved traffic flow to air cargo facilities located within the south airport area. | Widen and reconfigure intersections to better facilitate truck turning movements to the cargo area located within the airport area. Project includes sidewalk and bikeway improvements. | 5,541,678 | 2018-2024 | Exempt | Y | Freight | City of Portland |
| 10213 | Portland | | Airport Way, NE (I-205 to NE 158th Ave.): ITS | I-205 | NE 158th | | Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system. | 278,251 | 2014-2017 | Exempt | Y | TSMO/TDM | City of Portland |
| 10215 | Portland | | Foster Rd., SE (136th - Jenne): Multi-modal Improvements | SE 136th | SE Jenne Rd. | | Widen street to three lanes to provide two travel lanes, continuous turn lane, bike lanes, sidewalk, and drainage. | 16,963,856 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10216 | Portland | | Smart Trips Portland, a city-wide individualized marketing strategy | | | Reduce drive alone trips among all Portland residents by 8-12%. | Smart Trips Portland is a comprehensive approach to reduce drive-alone trips and increase biking, walking and public transit in targeted geographic areas or key transportation corridors of the city. It incorporates the innovative and highly effective "individualized marketing" methodology, which hand delivers packets of information to residents who wish to learn more about transportation options. Success is tracked by evaluating qualitative and quantitative results from surveys and other performance measures. | 13,200,000 | 2014-2040 | Exempt | Y | TSMO/TDM | City of Portland |
| 10218 | Portland | | Burgard-Lombard, N: Street Improvements | Intersection of N Burgard/Columbia | UPRR Bridge on N. Lombard | Improve freight mobility, safety and industrial site access. | From UPRR Bridge to N Columbia Blvd. Widen street to include 2 12-foot travel lanes, continuous left turn lane, bike lanes and sidewalk. | 17,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10219 | Portland | ODOT | Argyle on the Hill, N Columbia to N Denver Ave. | Columbia Blvd | N Denver | | New N Argyle street connection, west of I-5. | 11,773,032 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10220 | Portland | | Seventies Greenstreet and Bikeway, NE | NE Killingsworth Ave. | Clatsop St. | | Develop a combined pedestrian greenway and bike boulevard including crossing improvements at arterials, street lighting, and public art from Killingsworth to Clatsop. Develop a combined pedestrian greenway and bike boulevard including crossing improvements at arterials. | 4,120,727 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10221 | Portland | | Skyline, NW (Hwy 26 - City Limits): Shoulder Improvements | Hwy 26 | City Limits | | Widen existing 22' of pavement to 32', and add 2' shoulders adjacent to lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 8,088,812 | 2033-2040 | Exempt | Y | Active Transportation | City of Portland |
| 10222 | Portland | | Flavel Dr, SE | SE 45th | Clatsop | | Fully improve street from SE 45th to Clatsop Street with travel lanes, curbs, swales, sidewalks, and some bike lanes. | 7,294,088 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10224 | Portland | | Barbara Welch Rd., SE: Multimodal Improvements | SE Foster | City Limits | | Widen existing 20' of pavement to new 34' roadway with travel lanes, bike lanes, curb and sidewalk. | 20,191,557 | 2033-2040 | Exempt | Y | Active Transportation | City of Portland |
| 10225 | Portland | | SE 122nd Ave Sidewalk Infill (Powellhurst/Gilbert Neighborhood) | SE Harold | SE Ramona | | Add sidewalks to SE 122nd Ave. between SE Harold Street and SE Ramona Street/ Springwater Corridor Trail | 2,358,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10226 | Portland | | Hamilton St., SW | SW Dosch Rd. | SW Scholls Ferry Rd. | | Improve SW Hamilton Street between SW Dosch and Scholls Ferry Road. | 12,420,360 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10227 | Portland | | SW Stephenson/SW Boones Ferry Intersection | SW Boones Ferry | SW Stephenson | | Improve and signalize the intersection at SW Stephenson and SW Boones Ferry Road. | 1,438,592 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |

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| 10229 | Portland | | Saint Johns Truck Strategy Implementation phase II | Intersection of Columbia Blvd/Portland Rd. | | | Implement traffic calming pedestrian and bicycle improvements along the Fessenden/St. Louis corridor. Implement freight and other multimodal improvements on N. Lombard street from N. Bruce to St. Louis Ave. | 3,345,990 | 2014-2017 | Exempt | Y | Roads and Bridges | City of Portland |
| 10230 | Portland | | Twenties Bikeway, NE/SE (Lombard - Clinton) | NE Lombard | SE Clinton | | Design & implement bikeway along SE 29th,30th/NE 26th/28th / NE Oregon, Wasco, from SE Clinton to NE Lombard using bike blvds. & bike lanes. | 2,300,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10232 | Portland | | Flanders, NW (Steel Bridge to Westover): Bicycle Facility | Steel Bridge | NW Westover | | Add bike boulevard from NW 24th Ave to the Steel Bridge, new bike/pedestrian bridge over I-405 on Flanders, connections to bikeways on Vista, 18th, 14th, 13th, Broadway, 3rd, 2nd, Glisan and Everett. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps. | \$5,392,337 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10234 | Portland | | Columbia Slough Trail system | Confluence of Columbia Slough and North Slough | NE 158th Ave. | Construct off-street and/or pedestrian trail for remaining trail gaps. | Close gaps in Columbia Slough Trail: North Slough to North Portland Rd; Landfill to Pier Park; I-5 to NE Elrod; NE Elrod to NE 82nd Ave; NE 82nd Ave to 92nd Ave; I-205 to approx. NE 128th; NE 145th to 158th, Peninsula Canal, Cross-Levee, Delta Park Trail. | 8,460,000 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10236 | Portland | | Water Ave., SE (Caruthers - Division Pl): Street Extension Phase II | Caruthers | Division Pl | | Provide new roadway connection with sidewalks, bike lanes, landscaping, access to Willamette Greenway, & reconstruction of existing roadway. | 405,116 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10237 | Portland | | Southern Triangle Circulation Improvements, SE | Powell (12th/Ross Island Bridge) | Hawthorne Bridge (railroad mainline) | | Improve local street network and regional access routes in the area between the Powell/12th, Willamette River, railroad mainline and Hawthorne Bridge. Improve freeway access route from CEID to I-5 SB via the Ross Island Bridge. | 4,051,163 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10240 | Portland | | Belmont Ramp, SE (Eastside of Morrison Bridge): Ramp Reconstruction | SE Belmont Ramp at Morrison bridge | | | Reconstruct ramp to provide better access to the Central Eastside. | 2,104,500 | 2018-2024 | Exempt | Y | Roads and Bridges | City of Portland |
| 10241 | Portland | | Clay/MLK Jr, SE: Intersection Improvements | Intersection of SE Clay/MLK | | | Geometric, signalization and channelization improvements to allow transit and general traffic access to westbound Clay street from southbound MLK. | 1,296,372 | 2025-2032 | Exempt | Y | Roads and Bridges | City of Portland |
| 10243 | Portland | | 12th, NE (Bridge at Lloyd Blvd): Seismic Retrofit | NE 12th/Lloyd Blvd Bridge | | | Seismic retrofit. | \$1,540,000 | 2025-2032 | Exempt | Y | Roads and Bridges | City of Portland |
| 10244 | Portland | | Kittridge, NW (Bridge at Yeon): Seismic Retrofit | NW Kittridge/Yeon Bridge | | | Seismic retrofit. | \$2,100,000 | 2025-2032 | Exempt | Y | Roads and Bridges | City of Portland |
| 10247 | Portland | | Corbett/Hood/Sheridan, SW: Pedestrian and Bike Improvements | SW Sheridan | SW Sheridan/I-5 | | Construct bike and pedestrian improvements under I-5 to the CTLH neighborhood at SW Sheridan St. | 210,450 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10248 | Portland | | South Waterfront District, SW: Bicycle and Pedestrian Improvements | | | | Implement pedestrian and bicycle district access improvements identified in the North Macadam Framework Plan. | 3,250,050 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10249 | Portland | | South Waterfront Transit Improvements, SW | | | | Implement transit improvements identified in the North Macadam Framework Plan, including central city transit hub and local bus service improvements. | \$2,806,000 | 2014-2017 | Exempt | Y | Transit | City of Portland |
| 10250 | Portland | | Burnside, W (NW 15th to NW 23rd): Blvd. Improvements | NW 15th | NW 23rd | | Boulevard design improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, traffic signals at 20th Plan and 22nd, and traffic management to limit motorist delays. | \$18,000,000 | 2018-2024 | Exempt | Y | Roads and Bridges | City of Portland |
| 10251 | Portland | | Bancroft St., SW (River Parkway - Macadam): Street Improvements | River Parkway | Macadam | | Widen SW Bancroft in conformance with district street standards. | \$1,403,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10253 | Portland | | Arthur, Gibbs & Lowell, SW (River Parkway - Moody): Street Improvements | River Parkway | SW Moody | | Arthur, Gibbs, and Lowell are the primary connectors between Moody-Bond and River Parkway and will be constructed in phases as development occurs in North Macadam District. | 5,261,250 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | City of Portland |

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| 10256 | Portland | | Broadway/Weidler, NE (15th - 28th): Multi-modal Improvements, Phases II & III | NE 24th | NE 28th | | Boulevard retrofit of street including street trees, traffic signals, curb extensions, and wider sidewalks (15th - 24th) and stripe bike lanes (24th-28th). | \$9,058,399 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10257 | Portland | | Grand/MLK Jr, SE/NE: CEID/Lloyd District Streetscape Improvements | | | | Complete boulevard design improvements including street trees, tree grates, ornamental lighting, and curb extensions. | \$4,861,395 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10258 | Portland | | DivisionSt/9th, SE (7th - Center): Bikeway | SE 7th | SE Center | | Retrofit bike lanes to existing street. | \$27,548 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10259 | Portland | ODOT | Powell, SE (Ross Island Bridge - 92nd): Multi-modal Improvements | Ross Island Bridge | SE 50th | | Retrofit existing street with multimodal and safety improvements including enhanced pedestrian and bicycle crossings, pedestrian and bike activated signals, median islands with trees, redesign of selected intersections and stormwater management facilities. | \$7,997,100 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10260 | Portland | | Clay/2nd, SW: Pedestrian/Vehicle Signal | Intersection Clay/2nd | | | New signal installation. | \$250,000 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10262 | Portland | | 14/16th Connections, NW | W Burnside | Yeon | | Improve or create connections to W. Burnside, Yeon, and Vaughn and provide directional signage to route non-local traffic to 14th/16th couplet. | 280,600 | 2025-2032 | Exempt | Y | TSMO/TDM | City of Portland |
| 10263 | Portland | | Naito Parkway (Broadway Br - north of Terminal One): Street and Pedestrian Improvements | Broadway Bridge | North of Terminal One | | Construct streetscape improvements include pedestrian amenities. | 4,559,750 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10264 | Portland | | Central City Traffic Management, N, NW, NE, SE, SW: Transportation System Management improvements | | | | Implement Central City TSM improvements to arterials. | 3,240,930 | 2025-2032 | Not Regionally Significant | Y | TSMO/TDM | City of Portland |
| 10265 | Portland | | 18th/Jefferson St., SW: ITS | Intersection of 18th/Jefferson | | | Communications infrastructure including closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow at SW 18th/Jefferson intersection. | 112,240 | 2025-2032 | Exempt | Y | TSMO/TDM | City of Portland |
| 10266 | Portland | | 14th/16th, NW/SW & 13th/14th, SE, (Glisan - Clay): ITS | SW Clay | NW Glisan | | Six signals between Clay and Glisan including communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow. | 505,080 | 2025-2032 | Exempt | Y | TSMO/TDM | City of Portland |
| 10267 | Portland | | Going, N (Interstate - Basin): Bikeway | N Interstate | N Basin | | Design and implement a multi-use path. | 768,000 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10268 | Portland | | Hollywood Pedestrian District, NE: Multi-modal Improvements | | | | Multi-modal street improvements including traffic signals, restriping, improved pedestrian crossings and connections to transit center. | 10,776,092 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10270 | Portland | | Ellis St, SE (92nd - Foster): Bikeway | SE 92nd | SE Foster | | Retrofit bike lanes to existing street. | \$648,186 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10271 | Portland | | 92nd Ave., SE (Powell - City Limits): Bicycle & Pedestrian Improvements | SE Powell | City Limits | | Construct sidewalks, crossing improvements and bike lanes. | \$4,910,500 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10272 | Portland | | Capitol Hwy, SW (Vermont - Florida): Intersection Improvements | SW Vermont | SW Florida | | Realign the Capitol/Vermont/30th intersection and provide sidewalks, bike lanes, and drainage improvements. | \$1,898,314 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |

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| 10273 | Portland | | Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements | SW Terwilliger | SW Sunset | | Construct sidewalks, crossing improvements for access to transit and bike improvements, and install left turn lane at the Capitol/Burlingame intersection. | \$2,806,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10274 | Portland | | Beaverton-Hillsdale /Bertha/Capitol Hwy, SW: Intersection Improvements | Intersection B-H Hwy/Bertha/Capitol Hwy | B-H Hwy/Bertha/Capitol Hwy | | Redesign intersection to improve safety. | \$1,403,000 | 2014-2017 | Exempt | Y | Roads and Bridges | City of Portland |
| 10275 | Portland | | Vermont St., SW, (45th - Oleson): Bicycle and Pedestrian Improvements | SW 45th | SW Oleson | | Multi-modal street improvements including bicycle and pedestrian facilities. | \$7,909,800 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10276 | Portland | | 30th Ave., SW (Vermont to B-H Hwy): Bicycle & Pedestrian Improvements | SW Vermont | B-H Hwy | | Retrofit bike lanes to existing street, construct sidewalks, and improve pedestrian crossing at Beaverton-Hillsdale Hwy/30th. | \$1,839,333 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10277 | Portland | | Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements | B-H Hwy | Barbur Blvd | | Design and implement bike lanes on missing piece of Bertha Blvd (Vermont-B-H Hwy), construct walkway for pedestrian travel and access to schools (Barbur-B-H Hwy); and improve street to City standards (Vermont-Capitol). | \$2,104,500 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10278 | Portland | | Hillsdale Pedestrian District, SW | | | | Pedestrian improvements on town center streets including Capitol, Beaverton-Hillsdale Hwy, Bertha, and neighborhood streets. Provide a Bike Central facility. | \$4,861,395 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10279 | Portland | | Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th): Multi-modal Improvements | SW Capitol Hwy | SW 65th | | Retrofit existing street to include better sidewalks and crossings, bike lanes and other improvements to enhance access to transit. Install median refuge to improve pedestrian crossing at SW 62nd. | \$3,565,023 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10280 | Portland | | Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements | SW Dosch | SW 18th Dr. | | Construct bike lanes, sidewalks and crossing improvements. | \$4,600,000 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10282 | Portland | ODOT | Barbur/Capitol/Huber/Taylor's Ferry, SW: Intersection Improvements | Intersection of Barbur/Capitol/Huber/Taylor's Ferry | | | Construct safety improvements, including traffic signals, at the intersection of Capitol Hwy, Taylor's Ferry, Huber, and Barbur. Provide better sidewalks and crossings. | 1,403,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10283 | Portland | ODOT | Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements | SW 3rd | SW Terwilliger | | Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes and sidewalks. | 4,000,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10284 | Portland | | Taylor's Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements | SW Capitol Hwy | City Limits | | SW Taylor's Ferry Rd: Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit. | 4,400,000 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| | | | Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements | | | | Complete boulevard design improvements including sidewalks and street trees, safe Barbur/30th, and bike lanes (Bertha - City Limits). | | | | | Active Transportation | |
| 10286 | Portland | | Pedestrian Overpass near Markham School, SW | | | | Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School. | 4,861,395 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10287 | Portland | ODOT | West Portland Town Center, SW: Pedestrian Improvements | | | | Improve sidewalks, lighting, crossings, bus shelters & benches on Barbur, Capitol Hwy & neighborhood streets. | 7,015,000 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |

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| 10288 | Portland | | Parkrose Connectivity Improvements, NE | | | | Supplement access route for commercial properties in Parkrose by creating a loop road connection (102nd and 109th, NE, Killingsworth - Sandy; Killingsworth, NE, 109th - 102nd) serving truck access functions, pedestrian, and bike connections. | 1,403,000 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10289 | Portland | | Division St., SE (60th - I-205): Multimodal Improvements, Phase II | SE 60th | I-205 | | Construct improvements that enhance access to transit, improve safety and enhance the streetscape such as traffic signals, lighting, bus shelters, benches, and crossings. Add bike lanes (60th - 73rd). | 2,806,000 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10290 | Portland | | Division St., SE (I-205 - 174th): Multimodal Improvements, Phase II | I-205 | SE 174th | | Improve sidewalks, lighting, crossings, bus shelters & benches. Add bike lanes (148th - 162nd). | 5,710,912 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10291 | Portland | ODOT | 82nd Ave., SE (Schiller - City Limits), SE: Street Improvements | SE Schiller | City Limits | | Expand into fully curbed, 4-lane, 60-foot wide roadway w/ continuous left-turn lane, sidewalks, street trees, storm drainage improvements, street lighting, & ROW acquisition. | 7,015,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10292 | Portland | | Belmont St., SE (25th - 43rd): Street and Pedestrian Improvements | SE 25th | SE 43rd | | Identify improvements along Belmont to enhance pedestrian access to transit, improve safety, and enhance streetscape such as traffic signals, lighting, bus shelters, benches, and crossings. | 3,240,930 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10293 | Portland | | Fremont St., NE (42nd-52nd): Pedestrian and Safety Improvements | NE 42nd | NE 52nd | | Construct streetscape and transportation improvements (42nd to 52nd). | 405,116 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10294 | Portland | | Killingsworth, N (Denver to Greeley): Pedestrian Improvements | N Denver | N Greeley | | Plan and develop streetscape and transportation improvements. | 1,851,960 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10295 | Portland | | Milwaukie, SE (Yukon - Tacoma): Bicycle & Pedestrian Improvements | SE Yukon | SE Tacoma | | Plan and develop streetscape and pedestrian/bike improvements. | 1,403,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10297 | Portland | | Spokane & Umatilla, SE (7th - Tacoma Overcrossing): Bikeway | SE 7th | Tacoma Overcrossing | | Implement bike boulevard improvements. | 350,750 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10298 | Portland | | Tacoma, SE (Sellwood Bridge - 45th/Johnson Creek): ITS | Sellwood Bridge | SE 45th | | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow for four signals.Will include rebuilt signal. | \$231,495 | 2018-2024 | Exempt | Y | TSMO/TDM | City of Portland |
| 10299 | Portland | ODOT | Lombard, N (I-5 - Denver): Street Improvements | I-5 | N Denver | | Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link over I-5, including a signal or other intersection improvement at Montana & Lombard and an improved pedestrian crossing over I-5.The project will be | \$1,703,242 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10300 | Portland | | Prescott Station Area Street Improvements, N | | | | Construct improvements to Prescott & Skidmore (Interstate-Maryland) & Maryland (Interstate-Prescott) to provide neighborhood focal point at LRT. | \$4,770,200 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10301 | Portland | | Sandy Blvd., NE (82nd - Burnside): ITS | NE 82nd | E Burnside | | Install ITS infrastructure (communication network, enhanced bus detection, Bluetooth detection, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system consistent with our policies of moving people more effectively | \$519,110 | 2025-2032 | Exempt | Y | TSMO/TDM | City of Portland |
| 10302 | Portland | | MLK Jr, N (Columbia Blvd. - CEID): ITS | Columbia Blvd | CEID | | CCTV at various locations & traffic monitoring stations at Clay and Burnside. | 989,115 | 2018-2024 | Exempt | Y | TSMO/TDM | City of Portland |
| 10303 | Portland | | Capitol Hwy, SW (West Portland Town Center - 49th): Pedestrian Improvements | West Portland Town Center | SW 49th | | Complete curb extensions and medians recommended in the Capitol Hwy Plan. | 1,403,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10305 | Portland | | Holgate Blvd., SE (52nd - I-205): Bikeway, Phase I | SE 52nd | I-205 | | Retrofit bike lanes to existing street. | \$42,090 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |

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| 10306 | Portland | | Holgate Blvd., SE (39th - 52nd): Street Improvements | SE 39th | SE 52nd | | Reconstruct SE Holgate pavement structure, stormwater drainage facilities, corner curb ramps to ADA standards, improve pedestrian crossings, and add bike lanes. | \$10,000,000 | 2018-2024 | Exempt | Y | Roads and Bridges | City of Portland |
| 10307 | Portland | | Holgate Blvd., SE (McLoughlin - 39th): Bikeway, Phase II | McLoughlin | SE 39th | | Retrofit bike lanes to existing street. | \$2,000,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10308 | Portland | | Boones Ferry Rd., SW (Terwilliger - City Limits): Bikeway | SW Terwilliger | City Limits | | Retrofit bike lanes to existing street. | \$7,015,000 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10309 | Portland | ODOT | Macadam, SW (Bancroft - County line): Multi-modal Improvements | SW Bancroft | County Line | | Complete bikeway connection in the N. Macadam corridor and improve pedestrian crossings (Bancroft, Boundary, Hamilton, Nebraska, and Nevada), and address circulation at west approach to Sellwood Bridge. | \$3,549,590 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10310 | Portland | | Prescott, NE (47th - I-205): Pedestrian and Bicycle Improvements | NE 47th | I-205 | | Construct bike lanes, sidewalks, and crossing improvements for pedestrian and bike safety and to improve access to transit. | \$1,403,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10311 | Portland | | Skidmore, N/NE, (Interstate - Cully): Bikeway | N Interstate | NE Cully | | Design & implement bike boulevard including traffic calming techniques and intersection improvements. | \$105,330 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10312 | Portland | | Banfield LRT Stations, NE/SE: Pedestrian Improvements | | | | Retrofit existing streets along eastside MAX and at intersecting streets to include better sidewalks and crossings, curb extensions, bus shelters, and benches at 82nd, 148th, and 162nd stations. | \$3,156,750 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10313 | Portland | | Ventura Park Pedestrian District, NE/SE | | | | Improve sidewalks, lighting, crossings, bus shelters & benches to improve ease of crossing and install curb extensions at transit stops. | \$1,403,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10314 | Portland | | 99th & 96th, NE/SE (Glisan-Market: Gateway Plan District Street Improvements, Phase II & III | NE Glisan | SE Market | | Reconstruct primary local main street in Gateway Regional Center. Phase II - 99th (Glisan - Washington). Phase III - 96th (Washington to Market). | \$4,910,500 | 2018-2024 | Exempt | Y | Roads and Bridges | City of Portland |
| 10315 | Portland | | Ceasar E, Chavez., NE/SE (Sandy - Woodstock): Safety & Pedestrian Improvements | NE Sandy Blvd | SE Woodstock | | Reconstruct street (Burnside-Holgate). Construct sidewalks and crossing improvements (Stark - Schiller). Upgrade three pedestrian signals to full signals, remodel two full signals, and provide channelization improvements to three other signals to improve safety at high accident locations. | \$3,086,600 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10316 | Portland | | Halsey, NE (Bridge at I-84): Seismic Retrofit | NE Halsey/I-84 | | | Seismic retrofit bridge. | \$387,000 | 2025-2032 | Exempt | Y | Roads and Bridges | City of Portland |
| 10317 | Portland | | Halsey/Weidler, NE (I-205 - 114th): Multi-modal Improvements | I-205 | NE 114th | | Implement Gateway Regional Center Plan boulevard design including new traffic signals, improved pedestrian facilities and crossings and street lighting. | \$17,014,883 | 2033-2040 | Exempt | Y | Active Transportation | City of Portland |
| 10318 | Portland | | Glisan St, NE (I-205 106th): Gateway Plan District Multi-modal Improvements | I-205 | NE 106th | | bike facilities, improved pedestrian facilities and crossings, and street lighting. | \$3,240,930 | 2025-2032 | Exempt | Y | Transportation | City of Portland |
| 10319 | Portland | | Stark & Washington, SE (92nd - 111th): Gateway Plan District Street Improvements | SE 92nd | SE 111th | | Implement Gateway regional center plan with boulevard design retrofit including new traffic signals, improved pedestrian facilities and crossings, and street lighting. | \$6,157,767 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10320 | Portland | | Halsey, NE (39th - I-205): Bikeway | NE 39th | I-205 | | Retrofit bike lanes to existing street. | \$161,345 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |

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| 10321 | Portland | | Stark, SE (111th - City Limits): Bikeway | SE 111th | City Limits | | Retrofit bike lanes to existing street (excluding 92nd - 111th). | \$243,070 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10323 | Portland | | 111th/112th Ave., SE (Market - Mt. Scott Blvd.): Bicycle & Pedestrian Improvements | SE Market | Mt. Scott Blvd | | Retrofit bike lanes to existing street (Market - Mt. Scott Blvd.) and construct sidewalks (Holgate - Mt. Scott Blvd.). | 2,070,127 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10324 | Portland | | Glisan St., NE (106th - 122nd): Bikeway | NE 106th | NE 122nd | | Retrofit bike lanes to existing street. | 81,023 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10325 | Portland | | Glisan St., NE (47th - I-205): Bikeway | NE 47th | I-205 | | Retrofit bike lanes to existing street. | 81,023 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10326 | Portland | | Gateway Regional Center, NE/SE: Local Street Improvements, Phase II | | | | High priority local street and pedestrian improvements in regional center. | 8,418,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10327 | Portland | | Gateway District Plan, NE/SE: Traffic Management | | | | Implement a comprehensive traffic management plan throughout the regional center to reduce cut-through traffic on residential streets and improve traffic flow on regional streets. Project includes utility improvements. | 1,944,558 | 2014-2017 | Not Regionally Significant | Y | TSMO/TDM | City of Portland |
| 10328 | Portland | | Gateway Regional Center, NE/SE: Local Street Improvements, Phase III | | | | High priority local street and pedestrian improvements in regional center. | 8,418,000 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10329 | Portland | | Marine Dr./122nd, NE: Intersection Improvements | NE Marine Dr/122nd | | | Signalize and widen dike to install left turn lane on Marine Drive. | 2,361,249 | 2014-2017 | Exempt | Y | Roads and Bridges | City of Portland |
| 10330 | Portland | | 148th, NE (Marine Dr - Glisan): Bicycle & Pedestrian Improvements | NE Marine Dr | NE Glisan | | Retrofit bike lanes to existing street (Marine Dr - I-84) and construct sidewalk and safety improvements including signal/ intersection improvements at 148th/Sandy (Airport Way-Glisan). | 2,568,893 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10331 | Portland | | Columbia Blvd, N (Bridge at Taft): Seismic Retrofit | | | | Seismic retrofit of bridge. | 583,367 | 2025-2032 | Exempt | Y | Roads and Bridges | City of Portland |
| 10332 | Portland | ODOT | Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS | MLK Jr. Blvd | Philadelphia | | Communications infrastructure including closed circuit TV camera, Bluetooth detection, improved bus priority variable message signs for remote monitoring and control of traffic flow at the intersections with MLK Jr, Interstate, Greeley, Portsmouth, Philadelphia/Ivanhoe. | 673,440 | 2018-2024 | Exempt | Y | TSMO/TDM | City of Portland |
| 10334 | Portland | | 11th/13th, NE (at Columbia Blvd.): Crossing Elimination | NE Columbia Blvd | NE Lombard | | If feasible, eliminate the at-grade crossing and improve alternate roadway access. | 1,000,000 | 2025-2032 | Exempt | Y | Roads and Bridges | City of Portland |
| 10335 | Portland | | 42nd Bridge, NE (at Lombard): Bridge Replacement | NE 42nd at Lombard | | | Replace 42nd bridge over Lombard to remove weight restriction. | \$4,900,000 | 2033-2040 | Exempt | Y | Roads and Bridges | City of Portland |
| 10336 | Portland | | Alderwood/Columbia Blvd/Cully, NE: Intersection Improvements | Intersection of NE Alderwood/Columbia Blvd/Cully | | Provide transportation link to the cargo area located within the south airport area. | Reconstruct intersection to provide signalization, left turn pockets, enhancing turning radii and improving circulation for trucks serving expanding air cargo facilities south of Portland. | \$1,460,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10337 | Portland | | 33rd/Marine Dr., NE: Intersection Improvements | 33rd/Marine Dr. | | | Signalize intersection for freight movement. | \$350,750 | 2018-2024 | Exempt | Y | TSMO/TDM | City of Portland |
| 10339 | Portland | | Columbia Blvd., N/NE (MLK Jr BL - Lombard): Bikeway | MLK Jr. Blvd | N Lombard | | Retrofit bike lanes to existing street. | \$153,944 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |

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| 10340 | Portland | | Cornfoot, NE (47th - Alderwood): Road Widening & Intersection Improvements | NE 47th | NE Alderwood | | Road widening project including lighting and landscaping, left turn lanes, and bike lanes (47th - AirTrans Way). Signalize Cornfoot/AirTrans intersection and reconfigure traffic flow. Stripe bike lanes (AirTrans - Alderwood). | \$2,806,000 | 2018-2024 | Exempt | Y | Roads and Bridges | City of Portland |
| 10341 | Portland | | Columbia Blvd, N (Swift - Portland Rd. & Argyle Way - Albina): Pedestrian Improvements, Phase I & II | N Swift | N Argyle Way | | Construct sidewalk and crossing improvements. | \$4,213,209 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10342 | Portland | | Columbia Blvd, N/NE (I-205 - Burgard): ITS | I-205 | N Burgard | | Communications infrastructure including closed circuit TV cameras, truck priority detection, variable message signs for remote monitoring and control of traffic flow for six signals. | 589,260 | 2014-2017 | Exempt | Y | TSMO/TDM | City of Portland |
| 10344 | Portland | | Force/Broadacre/Victory, N: Bikeway | N Marine Dr. | N Whitaker | | Signed bikeway connection to I-5 river crossing. | 28,060 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 10346 | Portland | | Marine Dr, N/NE (Portland Rd. to 185th): ITS | N Portland Rd. | NE 185th | | CCTV at N Portland Rd. Changeable message signs at Portland Rd, Vancouver and 185th. | 238,510 | 2018-2024 | Exempt | Y | TSMO/TDM | City of Portland |
| 10348 | Portland | | Foster Rd., SE (102nd - Foster Pl): Pedestrian Improvements | SE102nd | SE Foster Pl | | Construct walkway and crossing improvements to facilitate pedestrian travel and access to transit. | 1,403,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10349 | Portland | | 174th & Jenne Rd. , SE (Foster - Powell): Multi-modal Improvements | SE Powell | SE Foster Rd. | | Roadway improvements to increase safety and capacity to accommodate increased residential development. Widen roadway to 3 lanes and provide bike lanes, sidewalks to provide better transportation links in this vital north/south link. | 7,155,300 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10351 | Portland | | Wildwood Bridge at West Burnside | Wildwood Trail north of W Burnside | Wildwood Trail south of W Burnside | | Provide pedestrian bridge over W Burnside instead on dangerous at-grade crossing. | 2,126,948 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10354 | Portland | | Fanno Creek Greenway (Red Electric) Trail | SW Dover near Multnomah County line | Willamette Park | Provide on- and off-street trail for bicycles and pedestrians to travel east-west in SW Portland. | Provide east-west route for pedestrians in cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park. | 17,653,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10356 | Portland | | Willamette Greenway - St Johns segment [previous called Willamette Greenway Trail Extension'] | Cathedral Park | Pier Park | Provide on- and off-street trail for bicycles and pedestrians in St. Johns neighborhood. | Provide trail route from Willamette Greenway at Cathedral Park to future Columbia Slough Trail at St. Johns Landfill. | 1,600,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10542 | Portland | Portland | Foster Rd. Improvements | 162nd | Jenne Rd. | Provide access to Pleasant Valley. | Improve Foster Rd. to Minor Arterial (Parkway) standards, 2 lanes, with turn pockets where appropriate. | 3,014,698 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10857 | Portland | Portland | Jenne/Foster | Intersection Jenne/Foster | | Improve intersection. | Add second EB left turn lane. Requires widening of Jenne North. | 540,780 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10858 | Portland | Portland | 174th/Powell | Intersection of 174th/Powell | | Improve intersection. | Improve intersection to 5 lane section. | 1,860,824 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | City of Portland |
| 10979 | Portland | | Burnside/Couch Streetcar, East & West [NW 23rd to E 14th] | NW 23rd | E 14th | Increase local service access and reinforce Central City travel options. | Construct streetcar from NW 23rd Avenue to E 14th Avenue after an alternatives analysis study is completed. | 118,500,000 | 2033-2040 | Regionally Significant | Y | Transit | City of Portland |
| 11102 | Portland | | Streetcar Extension to Hollywood via Sandy Blvd or Broadway/ Weidler | E 14th | Hollywood District | Expand Streetcar System | Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Lloyd District/Central Eastside to Hollywood Town Center. The new extension intended to provide streetcar service from Northwest Portland to Hollywood. | 70,000,000 | 2025-2032 | Regionally Significant | Y | Transit | City of Portland |
| 11116 | Portland | | SW Garden Home Road | SW Capitol Hwy | SW Multnomah Blvd | | Pedestrian and bicycle safety improvements, including drainage designed for constrained right-of-way. | 1,795,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 11127 | Portland | Portland | School Access Safety Improvements: various locations | N/A | N/A | | Pedestrian safety enhancements at 11 elementary schools. | 499,600 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |

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| 11131 | Portland | | Vermont St., SW, (30th - 45th): Bicycle and Pedestrian Improvements | SW 30th | SW 45th | | Multi-modal street improvements including bicycle and pedestrian facilities. | 1,350,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 11133 | Portland | | St. Johns Truck Strategy Implementation Phase III | | | | Addresses pedestrian safety, bicycle safety and neighborhood livability impacts associated with cut-through truck traffic on N. Fessenden St. The project will construct pedestrian crossing safety and traffic calming improvements, such as curb extensions and median islands. | 1,000,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 11191 | Portland | | Citywide Bicycle Boulevards | N/A | N/A | | Develop 100 miles of the new bicycle boulevards, and bring our existing bicycle boulevards up to a higher standard of operation | \$20,800,000 | 2033-2040 | Exempt | Y | Active Transportation | City of Portland |
| 11192 | Portland | | Streetcar Planning/ Alternatives Analysis | N/A | N/A | | This project will perform follow up and alternatives analysis of the Streetcar System Plan (SSP) for up to three of its highest rated corridors. | \$6,250,000 | 2014-2017 | Exempt | Y | Transit | City of Portland |
| 11193 | Portland | | Citywide Sidewalk Infill Program | N/A | N/A | | | 12,500,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 11196 | Portland | | East Portland Advisory Bicycle Lane Network | NE and SE Portland | NE and SE Portland | Improve bicycle and pedestrian transportation access and mobility | Build out the proposed network of advisory bicycle lanes in East Portland (28 miles). This project is the East Portland equivalent of the bicycle boulevard project. Advisory bicycle lanes are the shared roadway facility type best adapted to conditions in East Portland. This 28 miles is currently mapped and the projects can be listed with specific "from-to" information. | 12,000,000 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 11197 | Portland | | Swan Island Active Transportation Access and Mobility Improvements | Various roadways on Swan Island | Various roadways on Swan Island | | Improve access and mobility on Swan Island by constructing recommended bikeway network. This includes separated bikeways on: N Basin Ave (N Going to Greenway Trail), and N Lagoon (N Dolphin to N Going), N Anchor St (N Basin to N Channel); Shared Roadway Bikeway on:and N Commerce (N Channel to N Lagoon); and pathway connections from Willamette to Basin and Lagoon to Channel. | 9,000,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 11198 | Portland | ODOT | Portland-Milwaukie Light Rail Active Transportation Enhancements Project | Various roadways following the PMLR alignment | Various roadways following the PMLR alignment | | Construct a shared-use path along SE McLoughlin Blvd from 17th Ave to the Springwater Corridor Trail and build a bicycle parking center at the Tacoma/Springwater light rail station. This project will be coordinated with ODOT to determine the alignment along McLoughlin Blvd. | \$8,000,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 11201 | Portland | | SW Columbia & SW Jefferson Bus Pads: Naito - 14th | SW Naito | SW 14th | | Concrete Bus Pads on SW Columbia and SW Jefferson | 325,000 | 2033-2040 | Exempt | Y | Transit | City of Portland |
| 11202 | Portland | | SW 3rd & SW 4th Reconstruction (Portland) | 3rd: Glisan 4th: Glisan | 3rd: Market 4th: Lincoln | | Base repair and paving on areas of 3rd and 4th damaged by bus loads. Preservation of arterial, transit, bicycle. | 325,000 | 2033-2040 | Exempt | Y | Transit | City of Portland |
| 11203 | Portland | | SW Yamhill & SW Morrison brick intersections | intersection | - | | Replacement of brick intersections on SW Yamhill & SW Morrison | 1,000,000 | 2033-2040 | Exempt | Y | Roads and Bridges | City of Portland |
| 11206 | Portland | | Active Corridor Management Projects on I-84/Powell/Glisan/Sandy | | | | This project expands traveler information and enables incident management techniques that reduce traveler delay and improve safety through the I-84 corridor. The project provides real-time traveler information along I-84 and parallel facilities so travelers can make informed route decisions. It also implements incident management strategies such as variable speed limits and event signal timing plans. | 1,500,000 | 2033-2040 | Exempt | Y | TSMO/TDM | City of Portland |
| 11316 | Portland | | Lents Town Center Active Transportation Demonstration Project | Various roadways in SE Portland | Various roadways in SE Portland | | Expand from existing 26 miles of developed bikeway to 53 miles, including improvements of existing facilities. Construct 4 miles of new sidewalks and undertake encouragement programs in support of new infrastructure. | 57,000,000 | 2033-2040 | Exempt | | Active Transportation | City of Portland |
| 11320 | Portland | | NE 60th & Glisan LRT Station Area | Various roadway improvements as defined in the Transportation Plan for the 60th & Glisan Station Area | Various roadway improvements as defined in the Transportation Plan for the 60th & Glisan Station Area | | LRT station area as the focu for Active Transportation. Improvements are defined by the Transportation Plan included in the Eastside MAX Station Area Communities Project | 7,570,723 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |

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| 11322 | Portland | | North Portland Greenway Active Transportation Project | Willamette Cove | to Columbia Slough in Smith & Bybee NA | | The proposed trail alignment takes riders and walkers north along the river from Willamette Cove natural area. The trail parallels the active UPRR railroad line, crosses Lampros Steel property and the BES water lab before entering Cathedral Park. The trail segment then travels the Baltimore Woods corridor and turns east along industrial property before it crosses Lombard St. into Pier Park. A new bridge over the UPRR (Union Pacific Railroad) connects Pier with Chimney Park. Finally, the trail safely crosses Columbia Blvd into the Smith and Bybee Wetland Natural Area. The trail section proposed for this grant will terminate at the Columbia Slough. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 7,900,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 11323 | Portland | | Sullivan's Gulch | Eastbank Esplanade | NE 21st | | Sullivan's Gulch Trail is envisioned as a five mile commuter and recreational trail that will provide a vital east-west link in the Portland Metropolitan area's bike network. A critical section of this proposed trail corridor in Northeast Portland is being submitted as a 2009 Metro Active Demonstration Transportation Project. The proposed trail section for this grant begins at Eastbank Esplanade and runs to NE 21st Street. The Sullivan's Gulch Trail is on the State RTP list. The project has been chosen to fit Metro's criteria and principles of an urban project that serves a large and significant city population "commute shed". | 7,700,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 11324 | Portland | ODOT | Barbur Bridges | City Limits | I-405 | | For seismic upgrades, reconstruction and bike and ped. facilities. | 32,000,000 | 2014-2017 | Exempt | Y | Roads and Bridges | City of Portland |
| 11345 | Portland | | SW Stephenson(Boones Ferry - 35th): Multi-modal Improvements | SW Boones Ferry | SW 35th | | Install bikeway and pedestrian facilities from SW Boones Ferry Road to 35th Ave. | 2,374,408 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 11351 | Portland | | SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.) | Barbur Blvd. | 45th Ave. | | Reconstruct street to urban standards, including curbs, sidewalks, storm sewers and upgraded street lights. | \$4,000,000 | 2014-2017 | Not Regionally Significant | Y | Active Transportation | City of Portland |
| 11361 | Portland | Portland | Portland Bike Share | Central City | Central City | | Portland Bike Share's primary goals are to attract Portlanders to bicycling, increase the number of bicycle trips, reduce the number of single occupancy vehicle trips. | 4,690,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 11372 | Portland | Portland | N. Williams Traffic Safety Operations | N. Winning Way | N. Killingsworth St. | | Enhance crossings, buffered bike lanes, traffic calming, new traffic signal, and modifications at existing signals. | 1,640,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 11558 | Portland | | Inner Burnside Safety Improvements | E 16th Ave | E 32nd Ave | | Safety improvements including improved crossings, left turn pockets and improved signal timing. | 125,000 | 2014-2017 | Exempt | Y | Roads and Bridges | City of Portland |
| 11559 | Portland | | NE Halsey Safety Improvements | NE 40th Ave. | NE 92nd Ave | | Safety improvements including improved crossings, left turn pockets and improved signal timing. | 150,000 | 2014-2017 | Exempt | Y | Roads and Bridges | City of Portland |
| 11560 | Portland | | Central City Multimodal Safety Improvements | Portland Cental City | | | Strategy that identifies multi-modal safety improvements and prioritizes investments in the Portland Central City. Preliminary development of a new greenway trail south of the Marquam Bridge, providing access to the new transit bridge serving South Waterfront. | 6,616,200 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 11561 | Portland | | South Rivergate Freight | South Rivergate District | | | Roadway improvements and evaluating alternatives to resolve rail blockages, and reconstructing the N Lombard/Rivergate intersections to accommodate truck turning movements. Install ITS communication | 3,552,899 | 2018-2024 | Not Regionally Significant | Y | TSMO/TDM | City of Portland |
| 11562 | Portland | | Swan Island ITS | Swan island Industrial Area | | | Signal-timing project to improve access to and from Swan Island Industrial area. Install ITS communication infrastructure including advance notification systems for rail blockage and CCTV cameras to monitor truck and rail traffic in the South Rivergate Industrial District | 551,350 | 2018-2024 | Not Regionally Significant | Y | TSMO/TDM | City of Portland |
| 11563 | Portland | | Southwest In Motion Active Transportation Strategy | SW Portland | | | Develop 5-year active transportation strategy for all of Southwest Portland. It will incorporate projects in the RTP, the Portland Bicycle Plan for 2030, Barbur Concept Plan, Southwest Corridor Plan, and community-led Platinum Bicycle Facility Strategy in Southwest. | 299,934 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 11564 | Portland | | Barbur Demonstration Project 19th Ave. to 26th Ave. | 19th Ave | 26th Ave | | The project will make minor improvements to existing signalized intersections and provide two new enhanced crossings for pedestrians and cyclists along SW Barbur Boulevard. | 2,100,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 11565 | Portland | | East Portland in Motion - Access to Employment and Education | I-205 | 174th | | The project will build and improve sidewalks, crossings, bus stops, bike facilities and other safety improvements in East Portland | 9,116,021 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 11566 | Portland | | Connected Cully | Cully Blvd. | Thomas Cully Park | | Improve transportation and safety needs while positioning public lands to meet local economic and community development needs. The project will calm traffic, fill in the missing sidewalks along transit routes, and increase walking and bicycling by creating new north/south connections to schools. | 3,337,372 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |

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| 11567 | Portland | | Downtown I-405 Pedestrian Safety and Operational Improvements | NW Couch from NW 14th | NW 16th Ave. | | Improve pedestrian and bike access from NW Portland to Central City across I-405. Improves traffic operations for I-405 off-ramp. | 2,240,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 11568 | Portland | | St. Johns Truck Strategy Phase II | Columbia | St. Louis/Fressenden | | Implement traffic calming pedestrian and bicycle improvements along the Fessenden/St. Louis corridor. Implement freight and other multimodal improvements on N. Lombard street from N. Bruce to St. Louis Ave. | 3,345,990 | 2018-2024 | Exempt | Y | Roads and Bridges | City of Portland |
| 11569 | Portland | | Willamette Greenway Trail/Chimney Park | Chimney Park | Pier Park | | Portion of np greenway segment 2. The project will add a bike/ped only bridge over Columbia Blvd and adjacent connections. | 2,612,381 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 11570 | Portland | | Columbia/Alderwood | Cully Blvd. | Alderwood | | Improve traffic operations and freight mobility on Columbia Blvd. between Cully and Alderwood. | 5,527,534 | 2018-2024 | Not Regionally Significant | Y | Freight | City of Portland |
| 11571 | Portland | | Barbur/99W Corridor Safety and Access to Transit | SW Hooker | 53rd Ave | | This project makes priority improvements for safety, access to transit and transit operations in the regional Southwest Corridor. The project would improve safety, access to transit, active transportation and transit operations by improving bus stops, constructing sidewalks, enhancing crossings, installing signal priority and transit operations improvements on and connecting to Barbur-99W between Portland and Sherwood. \$1.1 million will be funded by the City of Portland. The rest will be in Tigard and Sherwood. | 3,605,001 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 11572 | Portland | | Powell-Division Safety and Access to Transit | SE 22nd | City Limits | | This project makes improvements for safety, access to transit and transit operations in the Powell and Division corridors. | 2,800,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 11634 | Portland | | 9th Ave Neighborhood Greenway NE | NE Holman | I-84 @ NE 7th | | Greenway on NE 9th Ave to Lloyd district. Moves to 7th Ave through Lloyd | 700,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 11635 | Portland | | 9th Ave Neighborhood Greenway SE | I-84 | SE Center St. | | Greenway on SE 9th Ave | 700,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 11636 | Portland | | NE Multnomah multi-modal improvements | NE 1st | NE 16th ave | | Permanent improvements to NE Multnomah protected bikeway | 1,000,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 11637 | Portland | | Mill/Market/Main Greenway | I-205 | City Limits | | Neighborhood greenway from I-205 to 162nd using the streets MillMain, Mill, Market and Main. | 600,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 11638 | Portland | | SW Capitol Highway Safety Improvements | SW Huber St. | SW49th/ Hildago | | Safety improvements including improved crossings, left turn pockets and improved signal timing. | 150,000 | 2014-2017 | Exempt | Y | Roads and Bridges | City of Portland |
| 11639 | Portland | | Johns Landing Streetcar | SW Lowell | Willamette Park | | Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Portland to Johns Landing. Potential future construction. | 80,000,000 | 2025-2032 | Regionally Significant | Y | Transit | City of Portland |
| 11640 | Portland | | North Portland Greenway Segment 1 | Kelly Point ParkN. Columbia Blvd | N. Columbia Blvd | | Will provide an off-street trail from the confluence of the Willamette and Columbia rivers at Kelley Point Park to N Columbia Boulevard, connecting to the St. Johns neighborhood | 9,559,102 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 11641 | Portland | | North Portland Greenway Segment 2 | N. Columbia Blvd | Cathedral Park | | Connects Chimney Park, Pier Park, Baltimore Woods, Cathedral Park, and the St. Johns neighborhood and pedestrian district. Off-street trails in Chimney and Pier Park with shared roadway and sidewalks from Pier park to N Catlin. | 2,083,874 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 11642 | Portland | | North Portland Greenway Segment 3 | Cathedral Park | Swan Island | | Connects the BES property with Swan Island via University of Portland and Willamette Cove; utilizes portions of existing trail. Off-street trail | 14,787,630 | 2025-2032 | Exempt | Y | Active Transportation | City of Portland |
| 11643 | Portland | | North Portland Greenway Segment 4 | Swan Island | N. Going St | | Connects Waud Bluff Trail to N Going Street, cycle track and sidewalks on N Basin Avenue, and Off-street trail along south end of N Basin Avenue | 5,256,420 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 11644 | Portland | | North Portland Greenway Segment 5 | N. Going St | N. Tillamook/ Interstate | | Connect Swan Island with downtown Portland via "Going to the River" sidewalk improvements and through Rose Quarter. Off-street separated trail along N Greeley Avenue, new crossing of N Going Street, and at-grade crossing of N Broadway Street | 7,306,910 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 11645 | Portland | | 7th/9th/I-84, NE: Pedestrian/Bike Bridge | NE 7th Ave | NE 9th Ave | | Construct a pedestrian/bike bridge at NE 7th Ave or NE 9th Ave across Interstate 84. | 8,300,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |

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|--------|-------------------|------------------------------|---|----------------------------------|------------------------|--|---|-------------------------|-------------|---|-----------------------|---------------------------|---------------------|
| 11646 | Portland | | NE Broadway Multi-modal improvements | Broadway Bridge | NE 42nd Ave | | Protected bikeway, enhanced crossings on N/NE Broadway | 3,500,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 11647 | Portland | | 1-205 Undercrossing | NE Hancock | I-84 WB on-ramp | Project provides a connectivity and enhanced safety opportunities | Provides a connectivity and enhanced safety opportunities for bike/ped connections between East Portland and NE Portland. | 2,011,505 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 11648 | Portland | ODOT | Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1 | SE 116th | SE 136th | | Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. | 66,551,572 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | City of Portland |
| 11741 | Portland | | Willamette Greenway Trail: Columbia Blvd. Bridge | Kelly Point ParkN. Columbia Blvd | N. Columbia Blvd | | Construct bicycle and pedestrian bridge as part of np greenway segment 1 | \$ 2,612,000 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 11742 | Portland | ODOT | Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 2 | 1-205 | 174th | | Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave. | \$ 63,939,572 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | City of Portland |
| 11633 | Portland/ Gresham | | Gresham Fairview Trail Phase V | Sandy Blvd. | Marine Dr. | | Multi-use path on 185th from Sandy to Marine drive. | 1,000,000 | 2014-2017 | Exempt | Y | Active Transportation | City of Portland |
| 10347 | Portland/Gresham | | Foster Rd., SE (162nd - Giese Rd.): Multi-modal Street Improvements | SE 162nd | SE Giese Rd. | | Multimodal improvements based on PV Implementation Plan. | 2,525,400 | 2025-2032 | Exempt | Y | Active Transportation | E. Multnomah County |
| 10338 | Portland/Port | | Alderwood St., NE, (Alderwood Trail - Columbia Blvd.): Bikeway | Alderwood Trail | Columbia Blvd | | Provide bike lanes. Project includes some shoulder widening. | \$561,200 | 2018-2024 | Exempt | Y | Active Transportation | City of Portland |
| 10343 | Portland/Port | Portland/Port | West Hayden Crossing, N | N Marine Dr. | Hayden Island | Provide primary access to Port's Marine Development and secondary access to existing development of Hayden Island. | Provide primary access to Port's Marine Development and secondary access to existing development of Hayden Island, if it is determined through the West Hayden planning process that development of this portion of the island is an appropriate location for a bridge. | 99,258,000 | 2018-2024 | Regionally Significant | Y | Freight | Port of Portland |
| 11091 | Portland/Port | Portland/Port | Columbia Blvd./I-205 Interchange: SB On-Ramp Improvement | | | Increase the capacity of the I-205 SB on-ramp at Columbia Blvd. | Expand the on-ramp to three lanes, including for truck/HOV | 750,000 | 2014-2017 | Regionally Significant | Y | Throughways | City of Portland |
| 11632 | Portland/Port | | North Hayden Island Drive | Burlington Northern Rail Bridge | Hayden Island | Provide primary access to Port's Marine Development and secondary access to existing development of Hayden Island. | Reconstruct North Hayden Island Drive from the Burlington Northern Rail Bridge to the I-5 Hayden island Interchange. | 12,350,000 | 2033-2040 | Exempt | Y | Roads and Bridges | City of Portland |
| 10674 | Sherwood | Sherwood, Wash. County | Oregon-Tonquin Roundabout | Oregon Street | at Tonquin | Safety improvements. Congestion relief. Economic development for undeveloped industrial area. | Reconstruct and realign three leg intersection with a roundabout (partial two-lane) approx 400 feet northeast of existing roundabout at SW Oregon St & Murdock Rd. ROW, PE, construction. | 2,300,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10680 | Sherwood | Sherwood, Wash. County, ODOT | Elwert-99W-Sunset Blvd Improvements | 99W | Kruger-Cedar Brook Way | Safety improvements. Congestion relief. | Relocate Kruger Rd intersection 600' northeast along Elwert Rd. Construct roundabout at Elwert-Kruger-Cedar Brook. Widen Sunset Blvd approach. Reconstruct 99W intersection and replace signal. PE, construction. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 4,000,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 10681 | Sherwood | Sherwood | Elwert Rd | Kruger-Cedar Brook | Edy Rd | Congestion relief. Economic development. Completes gap in pedestrian system | Construct collector status road with median between new roundabout and SW Edy Rd. PE, construction. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 8,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10682 | Sherwood | Sherwood | Brookman Rd | 99W | Ladd Hill Rd | Congestion relief and economic development. | Construct collector status road with median between new OR 99W and SW Ladd Hill Road. ROW, PE, construction. Alignment to be determined as part of Sherwood 2035 TSP update. | 15,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10684 | Sherwood | Sherwood | Cedar Brook Way | 99W | Elwert Rd | Provide congestion relief and economic development. | Construction of 2 lane collector road. | 5,600,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 10688 | Sherwood | Sherwood | Villa Rd. | Park St | Stellar Dr | Connect Woodhaven to Old Town. | Construction of 2 lane road. | 2,700,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10691 | Sherwood | Sherwood | Sherwood Blvd Improvements | Century Dr | 3rd St. | Congestion relief. Economic development. Complete gaps in pedestrian system. | Reonstruct road to arterial standards. Median/turn lane, landscape strip, ADA compliant sidewalks. Reconstruct intersection at 3rd St to increase capacity. | 6,700,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10692 | Sherwood | Sherwood | Edy Rd Improvmnts | Cherry Orchards | City limits | Economic development and complete gaps in pedestrian system. | Reconstruct road to collector standards w/ sidewalks and bike lanes. | 7,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10693 | Sherwood | Sherwood | Ladd Hill Rd. | Sunset Blvd | UGB | Provide congestion relief and economic development. | Upgrade street to arterial standards. | 6,400,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |

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| 10694 | Sherwood | Sherwood | Murdock | UGB | Oregon St | Complete gap in bike and pedestrian systems. | Add bike lanes. Add landscape strip and sidewalks on west side. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 1,800,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10695 | Sherwood | Sherwood | Meinecke | 99W | 3rd St. | Complete gap in bike and pedestrian systems. | Add bike lanes. Reconstruct road to collector standards with bike lanes, landscape strip and sidewalks between Marshall St and creek. | 1,500,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10699 | Sherwood | Sherwood | Oregon Street | Murdock | Railroad Crossing | Economic development and address safety issues. | Construct road to 3 lane collector standards. | 5,400,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10700 | Sherwood | Sherwood | Arrow St | Adams Ave (Langer Farms Parkway) | Gerda | Economic development. | Construct road to collector standards. | 8,190,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10701 | Sherwood | Sherwood | Regional Trail System / West fork of Tonquin Trail | Oregon Street | Roy Rogers Road | Completes gap in trail system. | Construct regional trail to Roy Rogers Rd, north along Roy Rogers to city limits to meet Metro trail. | 5,500,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10702 | Sherwood | Sherwood | Edy-Borchers Intersection Improvements | Borchers Dr | Cherry Orchards | Provide congestion relief and address safety issues. | Improve intersection capacity and safety. Possible roundabout 400' west of Borchers. Restrict Borchers movements to right-in/right-out. Can be combined with RTP 10692. | 1,500,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10706 | Sherwood | ODOT | 99W Pedestrian Improvements | UGB South | UGB North | Complete gaps in pedestrian system. | Pedestrian upgrades. Completes pedestrian links along 99W. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 2,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10707 | Sherwood | ODOT | 99W Regional Trail Crossing | Edy Rd | Meinecke | Pedestrian relief. Safety improvements. Congestion relief. | 99W undercrossing for Cedar Creek Trail (a regional trail) | 15,000,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11404 | Sherwood | Sherwood | Baler Way | TS Rd | 99W | Provides congestion relief. Improves mobility at 99W-TS Road | Extend Baler Way to Adams Ave (Langer Farms Pkwy) @ 99W. Possible signal at Adams integrated into 99W signal. | 3,300,000 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 11614 | Sherwood | Sherwood | Pine St Phase 2 | Division | Sunset Blvd | Pedestrian safety. | Resconstruct collector road | 2,000,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11660 | Sherwood | Sherwood | Century-Langer Intersection Improvements | Century Dr | Langer Dr | Provide congestion relief and address safety issues. | Improve intersection capacity and safety. Possible roundabout at Century Dr. Restrict Langer movements to right-in/right-out, possible EB left-in. In TSP. Can be combined with RTP 10691. | 1,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11107 | SMART | | Expand transit service from Wilsonville to downtown Portland | | | Development of high-quality peak hour transit service | Additional Service hours for new services and related bus stop and ROW improvements | 3,000,000 | 2014-2017 | Regionally Significant | Y | Transit | SMART |
| 11108 | SMART | | Expand Service through Villebois and other west side areas | | | Development of high-quality transit service | Additional Service hours for new services and related bus stop and ROW improvements | 1,000,000 | 2014-2017 | Regionally Significant | Y | Transit | SMART |
| 11109 | SMART | | Bus Replacements - including Alternative Fuel Vehicles | | | Purchase modern replacement buses to ensure safe, efficient and and reliable service, reduce GHG and integrate state of the art technology. | Purchase buses to replace those that are out of date, unreliable or inoperable | 4,000,000 | 2014-2017 | Exempt | Y | Transit | SMART |
| 11343 | SMART | | Pedestrian Improvements | | | Development and improvement of infrastructure and access to support transit | Design & construct a variety of improvements to enhance access to transit including bus stops, bus shelters (with solar or conventional lighting), bus pull-outs, ADA improvements at stops, interactive kiosks, etc | 1,200,000 | 2014-2017 | Exempt | Y | Transit | SMART |
| 11531 | SMART | | Vanpool Services | | | Development of vanpool program to support employment trips | Development of Vanpool Program to augment transportation options for commuters in Wilsonville | 1,000,000 | 2014-2017 | Exempt | Y | Transit | SMART |
| 10809 | THPRD | THPRD | Bronson Creek Trail (Community) | Bronson Creek Park Cornell Rd. (THPRD) | Laidlaw Rd. | Complete a community trail segment in THPRD's Trail Master Plan. | To design and construct a community trail segment in a greenway corridor, 8'-10' wide paved. | 3,500,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10810 | THPRD | THPRD | Westside Trail (Regional) | Hwy 26 | THPRD Nature Park | Complete a regional trail segment in THPRD's Trail Master Plan. | To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved. | 4,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10811 | THPRD | THPRD | Beaverton Creek Trail (Regional) | SW 194th Ave. | Fanno Creek Trail | Complete a regional trail segment in THPRD's Trail Master Plan. | To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved. | 7,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 11134 | THPRD | THPRD | Westside Trail (Regional) | Bronson Creek Trail (Kaiser Ridge Park) | Rock Creek Trail (Kaiser Woods Park) | Complete a regional trail segment in THPRD's Trail Master Plan. | To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved. | 2,675,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 11211 | THPRD | THPRD | Bridge crossing of Hwy. 26 by the Westside Trail | | | Allows for a more direct travel route | Would avoid out-of-direction bike/ped trips on a major regional trail | 9,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 11214 | THPRD | THPRD | Westside /Waterhouse Trail Connection | Westside Trail @ Westside MAX tracks | southern terminus of Waterhouse Trail @ Merlo Rd. | East-west connection between to major north-south trails | To design and construct a multi-use regional trail segment 10'-12' wide paved. | 1,500,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |

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| 11405 | THPRD | THPRD | Westside Trail (Regional) | Highway 26 | Bronson Creek | To complete remaining gaps in the trail | To design and construct multi-use regional trail segments 10'-12' wide paved. | 5,000,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11406 | THPRD | THPRD | Fanno Creek Trail Bridge (Regional) | @Hall Boulevard | | Allows for a more direct travel route | Would avoid out-of-direction bike/ped trips on a major regional trail that is otherwise complete in this area. | 5,000,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 10746 | Tigard | | Washington Square Connectivity Improvements | Washington Square local street connections | Washington Square local street connections | Provide congestion relief. | Increase local street connections at Washington Square Center based on recommendations in regional center plan. | 1,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10747 | Tigard | Tigard | Hwy. 217 Overcrossing - Cascade Plaza | Nimbus | Locust | | Provide congestion relief and bicycle/pedestrian connection | 20,000,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10748 | Tigard | | Greenburg Road Improvements, South | Shady Lane | North Dakota | Provide congestion relief. | Widen to 5 lanes with bikeways and sidewalks. Includes bridge replacement. | 6,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10749 | Tigard | Tigard, ODOT, Washington Co. | Washington Square Regional Center Pedestrian Improvements | Various | Various | Sidewalk and trail infill to improve safety and access to transit. | Improve sidewalks, lighting, crossings, bus shelters, and benches at Washington Square. | 3,900,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 10750 | Tigard | | Greenburg Road Improvements | Tiedeman Ave. | Hwy. 99W | Provide congestion relief. | Widen to 5 lanes with bikeways and sidewalks. | 6,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10751 | Tigard | ODOT | Hwy. 217 Overcrossing | Hunziker Road | 72nd Ave. | Provide congestion relief. | Realign Hunziker Road to meet Hampton Street at 72nd Ave, remove existing 72nd/Hunziker Road intersection, provide bicycle, pedestrian and transit facilities. Project to be refine based on SW Corridor High Capacity Transit recommendations. | 10,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10752 | Tigard | Tigard | Bonita Road Improvements | Hall Blvd. | Bangy Road | Provide congestion relief. | Widen to 4 lanes. | 45,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10753 | Tigard | Tigard | Durham Road Improvements | Upper Boones Ferry Road | Hall Blvd. | Provide congestion relief. | Widen to 5 lanes with bikeways and sidewalks. | 8,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10754 | Tigard | Tigard | Walnut Street Extension | 99W | Ash Ave. | Address economic development. | Extend street east of 99W to connect to Downtown Tigard (PE Phase only) | 14,000,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10755 | Tigard | Tigard | 72nd Ave. Improvements | 99W | Hunziker Road | Address economic development. | Widen to 5 lanes with bikeways and sidewalks. | 13,500,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10756 | Tigard | Tigard | 72nd Ave. Improvements | Hunziker Road | Bonita Road | Address economic development. | Widen to 3 lanes with bikeways and sidewalks | 12,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10757 | Tigard | Tigard | 72nd Ave. Improvements | Bonita Road | Durham Road | Address economic development. | Widen to 3 lanes with bikeways and sidewalks | 6,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10759 | Tigard | Tigard | Dartmouth Street Improvements | 72nd Ave. | 68th Ave. | Street improvements. | Widen to 4 lanes with turn lanes and sidewalks. | 2,500,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10760 | Tigard | Tigard | Tigard Town Center Pedestrian Improvements | Tigard Town Center | Throughout TC area | Address economic development. | Improve Sidewalks, lighting, crossings, bus shelters and benches throughout the Town Center including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets. | 4,880,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 10763 | Tigard | | Washington Square Regional Center Greenbelt Shared Use Path | Hall Blvd. | Hwy. 217 | Complete system gap in Washington Square Loop Trail. | Complete shared-use path construction. | 1,800,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 10764 | Tigard | Tigard | Durham Road Improvements | Hall Blvd. | 99W | Capacity and multimodal improvements. | Widen to 5 lanes with bikeways and sidewalks. | 15,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10766 | Tigard | | Regional Trail Gap Closure | multiple sections on Fanno, Wash Sq Loop, and Westside Trails | Multiple sections on Fanno, Wash Sq Loop, and Westside Trails | Infill gaps in regional trail system. | Infill gaps in regional trail network. Affected trails include Fanno Creek, Washington Square Loop and Westside Trails. | 5,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10768 | Tigard | Tigard | Upper Boones Ferry Intersection Improvements | Durham Road | I-5 | Intersection improvements to address deficiencies. | Reconfigure intersection of Durham & Upper Boones Ferry to create a through route between Durham & I-5/Carmen Interchange; 2nd Northbound Turn Lane at 72nd/Carmen; 72nd/Boones Ferry assuming Boones Ferry/72nd widened to 5 lanes; eastbound right turn lane | 12,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10769 | Tigard | Tigard | Greenburg Intersection Improvements | Hall | Tiedeman Ave | Intersection improvements to address deficiencies. | Add 2nd Northbound turn lane; install boulevard treatment at Greenburg/Washington Square Road; improve geometry/alignment Greenburg/Tiedeman and update signal timing as needed. | 8,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10770 | Tigard | ODOT | Hwy. 99W Intersection Improvements | 64th Ave. | Durham Rd. | Intersection improvements to address deficiencies. | Project development phase: Provide increased capacity at priority intersections, including bus queue bypass lanes in some locations, improved sidewalks, priority pedestrian crossings, and an access management plan, while retaining existing 4/5-lane facility from I-5 to Durham Road. See 2035 Tigard TSP Project #66 for specific improvements. | 8,000,000 | 2014-2017 | Exempt | Y | Roads and Bridges | Washington County |
| 11217 | Tigard | Tigard | McDonald Street Improvements | Hall | 99W | Intersection & safety improvements; provide bike & pedestrian facilities | Construct turn lanes & intersection improvements; add bike lanes & sidewalks in gaps | 8,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |

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| 11220 | Tigard | ODOT/Tigard | Hall Blvd. Improvements | Locust | Durham | Intersection & safety improvements; provide bike & pedestrian facilities | Widen to 3 lanes; build sidewalks & bike lanes; safety improvements | 18,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11221 | Tigard | Tigard | Regional Bikeway Improvements | Multiple locations | Various | Improve local through-streets for bike traffic | Make spot improvements on key low-volume, low speed through-routes to facilitate bike & pedestrian travel; identify them as bike/pedestrian routes | 4,000,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 11223 | Tigard | ODOT/Tigard | Hall/Hunziker/Scoffins Intersection Realignment | Hall Blvd. | Intersection with Hunziker & Scoffins | Intersection realignment | Realign offset intersection to cross intersection to alleviate congestion and safety issues | 5,000,000 | 2014-2017 | Exempt | Y | Roads and Bridges | Washington County |
| 11224 | Tigard | Tigard | Greenburg/Tiedeman/N. Dakota Reconfiguration | Tiedeman Ave. | N. Dakota St. | Realign intersections | Realign one or more streets to improve intersection configurations, railroad crossings & creek crossings | 5,500,000 | 2014-2017 | Exempt | Y | Roads and Bridges | Washington County |
| 11225 | Tigard | Tigard | Downtown Circulation Plan Implementation | Downtown Tigard | Between Hwy. 99W, Hall & Fanno Creek | Invest in downtown streetscape improvements to help generate private investment | Acquire ROW, construct streets and streetscape improvements in downtown Tigard | 4,000,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 11226 | Tigard | Tigard | Pedestrian Improvements | Multiple locations | | Construct sidewalks & other pedestrian improvements | Fill gaps in sidewalk & pedestrian network | 5,000,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 11227 | Tigard | Tigard | Neighborhood Trails & Regional Trail Connections | Multiple locations | | Construct neighborhood trails & connections to regional trails | Construct high priority neighborhood trails to regional trails, sidewalks & transit | 1,100,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 11228 | Tigard | P&W RR | Portland & Western Rail Trail | Tiedeman Ave. | Main Street | Rail to trail conversion to enhance pedestrian & cycling experience while connecting people to downtown & transit | Construct trail along portion of abandoned rail line | 1,250,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 11407 | Tigard | Tigard | Ash Avenue RR Crossing | Burnham Street | Commercial Street | Improve downtown connectivity | Extend Ash Avenue from Burnham, across the RR, to Commercial Street | 4,000,000 | 2014-2017 | Exempt | Y | Roads and Bridges | Washington County |
| 11408 | Tigard | Tigard | Atlanta Street Extension to Dartmouth | 69th | Dartmouth | Improve Triangle Connectivity | Road extension connecting Haines Road to Dartmouth | 3,300,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 11409 | Tigard | Tigard | Ash Avenue Extension, Burnham to Maplewood | Maplewood | Burnham | Improve downtown connectivity | Extend Ash Avenue from Burnham, across the Fanno Creek Trail, to Maplewood | 5,000,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11666 | Tigard | ODOT | Hwy. 99W Intersection Improvements | 64th Ave. | Durham Rd. | Intersection improvements to address deficiencies. | Construction phase: Provide increased capacity at priority intersections, including bus queue bypass lanes in some locations, improved sidewalks, priority pedestrian crossings, and an access management plan, while retaining existing 4/5-lane facility from I-5 to Durham Road. See 2035 Tigard TSP Project #66 for specific improvements. | 46,000,000 | 2018-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11229 | Tigard | Tigard | Walnut Street Improvements | 99W | 116th Ave. | Intersection & safety improvements; provide bike & pedestrian facilities | Widen to 3 lanes; build sidewalks & bike lanes; safety improvements | 7,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10899 | TriMet | | Washington County Commuter Rail DMUs | N/A | N/A | Meet capacity requirement and provide spares. | 2 DMUs for service capacity. | 8,000,000 | 2014-2017 | Exempt | Y | Transit | TriMet |
| 10901 | TriMet | | MAX light rail: South Corridor Phase 2: Portland to Milwaukie | N/A | N/A | Regional rail development to Milwaukie Town Center. | Portland, N Macadam, OMSI, Brooklyn, Milwaukie, (Park Ave.). | 1,495,000,000 | 2014-2017 | Regionally Significant | Y | Transit | TriMet |
| 10902 | TriMet | | MAX light rail: Yellow Line: CRC / I-5 North extension | N/A | N/A | Regional rail development to Central City and beyond. | CRC - Expo to Vancouver, north on Main to Lincoln. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 1,075,965,000 | 2018-2040 | Regionally Significant | Y | Transit | TriMet |
| 10905 | TriMet | | Renew the Blue Station Rehabilitation | N/A | N/A | Improve safety and security conditions at oldest MAX stations. | Security & Safety station improvements from Hollywood to Gresham stations. | 12,315,000 | 2014-2017 | Exempt | Y | Transit | TriMet |
| 10907 | TriMet | | High Capacity Transit: Southwest Corridor (Portland to Tualatin via Tigard) - Project Development | N/A | N/A | To further develop and advance the Near Term corridor identified in the HCT System Plan through ROW acquisition to include in conformity modeling. | Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Tualatin via Tigard. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 75,000,000 | 2014-2024 | Regionally Significant | Y | Transit | TriMet |
| 10909 | TriMet | | Powell / Division Transit Project - Project Development | N/A | N/A | To further develop and advance the Near Term corridor identified in the HCT System Plan through ROW acquisition to include in conformity modeling. | HCT on Powell/Division from Portland CBD to Gresham TC. | 75,000,000 | 2014-2024 | Regionally Significant | Y | Transit | TriMet |

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| 10916 | TriMet | | Bus Improvements: SE McLoughlin to Oregon City and CCC | N/A | N/A | Regional connection to new South Corridor HCT line | Bus improvements along McLoughlin Blvd in Milwaukie, Galdstone, Oregon City, and CCC to improve access in corridor and connect to PMLR | 6,000,000 | 2014-2017 | Regionally Significant | Y | Transit | TriMet |
| 10926 | TriMet | | Transit dispatch center upgrade | N/A | N/A | Required for growing capacity/operational needs. | To accommodate increasing operating complexities. Part of the work is funded by Portland-Milwaukie Light Rail project. | 4,000,000 | 2014-2017 | Exempt | Y | Transit | TriMet |
| 10927 | TriMet | | MAX LRT: Operational upgrades | N/A | N/A | Required for growing capacity/operational needs. | Sidings, powered turnouts, block and signal control infill. | 19,000,000 | 2018-2024 | Exempt | Y | Transit | TriMet |
| 10928 | TriMet | | New MAX LRT vehicles | N/A | N/A | Required for growing capacity/operational needs. | Fleet expansion to meet growing demand. | 52,800,000 | 2025-2032 | Exempt | Y | Transit | TriMet |
| 10985 | TriMet | | Sunset Park & Ride rework to match Peterkort redevelopment | N/A | N/A | TOD opportunity. | Redesign to expand park & ride lot and integrate station with pending site development. | 10,000,000 | 2014-2017 | Not Regionally Significant | Y | Transit | TriMet |
| 10989 | TriMet | | 181st park & ride lot | N/A | N/A | TOD opportunity. | Redevelop site in conjunction with TOD opportunity. | 2,000,000 | 2014-2017 | Not Regionally Significant | Y | Transit | TriMet |
| 10990 | TriMet | | Park & Ride management strategy implementation | N/A | N/A | Reduce P&R impacts, encourage station-area development and revenue offset. | Convert major park & ride lots for shared use and/or pay lots. | 1,000,000 | 2018-2024 | Not Regionally Significant | Y | Transit | TriMet |
| 10997 | TriMet | | Willow Creek Transit Center, Phase 2 | N/A | N/A | TOD opportunity. | Restructure parking to support additional TOD opportunity in AmberGlen station community. | 8,000,000 | 2014-2017 | Not Regionally Significant | Y | Transit | TriMet |
| 10998 | TriMet | | Bus replacements | N/A | N/A | System requirements. | 40 buses annually to keep fleet to fleet age standards | 385,128,000 | 2014-2040 | Exempt | Y | Transit | TriMet |
| 10999 | TriMet | | Bus purchases for congestion and expansion | N/A | N/A | System requirements. | Fleet expansion to meet growing demand. | 15,488,000 | 2018-2040 | Exempt | Y | Transit | TriMet |
| 11016 | TriMet | | LIFT vehicle replacement and expansion of fleet | N/A | N/A | System requirements and expansion needs. | Replace and expand fleet. Starting at approximately 40 LIFT vehicles annually in early years and expanding. | 106,250,000 | 2014-2040 | Exempt | Y | Transit | TriMet |
| 11032 | TriMet | | Ruby Junction light rail operating base expansion | N/A | N/A | System requirements. | LRV maintenance and storage facility, including expansion on west side of Eleven-Mile Ave. Capital cost is included in PMLR and CRC projects. | - | 2014-2017 | Exempt | Y | Transit | TriMet |
| 11035 | TriMet | | Powell bus operating base expansion | N/A | N/A | System requirements. | Expand bus operations, maintenance and storage facility to accommodate larger fleet. | \$ 12,571,700 | 2014-2017 | Exempt | Y | Transit | TriMet |
| 11038 | TriMet | | Center Street bus operating base expansion | N/A | N/A | System requirements. | Includes upgrades to bus facilities and responses to some changes needed to accommodate Portland to Milwaukie Light Rail. Capital cost is included in PMLR project. | - | 2014-2017 | Exempt | Y | Transit | TriMet |
| 11042 | TriMet | | Bus priority treatment | N/A | N/A | Facilitate reliable operations, reduced travel times, and increase ridership. | Traffic signal priority treatments, jump lanes, etc. regionwide. Including adding bus priority when other signal improvements are made. | 15,000,000 | 2018-2040 | Not Regionally Significant | Y | Transit | TriMet |
| 11043 | TriMet | | Pedestrian access improvements, Phase 1 | N/A | N/A | Critical to improve safe access to transit and promote transit use. Essential to mobility challenged populations. | Sidewalks, crosswalks and ADA improvements to transit access. | 5,000,000 | 2014-2017 | Exempt | Y | Active Transportation | TriMet |
| 11230 | TriMet | | Frequent Service Bus Capital Improvements - Phase 1 | N/A | N/A | Development of high-quality transit service | Bus stop and ROW improvements to support expansion of frequent service bus | 15,000,000 | 2014-2017 | Exempt | Y | Transit | TriMet |
| 11410 | TriMet | | Positive Train Control | N/A | N/A | Respond to federal mandate. | Installation of PTC system. | 8,200,000 | 2014-2017 | Exempt | Y | Transit | TriMet |
| 11411 | TriMet | | Bike and Ride Facilities | N/A | N/A | Improve bicycle access to TriMet stations. | Provide secure bike parking at TriMet stations. | 7,500,000 | 2014-2017 | Exempt | Y | Active Transportation | TriMet |
| 11412 | TriMet | | Corridor Safety and Access to Transit: Barbur-99W | N/A | N/A | Improve safety, active transportation, access to transit and transit operations (STIP Enhance). | Improving bus stops, constructing sidewalks, enhancing crossings, installing signal priority and transit operations improvements on and connecting to Barbur-99W between Portland and Sherwood. | 3,605,000 | 2014-2017 | Exempt | Y | Active Transportation | TriMet |
| 11413 | TriMet | | East Portland Access to Employment and Education | N/A | N/A | Improve access to transit service and other improvements, sidewalks and neighborhood greenways (MTIP REOF). | Sidewalk improvements for access to transit and safety, efficiency and comfort improvements for transit. | 3,500,000 | 2014-2017 | Exempt | Y | Active Transportation | TriMet |

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|--------|-------------------|-------------------|--|--------------------------|----------------------|---|---|-------------------------|-------------|---|-----------------------|---------------------------|---------------------|
| 11414 | TriMet | | Corridor Safety and Access to Transit: Powell-Division | N/A | N/A | Improve safety, active transportation, access to transit and transit operations (STIP Enhance). | Priority improvements for safety, access to transit and transit operations in the Powell and Division corridors, with current TriMet Frequent Service lines and a designated regional High Capacity Transit development corridor. | 2,800,000 | 2014-2017 | Exempt | Y | Active Transportation | TriMet |
| 11415 | TriMet | | Corridor Safety and Access to Transit: Highway 8 | N/A | N/A | Improve safety, active transportation, access to transit and transit operations (STIP Enhance). | Improving bus stops, constructing sidewalks, enhancing crossings, and installing signal priority on and connecting to Highway 8 between 110th Ave. in Beaverton and SW 209th Ave. in Hillsboro. | 1,614,000 | 2014-2017 | Exempt | Y | Active Transportation | TriMet |
| 11592 | TriMet | | Portland-Milwaukie LRT Corridor TOD development | N/A | N/A | TOD opportunities | Reconfigure / structure P&R and other TriMet-owned and -controlled land for TOD opportunity when market conditions or development partnerships allow. | 15,000,000 | 2014-2017 | Not Regionally Significant | Y | Transit | TriMet |
| 11593 | TriMet | | CNG Conversion at Merlo Operating Base | N/A | N/A | Conversion of operating base to support CNG vehicles and fueling infrastructure | Capital costs for incremental bus purchase cost, facilities changes for CNG operation and fueling infrastructure | 13,900,000 | 2014-2017 | Exempt | Y | Transit | TriMet |
| 11595 | TriMet | | Argyle Equitable TOD development | N/A | N/A | TOD opportunity. | Reconfigure streetscape to support equitable TOD development at priority site. | 4,000,000 | 2014-2017 | Exempt | Y | Active Transportation | TriMet |
| 11378 | Troutdale | | Sundial Road Widening | | | | Widen to 3 lanes from Marine Drive to the north city limits. Includes sidewalks and bike lanes | 2,287,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11231 | Troutdale/Port | Troutdale | Swigert Way Extension | Existing terminus | Graham Road | Improve access to TRIP/CCRD | Extend Swigert Way from its existing terminus to Graham Road | 2,500,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 11232 | Troutdale/Port | Troutdale | Graham Road Reconstruction | I-84 North Frontage Road | Sundial Road | Improve access to TRIP/CCRD | Reconstruct and widen Graham Road | 13,500,000 | 2014-2017 | Not Regionally Significant | Y | Roads and Bridges | E. Multnomah County |
| 10709 | Tualatin | Tualatin | Sagert | Martinazzi | 65th | Provide congestion relief and address safety issue | Signalize intersection and improve grades on Sagert at Martinazzi and 65th | 2,750,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10711 | Tualatin | Tualatin | Teton | Tualatin Rd | N/A | Provide congestion relief. | Signalize intersection. | 609,000 | 2014-2017 | Exempt | Y | TSMO/TDM | Washington County |
| 10712 | Tualatin | ODOT / Tualatin | Boones Ferry | Martinazzi | Lower Boones Ferry | Provide congestion relief. | Reconstruction/widen to 5-lanes from Martinazzi to Lower Boones Ferry Road, includes bridge over Tualatin River. | 17,818,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10714 | Tualatin | Tualatin | 105th Ave/Avery Street | Blake | 105th | Address safety issue and complete gap in pedestrian system. | Realign curves and add sidewalks on 105th from Avery to 108th. | 5,000,000 | 2014-2017 | Exempt | Y | Roads and Bridges | Washington County |
| 10715 | Tualatin | Tualatin | Herman | Teton | Tualatin | Freight movement. | Upgrade to standard 2-lane road. | 2,390,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10716 | Tualatin | Tualatin | Myslony | 112th | 124th Ave | Economic development and freight movement. | Reconstruct/widen from 112th to 124th to fill system, includes bridge. | 11,437,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10717 | Tualatin | Washington County | Cipole | ORE 99W | Tualatin-Sherwood | Economic development and freight movement. | Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road and include multi-use path for the Ice Age Tonquin Trail, includes signal at Cipole and Herman. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 20,030,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10718 | Tualatin | Tualatin | Herman | Cipole | 124th Ave | Economic development and freight movement. | Reconstruction/ widen to 3-lanes from Cipole to 124th. | 2,574,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10721 | Tualatin | Tualatin | McEwan | 65th | Lake Oswego | Provide congestion relief. | Widen to 3 lanes from 65th to Lake Oswego. | 3,520,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10728 | Tualatin | Tualatin | Boones Ferry | N/A | N/A | Provide congestion relief. | Interconnect signals on Boones Ferry Road from Tualatin-Sherwood Road to Ibach (6 signals). | 78,000 | 2014-2017 | Not Regionally Significant | Y | TSMO/TDM | Washington County |
| 10729 | Tualatin | Tualatin | Loop Rd | Martinazzi | Boones Ferry | Economic development. | Construct street from Tualatin-Sherwood to Boones Ferry Rd to Martinazzi, including improved intersection at Nyberg near Fred Meyer entrance | 2,463,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10737 | Tualatin | Tualatin | Central Design District Pedestrian Improvements | | | Complete gap in system. | Pedestrian improvements & bike lanes. | 10,600,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10738 | Tualatin | Tualatin | Teton | Herman | Tualatin-Sherwood | Complete gap in system. | Reconstruct/widen to 3 lanes, Add bikelanes to Teton from Avery to Tualatin Rd. | 2,464,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10739 | Tualatin | Tualatin | Nyberg | Tualatin-Sherwood | 65th | Complete gap in system. | Add bikelanes on Nyberg from I-5 to 65th. | 7,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10741 | Tualatin | Tualatin | 95th Ave. | Avery | Tualatin-Sherwood | Complete gap in system. | Add bikelanes from Avery to Tualatin-Sherwood Rd. | 2,920,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 10742 | Tualatin | Tualatin | 108th Ave. | | | Complete gap in system. | Pedestrian bridge over Tualatin River and connecting paths. | 2,434,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |

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|--------|---------------------------------|-------------------|----------------------------------|--------------------------|-----------------------------|--|---|-------------------------|-------------|---|-----------------------|---------------------------|-------------------|
| 10743 | Tualatin | ODOT | 99W | City Limits | City Limits | Complete gap in system. | Install sidewalks from Cipole to Tualatin River. | 10,400,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 10744 | Tualatin | Tualatin | Tualatin River Pathway | | | | | 8,451,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 10745 | Tualatin | Tualatin | Nyberg Creek Greenway Trail | 65th | Martinazzi | Complete gap in system. | Pedestrian trail from 65th to Martinazzi. | 1,947,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 11416 | Tualatin | Tualatin | 105th Ave/Avery Street | 105th | Avery | Address safety issue | Signalize intersection | 1,000,000 | 2014-2017 | Exempt | Y | TSMO/TDM | Washington County |
| 11417 | Tualatin | Tualatin | 115th | Blake | 124th Ave | Economic development and freight movement. | Construct new street from future Blake Street to interim alignment of 124th | 6,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11418 | Tualatin | Tualatin | Blake | 124th Ave | Railroad Tracks | Economic development and freight movement. | Construct new street from future 124th Ave to railroad tracks | 4,500,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11419 | Tualatin | Tualatin | Boones Ferry Road | Ibach | Norwood | Complete gap in system. | Uprgrade to urban standards and add sidewalks | 1,000,000 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 11420 | Tualatin | ODOT | Nyberg | I-5 on-ramp | I-5 on-ramp | Provide congestion relief. | Add an additional northbound on-ramp to I-5 | 1,071,000 | 2018-2024 | Regionally Significant | Y | Throughways | Washington County |
| 11421 | Tualatin | Tualatin | Tualatin Rd | 115th | Herman Rd | Address safety issue | Signalize intersection at 115th and eliminate free right-turn on Tualatin Road, consider roundabout | 2,240,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11422 | Tualatin | Washington County | Tualatin-Sherwood Road | Boones Ferry Road | 124th Ave | Provide congestion relief. | Add eastbound right turn lane on Tualatin-Sherwood at Boones Ferry Rd and add right-turn lane on Tualatin-Sherwood to 124th | 1,112,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11423 | Tualatin | Tualatin | Avery | Teton | Tualatin-Sherwood | Complete gap in system. | Widen to 3-lanes | 3,600,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11424 | Tualatin | Tualatin | Hazelbrook Road | ORE 99W | Jurgens | Complete gap in system. | Uprgrade to urban standards | 3,543,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11425 | Tualatin | Tualatin | Teton | Tualatin-Sherwood | Avery | Provide congestion relief and address safety issue | Add a dedicated right-turn lane on Teton to Tualatin-Sherwood and add southbound turn pocket on Teton to Avery and signalize intersection | 1,773,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11426 | Tualatin | Tualatin | 65th Ave. | Tualatin River | I-205 | Complete gap in system. | Add multi-use path along road | 9,734,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11427 | Tualatin | Tualatin | Ice Age Tonquin Trail | 112th | Tualatin / Boones Ferry | Complete gap in system. | Construct multi-use path | 22,705,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11428 | Tualatin | Tualatin | Martinazzi | Warm Springs | Tualatin-Sherwood | Complete gap in system. | Add bikelane | 2,403,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11429 | Tualatin | Tualatin | Sagert | | | Complete gap in system. | Add sidewalks on I-5 bridge overpass | 3,282,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11430 | Tualatin | Tualatin | Helenius | 109th | Grahams Ferry Road | Complete gap in system. | Uprgrade to urban standards | 1,403,000 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 11431 | Tualatin | Tualatin | Norwood | Boones Ferry Road | East City Limits | Complete gap in system. | Uprgrade to urban standards | 2,824,000 | 2033-2040 | Not Regionally Significant | Y | Roads and Bridges | Washington County |
| 11432 | Tualatin | Tualatin | I-5 Path | Lower Boones Ferry Road | Norwood | Complete gap in system. | Construct multi-use path parallel to I-5 | 3,245,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 11433 | Tualatin | Tualatin | Saum Creek Greenway | Sagert | Tualatin River | Complete gap in system. | Construct multi-use path. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 2,135,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 11434 | Tualatin | Tualatin | Norwood | Boones Ferry Road | I-5 | Complete gap in system. | Construct multi-use path | 3,757,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 11435 | Tualatin | Tualatin | Westside Trail Pedestrian Bridge | Cipole | North of Tualatin River | Improve pedestrian and bicycle connectivity. | Multi-use trail and bridge over the Tualatin River connecting Westside Trail and Ice Age Tonquin Trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 8,551,749 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 11553 | Tualatin | Clackamas County | Borland Rd | SW 65th Ave | Tualatin City Limits | Address safety issue | Upgrade to urban standards and fill sidewalk gaps. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 9,646,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11436 | Wash Co, Tualatin & Wilsonville | Washington Co. | East-West Arterial Overcrossing | Boones Ferry Rd | East of I-5 | Provide congestion relief. | Extend new 4-lane overcrossing over I-5 from Boones Ferry Rd to 65th and Stafford Rd. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 38,000,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10545 | Washington Co. | ODOT | OR 10: Oleson Rd. Improvement | Oleson Rd. south of OR10 | Oleson Rd. at Scholls Ferry | Address recurring safety issue. | Realign Oleson Rd. 500 feet to east and reconfigure Oleson intersections with OR10 and Scholls Ferry Rd. | 34,200,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |

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|--------|-------------------|----------------|--|------------------------------|-----------------------------------|--|---|-------------------------|-------------|---|-----------------------|---------------------------|-------------------|
| 10546 | Washington Co. | Washington Co. | 170th Ave. Improvements | Alexander St. | Merlo Rd. | Provide congestion relief. | Widen roadway to 4 lanes with left turn lanes at major intersections, sidewalks, and bike lanes or cycle tracks. | 15,277,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10547 | Washington Co. | Washington Co. | 173rd/174th Under Crossing Improvement | Cornell Rd. | Bronson Rd. | Provide congestion relief. | Construct four-lane under of Hwy. 26 with bike lanes and sidewalks. | 58,640,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10548 | Washington Co. | Washington Co. | 174th Ave. Improvements | Bronson Rd. | Meadowgrass Ln. | Address recurring safety issue. | Add turn lanes, bike lanes and sidewalks | 16,230,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10549 | Washington Co. | Washington Co. | Cornell @ 143rd Improvements | Science Park Dr. | 143rd Ave. | Address recurring safety issue. | Realign 143rd with Science Park Dr. @ Cornell as a 4-way signalized intersection. | 12,400,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10550 | Washington Co. | Washington Co. | 185th Avenue Improvement | West Union Rd. | Springville Rd. | Provide congestion relief. | Widen 185th Ave from two to five lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 5,400,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10558 | Washington Co. | Washington Co. | Cornell Rd. Improvements | 113th Ave. | 107th Ave. | Provide congestion relief. | Widen from two to three lanes with bike lanes and sidewalks. | 9,941,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10559 | Washington Co. | Washington Co. | Cornell Improvements | Murray Blvd. | Hwy. 26 | Provide congestion relief. | Widen Cornell from three to five lanes with bike lanes and sidewalks. | 40,620,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10560 | Washington Co. | ODOT | Farmington Rd. Improvements | 185th | Kinnaman Rd. | Provide congestion relief. | Widen roadway from 2/3 lanes to 4 lanes with turn lanes at major intersections, bike lanes, sidewalks, access management, realignment of Rosa/179th intersection. | 27,299,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10561 | Washington Co. | Washington Co. | Jenkins Rd. Improvements | 158th Ave. | Murray | Provide congestion relief. | Widen roadway from three to five lanes with bike lanes and sidewalks. | 15,530,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10563 | Washington Co. | Washington Co. | Kaiser/143rd Ave. Improvements | Bethany Blvd. | Cornell Rd. | Address recurring safety issue. | Widen from two to three lanes with bike lanes and sidewalks. | 38,357,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10564 | Washington Co. | Washington Co. | Kaiser Improvements | Springville Rd. | Bethany Blvd. | Provide congestion relief. | Widen from two to five lanes with bike lanes and sidewalks. | 6,100,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10565 | Washington Co. | Washington Co. | Springville Rd. Improvements | 185th Ave. | Joss St. | Provide congestion relief. | Widen from 2 to five lanes with bike lanes and sidewalks. | 11,100,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10566 | Washington Co. | Washington Co. | Springville Rd. Improvements | Joss St. | Kaiser Rd. | Address recurring safety issue. | Widen from two to three lanes with bike lanes and sidewalks. | 3,600,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10567 | Washington Co. | Washington Co. | Taylor's Ferry Extension | Oleson Rd. | Washington Dr. | Improve connectivity. | Construct new two lane extension with bike lanes and sidewalks | 4,390,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10568 | Washington Co. | Washington Co. | Tualatin-Sherwood Rd. Improvements | Langer Farms Parkway | Teton Ave. | Provide congestion relief. | Widen from three to five lanes with bike lanes and sidewalks. | 49,150,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10569 | Washington Co. | Washington Co. | Walker Rd. Improvements | Amberglen | 185th | Provide congestion relief. | Widen from two to five lanes with bike lanes and sidewalks. | 17,611,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10571 | Washington Co. | Washington Co. | West Union Rd. Improvements | 185th Ave. | 143rd Ave. | Address recurring safety issue. | Widen from two to three lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 34,870,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10572 | Washington Co. | Washington Co. | Barnes Rd. Improvements | St. Vincent's Hosp. entrance | Leahy Rd. | Provide congestion relief. | Widen from two to five lanes with bike lanes and sidewalks. | 8,933,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10573 | Washington Co. | Washington Co. | Barnes Rd. Improvements | Leahy Rd. | Multnomah. Co. Line | Address recurring safety issue. | Widen from two to three lanes with bike lanes and sidewalks. | 17,326,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10575 | Washington Co. | Washington Co. | West Union Rd. | Cornelius Pass Rd. | 185th Ave. | Provide congestion relief. | Widen from two to five lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 26,192,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10577 | Washington Co. | Washington Co. | Scholls Ferry Improvements | Allen Blvd. | Beaverton-Hillsdale Hwy. | Address recurring safety issue. | Widen roadway from two to three lanes with bike lanes and sidewalks | 22,587,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10578 | Washington Co. | Washington Co. | Merlo/158th Improvements | 170th Ave. | Walker Rd. | Provide congestion relief. | Widen roadway to five lanes with bike lanes and sidewalks | 24,735,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10579 | Washington Co. | Washington Co. | Barnes Rd. Improvements | Cedar Hills Blvd | 118th | Provide congestion relief. | Widen to five lanes with bike lanes and sidewalks. Add double turn lanes. | 4,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10582 | Washington Co. | Washington Co. | 185th Ave. Improvements | Blanton St. | Farmington Rd. | Provide congestion relief. | Widen to five lanes with bike lanes and sidewalks | 12,163,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10584 | Washington Co. | Washington Co. | Alexander St. Improvements | 192nd Ave. | 178th Ave. | Economic development and address safety issues. | Add sidewalks, lighting, streetscape features, bike boulevard treatments, signal at 185th Ave, turn lanes at major intersections. | 9,293,000 | 2025-2032 | Regionally Significant | Y | Active Transportation | Washington County |
| 10585 | Washington Co. | Washington Co. | Johnson St. Improvements | Cornelius Pass Rd. | 185th Ave. | Address recurring safety issue. | Add sidewalks, bike lanes, lighting, turn lanes at major intersections. | 24,333,000 | 2033-2040 | Regionally Significant | Y | Active Transportation | Washington County |
| 10587 | Washington Co. | Washington Co. | Cornelius Pass Rd. Improvements | Frances St. | T.V. Hwy. | Provide congestion relief. | Widen to five lanes with bike lanes and sidewalks | 11,307,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10588 | Washington Co. | Washington Co. | Grahams Ferry Rd Improvements | Helenius St. | Washington/ Clackamas County line | Provide freight access and capacity to link the Coffee Creek I RSIA and the industrial area north of Wilsonville Road as well as the I-5/Wilsonville Road Interchange. | Widen Grahams Ferry Rd to 3 lanes, add bike/pedestrian connections to regional trail system and fix undersized railroad overcrossing. | 28,000,000 | 2025-2032 | Regionally Significant | Y | Freight | Washington County |

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|--------|-------------------|----------------|---|-----------------------------|----------------------|---|---|-------------------------|-------------|---|-----------------------|---------------------------|-------------------|
| 10589 | Washington Co. | Washington Co. | 95th Ave. Ped/Bike Connection | Morrison St. | Sunset TC | Improve connectivity. | Pedestrian/bicycle pathway, lighting, bridge over Johnson Creek, grade-separated crossing of Barnes Road. | 11,546,000 | 2025-2032 | Regionally Significant | Y | Active Transportation | Washington County |
| 10590 | Washington Co. | Washington Co. | Tonquin Rd. Improvements | Grahams Ferry Rd. | Oregon St. | Address recurring safety issue. | Realign and widen to three lanes with bike lanes and sidewalks and street lighting. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 15,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10591 | Washington Co. | Washington Co. | Glencoe Rd. Improvements | Evergreen Rd. | Jackson Ave. | Address recurring safety issue. | Widen to three lanes with bike lanes and sidewalks. | 26,016,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10592 | Washington Co. | Washington Co. | 205th Ave. Improvements | Quatama Rd. | Baseline Rd. | Provide congestion relief. | Widen road to 5 lanes with bike lanes and sidewalks. Widen bridge over Beaverton Creek to four lanes with bike lanes and sidewalks. | 31,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10593 | Washington Co. | Washington Co. | Kinnaman Rd. Improvements | 209th Ave. | Farmington Rd. | Address recurring safety issue. | Reconstruct with sidewalks, bike lanes and turn lanes at major intersections; consolidate offset intersection at 198th Ave. | 26,810,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10598 | Washington Co. | | 99W to I-5 Southern Arterial | Hwy. 99W | I-5 | Provide congestion relief. | Purchase ROW. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 53,000,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10605 | Washington Co. | Washington Co. | Hillsboro Area ITS | N/A | N/A | Provide congestion relief. | Install advanced traffic management systems including adaptive signals, communications, dynamic messaging signs, and surveillance and management equipment. | 10,888,000 | 2018-2024 | Exempt | Y | TSMO/TDM | Washington County |
| 10606 | Washington Co. | Washington Co. | Washington Square Regional Center Pedestrian Improvements | Wash. Sq. Regional Center | | Complete gap in pedestrian system. | Complete 7400 feet of sidewalk improvements. | 8,954,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 10607 | Washington Co. | Washington Co. | Sunset TC Station Community Pedestrian Improvements | Sunset TC Station Community | | Complete gap in pedestrian system. | Sidewalks, pedestrian crossings, accessways, ped/bike bridges over creeks. | 6,006,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 10608 | Washington Co. | Washington Co. | Aloha-Reedville Pedestrian Improvements | Aloha-Reedville Study Area | | Complete gap in pedestrian system. | Sidewalk infill, pedestrian crossings, accessways, ped/bike bridges over creeks, at-grade ped/bike crossings of Portland and Western Railroad. | 27,045,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 10610 | Washington Co. | Washington Co. | Saltzman Rd. Bike | Cornell Rd. | Barnes Rd. | Complete gap in bike system. | Complete 950 feet of bike lanes in town center. | 1,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 10611 | Washington Co. | Washington Co. | Locust Ave. Bike | Hall Blvd. | 80th Ave. | Complete gap in bike system. | Completes 1650 feet of bike lanes in regional center. | 3,417,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 10612 | Washington Co. | Washington Co. | Greenburg Rd. Bike | Hall Blvd. | Hwy. 217 | Complete gap in bike system. | Completes 3400 feet of bike lanes in regional center. | 3,610,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 10613 | Washington Co. | Washington Co. | Cornell Rd. Bike | Saltzman Rd. | 119th Ave. | Complete gap in bike system. | Completes 1750 feet of bike lanes in town center. | 1,036,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 10614 | Washington Co. | Washington Co. | Butner Rd. Bike | Cedar Hills Blvd.. | Park Way | Complete gap in bike system. | Completes 7800 feet of bike lanes to transit corridor. | 3,520,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 10615 | Washington Co. | Washington Co. | Bronson Rd. Bike | 185th Ave. | Bethany Blvd. | Complete gap in bike system. | Completes 15000 feet of bike lanes to transit corridor. | 5,490,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 10736 | Washington Co. | Washington Co. | 124th Ave Extension | Tualatin-Sherwood Rd. | Grahams Ferry Rd | Economic Development | New road to facilitate development of industrial lands, grade seperated rail crossing South of Tonquin. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 31,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11089 | Washington Co. | Washington Co. | 92nd Ave. Ped. | Garden Home Blvd. | Allen Blvd. | Complete gap in pedestrian system. | Completes 3800 feet of sidewalk improvements to transit corridor | 3,922,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 11233 | Washington Co. | Washington Co. | Walker Rd. Improvements | 185th Ave. | 173rd Ave. | Provide congestion relief. | Widen from two to five lanes with bike lanes and sidewalks. | 13,570,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11234 | Washington Co. | Washington Co. | Walker Rd. Improvements | 173rd | Murray Blvd. | Provide congestion relief. | Widen from two to five lanes with bike lanes and sidewalks. | 16,600,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11235 | Washington Co. | Washington Co. | Walker Rd. Improvements | Murray Blvd. | Hwy. 217 | Provide congestion relief. & enhance safety | Widen from two to four lanes with turn lanes, intersection treatments, bike lanes, sidewalks and street lighting. | 33,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11236 | Washington Co. | Washington Co. | Cedar Hills Blvd. Improvements | Butner Rd | Celeste Ln | Provide congestion relief, complete gap in bike system. | Widen to five lanes thru Barnes, turn lane improvements at US26, signalize US26 EB, continous bike lanes and sidewalks through interchange area. | 4,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11238 | Washington Co. | Washington Co. | Cedar Mill Local Street Connectivity | Cedar Mill Town Center | | Reduce arterial congestion through Improved local street connectivity | Connect local streets to reduce out of direction travel and use of arterial roads for local trips | 10,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11437 | Washington Co. | Washington Co. | Oleson Rd Bridge | North of Fanno Creek | South of Fanno Creek | Address safety issue | Bridge Replacement | 5,800,000 | 2014-2017 | Exempt | Y | Roads and Bridges | Washington County |

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|--------|-------------------|----------------|---|-------------------------------|------------------------------|---|--|-------------------------|-------------|---|-----------------------|---------------------------|-------------------|
| 11438 | Washington Co. | Washington Co. | Tonquin / Grahams Ferry Intersection Improvements | N/A | N/A | Economic development and address safety issues. | Raise intersection elevation, widen approaches to three lanes, provide sidewalks and bike lanes, install traffic signal. | 3,353,000 | 2014-2017 | Exempt | Y | Roads and Bridges | Washington County |
| 11439 | Washington Co. | ODOT | Southbound Hwy 217 Allen/Denny Split Diamond Interchange | Allen Blvd | Denny Rd | Address recurring safety issue, provide congestion relief. | Consolidate Allen Blvd and Denney Rd SB interchanges with split diamond interchange and collector/distributor roads. | 5,941,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11440 | Washington Co. | ODOT | TV Hwy (and Canyon Rd) Corridor Safety and Access to Transit | 209th Ave. | 107th Ave. | Access to transit | Bus stop improvements, ADA improvements, sidewalk infill, enhanced pedestrian crossings, signal priority, queue jumps. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 1,614,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 11441 | Washington Co. | ODOT | TV Highway in Aloha-Reedville Safety and Operational Improvements | 19500 block | 160th Ave. | Address recurring safety issues, improve pedestrian and bicycle connectivity, access to transit | Enhanced pedestrian crossings, sidewalk infill, bike lane infill, street lighting, bus stop enhancements, intersection safety and operational improvements. | 11,667,500 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 11442 | Washington Co. | Washington Co. | Cornell/Evergreen/229th Corridor Safety and Access to Transit | Hillsboro TC | Sunset TC | Access to transit | Bus stop improvements, ADA improvements, sidewalk infill, enhanced pedestrian crossings, signal priority. | 560,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 11443 | Washington Co. | Washington Co. | Walnut St | 116th | Tiedeman | Provide congestion relief. | Widen from two to three lanes with bike lanes and sidewalks. | 4,000,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11444 | Washington Co. | Washington Co. | Joss St | Shackelford Rd | existing terminus | Economic Development | Extend Joss Rd to Road A to serve development of North Bethany Area | 4,100,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11445 | Washington Co. | Washington Co. | P15 (Oats) | Brugger Rd | Springville Rd. | Economic Development | New 2 lane road with sidewalks, bike and street lighting | 2,300,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11446 | Washington Co. | Washington Co. | Tigard/Tualatin/Sherwood Area ITS | N/A | N/A | Provide congestion relief. | Install advanced traffic management systems including adaptive signals, communications, dynamic messaging signs, and surveillance and management equipment. | 2,853,000 | 2014-2017 | Exempt | Y | TSMO/TDM | Washington County |
| 11447 | Washington Co. | Washington Co. | Baseline Rd Improvements | 197th | Lisa Dr | Provide congestion relief. | Eastbound: Widen to five lanes with bike lanes and sidewalks | 4,600,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11448 | Washington Co. | Washington Co. | 198th Ave. Improvements - South | T.V. Hwy. | Farmington Rd. | Address recurring safety issue. | Add sidewalks, bike lanes, lighting, turn lanes at major intersections. | 27,900,000 | 2018-2024 | Regionally Significant | Y | Active Transportation | Washington County |
| 11449 | Washington Co. | ODOT/TriMet | TV Highway HCT Study | Forest Grove | Beaverton | Increase transit mode share, help meet land use and economic development goals. | High capacity transit study, including alternatives analysis, to determine transit mode, alignment, station/stop locations, operational characteristics and phasing options for a high capacity transit service between Forest Grove and Beaverton TC. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 1,000,000 | 2018-2024 | Exempt | Y | Transit | Washington County |
| 11450 | Washington Co. | Washington Co. | Merlo Rd. Interim Bike Improvements | 170th Ave. | Jenkins Rd | Complete gap in bike system. | Completes 6700 feet of bike lanes to transit corridor. | 3,015,000 | 2018-2024 | Exempt | Y | Active Transportation | Washington County |
| 11451 | Washington Co. | Washington Co. | Saltzman Rd | Laidlaw Rd | Thompson Rd | Address recurring safety issue. | Widen to three lanes with bike lanes and sidewalks. | \$17,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11452 | Washington Co. | Washington Co. | Scholls Ferry Rd. Improvements | West of Tile Flat Rd | | Address recurring safety issue. | Realign Curves to Improve Safety. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 4,300,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11453 | Washington Co. | Washington Co. | Jackson School Road | Meek | Scotch Church | Address recurring safety issue. | Realign intersection and construct a round-about. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 1,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11454 | Washington Co. | ODOT | Jackson School Road | US 26 and Jackson School Road | | Address recurring safety issue. | Signalize ramp intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 1,000,000 | 2018-2024 | Exempt | Y | TSMO/TDM | Washington County |
| 11455 | Washington Co. | Washington Co. | Brugger Rd | Joss St. | Kaiser Rd. | Economic Development | Widen from 2 to three lanes with sidewalks, bike lanes, street lighting, and community features | 3,200,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11456 | Washington Co. | Washington Co. | Shackelford Rd | 185th | Bridge | Provide congestion relief. | Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 12,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11457 | Washington Co. | Washington Co. | Shackelford Rd Bridge | | | Provide congestion relief. | Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany | 14,600,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11458 | Washington Co. | Washington Co. | Shackelford Rd | Bridge | Kaiser Rd. | Provide congestion relief. | Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 18,100,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11459 | Washington Co. | Washington Co. | Shackelford Rd | Kaiser Rd. | Springville Rd. | Provide congestion relief. | Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany | 9,900,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11460 | Washington Co. | ODOT | OR 10: Oleson Rd. Improvement | Beaverton-Hiilsdale Hwy. | Oleson Rd. and Scholls Ferry | Address recurring safety issue. | BHOS Phase 2 improvements to project 10545 | 35,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |

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| 11461 | Washington Co. | Hillsboro | Reedville Trail North Segment | Wilkins St. | T.V. Hwy. | Improve pedestrian and bicycle connectivity. | Multi-use trail following BPA Pearl-Keeler Powerline. | 6,240,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11462 | Washington Co. | N/A | Reedville Trail South Segment | T.V. Hwy. | Rosedale Rd. | Improve pedestrian and bicycle connectivity. | Multi-use trail following BPA Pearl-Keeler Powerline. | 5,640,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11463 | Washington Co. | Washington Co. | Thompson Rd Realignment | Saltzman Rd. | Circle A Dr | Address recurring safety issue. | Realign as 3 lane arterial, with sidewalks, bike and street lighting | 9,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11464 | Washington Co. | Washington Co. | Jenkins Rd. Improvements | Murray Blvd. | Cedar Hills Blvd. | Provide congestion relief. | Widen from 3 lanes to 5 lanes with bike lanes, sidewalks and street lighting | 10,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11465 | Washington Co. | Washington Co. | Metzger Area | | | Address recurring safety issue. | Metzger Area Bike / Ped Improvement program | 16,000,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11466 | Washington Co. | Washington Co. | Laidlaw Improvements | Skycrest | Lakeview | Address recurring safety issue. | Straighten curves, widen to 3 lanes with bike lanes and sidewalks. | 10,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11467 | Washington Co. | Washington Co. | Fischer Rd. Interim Bike and Pedestrian Improvements | 131st Ave | Pacific Hwy (99W) | Improve pedestrian and bicycle connectivity. | Add sidewalks, bike lanes, lighting, turn lanes at major intersections. | 4,580,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11468 | Washington Co. | Washington Co. | Washington County Pedestrian Arterial Crossings | N/A | N/A | Complete gap in pedestrian system. | Construct 12 enhanced at-grade pedestrian crossings of 170th Avenue, 185th Avenue, Baseline Road, Cornell Road and Walker Road. | 3,585,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11469 | Washington Co. | Washington Co. | 124th Ave Improvements | Tualatin-Sherwood Rd. | Grahams Ferry Rd | Economic Development | Widen 124th from 2 lanes to 5 lanes with bike lanes and sidewalks | 14,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11470 | Washington Co. | Washington Co. | Basalt Creek E-W Connector | Grahams Ferry Rd. | Boones Ferry Rd | Economic Development | Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting. | 57,900,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11471 | Washington Co. | Washington Co. | Laidlaw Improvements | Saltzman Rd. | Countyline | Address recurring safety issue. | Widen to three lanes with bike lanes and sidewalks. | 22,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11472 | Washington Co. | Washington Co. | 160th Ave Improvements | TV Hwy. | Farmington Rd. | Address recurring safety issue. | Widen to three lanes with bike lanes and sidewalks. | 15,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11473 | Washington Co. | Washington Co. | 111th / Rainmont Rd / 113th Ave | McDaniel Rd | Cornell Rd. | Address recurring safety issue. | Construct sidewalks | 9,000,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11474 | Washington Co. | Washington Co. | 113th Ave | McDaniel Rd | Rainmont Rd | Complete cap in the system | Construct new 2 lane Collector Rd with sidewalks bikelanes and street lighting | 6,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11475 | Washington Co. | Washington Co. | Beaverton Area ITS | N/A | N/A | Provide congestion relief. | Install advanced traffic management systems including adaptive signals, communications, dynamic messaging signs, and surveillance and management equipment. | 10,450,000 | 2025-2032 | Exempt | Y | TSMO/TDM | Washington County |
| 11476 | Washington Co. | Washington Co. | Saltzman Rd | Bayonne Ln | Bauer Woods DR | Address recurring safety issue. | Widen to three lanes with bike lanes and sidewalks. | 8,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11477 | Washington Co. | Washington Co. | Kaiser | Shackelford Rd | Springville Rd. | Provide congestion relief. | Widen from 2 to three lanes with sidewalks, bike lanes, street lighting, and community features | 7,800,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11478 | Washington Co. | Washington Co. | 185th | Springville Rd. | Shackelford Rd | Address recurring safety issue. | Widen from two lanes to three lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 57,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11479 | Washington Co. | N/A | Council Creek Trail: East-West Segment | Hwy. 47 (Forest Grove) | 1st Ave. (Hillsboro) | Improve pedestrian and bicycle connectivity. | Multi-use trail connecting Hillsboro, Cornelius, Forest Grove, unincorporated Washington County. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 20,100,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 11480 | Washington Co. | Washington Co. | 185th Ave | Kinnaman Rd | Farmington Rd. | Address recurring safety issue. | Wide from two lanes to three lanes with bike lanes and sidewalks - interim improvement | 14,700,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11481 | Washington Co. | Washington Co. | Garden Home Rd Improvements | 92nd | Oleson Rd. | Address recurring safety issue. | Improvements to enhance safety, and bike / ped accessibility | 9,000,000 | 2033-2040 | Regionally Significant | Y | Active Transportation | Washington County |
| 11482 | Washington Co. | Washington Co. | West Union Rd. Interim Bike and Pedestrian Improvements | NW Helvetia | NW 185th Ave | Improve pedestrian and bicycle connectivity. | Add sidewalks, bike lanes, lighting, turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 15,000,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11483 | Washington Co. | N/A | Turf-to-Surf Trail: South Hillsboro / Reedville Segment | Century Blvd. | Shaw St. | Improve pedestrian and bicycle connectivity. | Multi-use trail along south side of Portland & Western Railroad. | 5,600,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 11484 | Washington Co. | N/A | Westside Trail: Segment 2 | Tigard City Limit | Beef Bend Rd. | Improve pedestrian and bicycle connectivity. | Multi-use trail following BPA powerline | 4,300,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |
| 11485 | Washington Co. | N/A | North Hillsboro Active Transportation Connections | N/A | N/A | Improve pedestrian and bicycle connectivity. | Multi-use trails, cycletracks and grade-separated bike/ped crossings connecting Intel Ronler Acres, Hillsboro Ballpark, Fred Meyer shopping center, Rock Creek Trail, Oregon Electric Railway Trail and Cornelius Pass Road. | 12,000,000 | 2033-2040 | Exempt | Y | Active Transportation | Washington County |

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|--------|-------------------------|------------------|--|--|--|--|---|-------------------------|-------------|---|-----------------------|---------------------------|-------------------|
| 11486 | Washington Co. | Washington Co. | Roy Rogers Rd. | Scholls Ferry Rd. | UGB | Provide congestion relief. | Widen to five lanes with bike lanes and sidewalks | 20,000,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11739 | Washington Co. | ODOT | Hall Blvd. Improvements | Oleson Rd. | Pfaffle | Address recurring safety issue | Widen to 2/3-lane cross section with bike lanes and sidewalks. | \$ 13,800,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 10708 | Washington Co. | Washington Co. | Roy Rogers Rd. / Tualatin-Sherwood Road | Langer Farms Parkway | Borchers Dr | Economic development and address safety issues. | Construct road to 5 lane collector standard. | 1,900,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Washington County |
| 11239 | Washington Co. | Washington Co. | Washington County Neighborhood Bikeways | N/A | N/A | Improve bicycle connectivity | 30 miles of neighborhood bikeways (bike boulevards) on low-traffic streets throughout unincorporated urban Washington County, including enhanced at-grade crossings of arterials. | 16,000,000 | 2025-2032 | Exempt | Y | Active Transportation | Washington County |
| 11240 | Washington Co. | Washington Co. | Murray Blvd. Bikelane & sidewalk | Farmington Rd. | TV Hwy. | Improve bicycle connectivity | Construct a six-foot wide bikelane on west side of Murray & replace existing asphalt path with six-foot wide concrete sidewalk & five-foot wide planting strip. Move railroad equipment. | 2,900,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 11241 | Washington Co. | Washington Co. | Evergreen Rd. Bike Lanes | NW 215th Ave. | Cornelius Pass Rd. | Improve bicycle connectivity | Construct six-foot wide bike lanes east and westbound & correct vertical alignment | 2,000,000 | 2014-2017 | Exempt | Y | Active Transportation | Washington County |
| 10599 | Washington Co. / Tigard | ODOT | Hwy. 217/72nd Ave. Interchange Improvements | N/A | N/A I-5 | Address recurring safety issue and improve pedestrian and bicycle facilities. Purchase ROW | Complete interchange reconstruction with additional ramps and bridge structure replacement | 20,000,000 | 2018-2024 | Regionally Significant | Y | Throughways | Washington County |
| 10127 | West Linn | ODOT | Hwy. 43 Improvements | Holly St. | Arbor Dr. | Enhance the functionality, safety, beauty, and efficiency of this important major roadway. | Improve roadway with widening, installation of medians, turn lanes, street trees, signal interconnections, and bike lanes. | 21,400,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10128 | West Linn | West Linn | Willamette Falls Dr./bicycle lanes and streetlights | Hwy. 43 | 10th St. | Improve bicycle and pedestrian safety. | Provide bike lanes, streetlights and sidewalks on a narrow roadway. This will provide a direct connection between three town center areas (including old-town Oregon City). Bicycle lanes will be 6' wide adjacent to 12' wide travel lanes. | 7,800,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 10129 | West Linn | West Linn | Willamette River Greenway Trail | Willamette Park | Lake Oswego - Willamette River trail | Improve bicycle and pedestrian safety. | Paved trail running parallel to the Willamette River from Willamette Park at the mount of the Tualatin River eventually to the Lake Oswego City Limits facilitating connection to the Willamette River Trail with neighboring cities as part of the Metro Region. | 2,000,000 | 2025-2032 | Exempt | Y | Active Transportation | Clackamas County |
| 10135 | West Linn | West Linn | 19th St. Improvements | Blankenship Rd. | Willamette Falls Dr. | Provide an alternate route around I-205 to relieve traffic in 10th St. corridor. | Improvements to include curb, gutter, pavement widening and sidewalks. | 1,200,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10092 | Wilsonville | | Tonquin Trail | Washington/Clackamas County line | Boones Ferry Landing | Regional trail would connect Tualatin/Sherwood with west Wilsonville, Coffee Lake Natural Area, Villebois, and the Grahams Oak Natural Area. Connections to the trail will be provided at Wilsonville road, through Villebois, Boeckman Road, Cahalin Road, | Shared use path with some on-street portions. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 3,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 10130 | Wilsonville | Wilsonville | Kinsman Rd. Extension from Barber St. to Boeckman Rd. | Barber St. | Boeckman Rd. | Provide freight access and capacity from Barber Street to Boeckman Road. A vital alternative to 110th which is being vacated. Serves as a parallel arterial to I-5. | Extend 3 lanes with sidewalks and bike lanes. | 6,069,000 | 2014-2017 | Regionally Significant | Y | Freight | Clackamas County |
| 10131 | Wilsonville | Wilsonville | Tooze Rd. Improvements | 110th Ave. | Grahams Ferry Rd. | Continuation of the Boeckman Road Extension Project along the Tooze Road right-of-way to Grahams Ferry Road which provides a major east-west suburban to suburban connector. | Widen Tooze Rd to 3 lanes, add bike/pedestrian connections to regional trail system. | 3,800,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10132 | Wilsonville | Wilsonville | Boeckman Rd./I-5 Overcrossing Improvements | Boberg Rd. | Parkway Ave. | Boeckman Road is designated as an arterial street in the City's TSP. It provides an east-west connection in Wilsonville between Tooze Road/Graham's Ferry Road on the west and Stafford Road on the east, serving as an important non-interstate alternate. | Widen Boeckman Road bridge over I-5 to 3 lanes. Add bike/pedestrian connections to regional trail system. | 13,600,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10133 | Wilsonville | Wilsonville | French Prairie Bicycle/Pedestrian/Emergency Bridge | Boones Ferry Rd. | Butteville Rd.. | A new bicycle and pedestrian bridge crossing the Willamette River would connect the regional Tonquin Trail to the North Willamette Valley parks and recreation areas. A new bridge would provide safe and convenient passage across the Willamette River for emergency access vehicles, cyclists, and pedestrians. | New bicycle/pedestrian/emergency vehicle only bridge crossing the Willamette River. | 15,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 10134 | Wilsonville | Clackamas County | 65th/Elligsen/Stafford Intersection Improvements | 65th, Elligsen, Stafford Rd. intersections | 65th, Elligsen, Stafford Rd. intersections | Improve traffic safety | Construct roundabout | 5,500,000 | 2018-2024 | Not Regionally Significant | Y | Freight | Clackamas County |
| 10153 | Wilsonville | Wilsonville | Barber St. Extension from Kinsman Rd. to Villebois Village | Kinsman Rd. | Villebois Village | The project will reduce the need to use I-5 and OR 217 by providing needed connections to the Villebois Village housing development and employment areas in Wilsonville and with the new Commuter Rail site. | Extend 3 lanes with sidewalks and bike lanes. | 8,900,000 | 2014-2017 | Regionally Significant | Y | Roads and Bridges | Clackamas County |

| RTP ID | Nominating Agency | Facility Owner | Project/Program Name | Project Start Location | Project End Location | Project Purpose | Description | Estimated Cost (\$2014) | Time Period | Regionally Significant, Exempt, or Not Regionally Significant | Financial Constrained | Metro Investment Category | Subregion |
|--------|-------------------|------------------|--|---------------------------------|-----------------------|---|--|-------------------------|-------------|---|-----------------------|---------------------------|------------------|
| 10156 | Wilsonville | Wilsonville | Boeckman Rd. at Boeckman Creek | Canyon Creek Rd. N | Stafford Rd. | Boeckman Road is designated as an arterial street in the City's TSP. It provides an east-west connection in Wilsonville between Tooze Road/Graham's Ferry Road on the west and Stafford Road on the east, serving as an important non-interstate alternate. | Widen Boeckman Road to 3 lanes with bike lanes, sidewalks and connections to regional trail system and install bridge. | 5,800,000 | 2018-2024 | Not Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 10853 | Wilsonville | Wilsonville | Kinsman Rd. Extension | Ridder Rd. | Day St. | Improve freight access to Coffee Creek regionally significant industrial area | Construct three lane road extension with sidewalks & bike lanes | 10,400,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11243 | Wilsonville | Washington Co. | Day Rd. Improvements | Grahams Ferry Rd. | Boones Ferry Rd. | Improve structural integrity of road to accommodate increased freight traffic to industrial areas | Widen from 3 lanes to 5 lanes with bike lanes, sidewalks and street lighting. Improve structural integrity for increased freight traffic and provide congestion relief | 14,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11487 | Wilsonville | Washington Co. | Boones Ferry Improvements | Basalt Creek East-West Arterial | Day Rd | Provide congestion relief. | Widen from 3 lanes to 5 lanes with bike lanes, sidewalks and street lighting | 1,100,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11488 | Wilsonville | Washington Co. | Boones Ferry Road/Commerce Circle/95th Avenue | | | Provide congestion relief. | intersection improvement and Access Control | 1,000,000 | 2025-2032 | Exempt | Y | Roads and Bridges | Clackamas County |
| 11489 | Wilsonville | ODOT | Boones Ferry / I-5 ramp improvements | SB I-5 off ramp | Boones Ferry Rd | Provide congestion relief. | construct second right-turn lane | 1,000,000 | 2025-2032 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11490 | Wilsonville | Washington Co. | Day Rd Overcrossing | Boones Ferry Rd | Elligsen Rd | Provide congestion relief. | Extend new 4-lane overcrossing over I-5 from Boones Ferry Rd to Elligsen Rd. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 44,100,000 | 2033-2040 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11554 | Wilsonville | Wilsonville | Barber St / Town Center Loop Bike/Pedestrian Bridge over I-5 | Boones Ferry Rd. | Town Center Loop Road | Construct bike/pedestrian bridge over I-5 to improve connectivity of Town Center area with businesses and neighborhoods on west side of I-5 | Wilsonville TSP project BW-09 | 7,000,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 11555 | Wilsonville | Wilsonville | Boeckman Creek Trail | Canyon Creek Park | Memorial Park | Construct north-south trail through east Wilsonville following Boeckman Creek, with connections to Canyon Creek Park, Boeckman Road, existing community pathway crossing Boeckman Creek, Wilsonville Road, and Memorial Park. | TSP Project RT-01 | 1,950,000 | 2018-2024 | Exempt | Y | Active Transportation | Clackamas County |
| 11556 | Wilsonville | Clackamas County | Stafford Rd. Improvements | Eilligsen Rd | Boeckman Rd. | Address safety, provide congestion relief and improve access to Wilsonville. | Upgrade to meet arterial standards, 3 lanes with bike lanes, sidewalks, etc. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | 12,000,000 | 2018-2024 | Regionally Significant | Y | Roads and Bridges | Clackamas County |
| 11557 | Wilsonville | Wilsonville | Brown Road Extension | Boones Ferry Road | Brown Road | Congestion relief. Network gap. | New connection between Boones Ferry road and Wilsonville Road | 15,200,000 | 2025-2032 | Not Regionally Significant | Y | Roads and Bridges | Clackamas County |

APPENDIX B - 2018-2021 MTIP

Further detail of the 2018-2021 MTIP projects can be found in Chapter 5 of the 2018-2021 MTIP

| LEAD AGENCY | PROJECT NAME | SHORT DESCRIPTION |
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| Beaverton | OR8: Canyon Road Streetscape and Safety Project | The project will design and construct intersection and crossing facilities as well as a short bike connection to parallel regional bike routes along Canyon Road (OR 8) between SW 117th Avenue to the east and SW Hocken Avenue to the west. |
| Clackamas County | Clackamas County Regional Freight ITS Project | Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements. |
| Clackamas County | Jennings Ave: OR 99E to Oatfield Rd | The project will construct curb tight sidewalks and bike lanes along Jennings Ave between OR 99E (McLoughlin Blvd) and Oatfield Rd. |
| Clackamas County | Sunrise System: Industrial Area Freight Access | The project will construct a new two-lane state highway to provide freight access to the Clackamas Industrial Area and a multiuse path connecting to the I-205 multiuse path. |
| Gresham | Sandy Blvd: NE 181st Avenue to East Gresham City Limit | The project will construction multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits. |
| Gresham | NE Kane Drive at Kelly Creek Culvert | Remove existing temporary culvert. Install new culvert storm water system and repair roadway. Work includes upstream restoration and downstream pond mitigation. |
| Gresham | NE Cleveland Ave.: SE Stark St - NE Burnside | Project not funded |

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| Happy Valley | SE 129th Avenue - Bike Lane and Sidewalk Project | The project will build a sidewalk and add bike lanes along SE 129th Avenue. |
| King City | OR99W: SW Beef Bend Rd - SW Durham Rd | Install sidewalk on the west side of OR99W |
| Metro | Willamette Greenway Trail: Columbia Blvd Bridge | Construct a bicycle and pedestrian bridge |
| Metro | Regional Planning | The MPO Planning program contributes to a broad range of activities within Metro that are linked to regional policy making and local planning support |
| Metro | Transit Oriented Development Program (TOD) | The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit. |
| Metro | Corridor & Systems Planning | Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs functions desired outcomes performance measures investment strategies. |
| Metro | PORTLAND METRO PLANNING SFY20 | Portland Metro MPO planning funds for Federal fiscal year 2019. Projects will be selected in the future through the MPO process. |
| Metro | Regional MPO Planning | Funding for Metro to meet Metropolitan Planning Organization mandates established through the federal regulations. |
| Metro | Regional Travel Options | The Regional Travel Options (RTO) program implements strategies to help diversify people's trip choices reduce pollution and improve mobility. |
| Metro | Transit Oriented Development Program | The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to |

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| | | change land use patterns near transit. |
| Metro | Transportation System Mgmt Operations/ITS | Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; |
| Metro | Corridor and Systems Planning | Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs functions desired outcomes performance measures investment strategies. |
| Metro | High-Capacity Transit Bond Commitment | Bond for an additional amount of flexible funds to continue investing in the regional high-capacity transit (HCT) network. |
| Metro | PORTLAND METRO PLANNING SFY21 | Portland Metro MPO planning funds. Projects will be selected in the future through the MPO process. |
| Metro | Project Development Bond Commitment | Funding for the regional arterial and other related improvement on bottlenecks. |
| Metro | Regional Safe Routes to Schools Program | Grant funding program to support education and encouragement efforts aimed at helping children walk and bicycle to school. |
| Metro | Regional Freight Studies | Decrease delay of freight vehicles in accessing the X industrial area from I-205 to accommodate expected growth in the consolidation and distribution of various commodity sectors. |
| Multnomah County | NE 238th Dr: NE Halsey St - NE Glisan St | Multimodal roadway improvements |
| ODOT | I-205 AT OR43 | Design for full illumination rebuild |

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| ODOT | FFO - I-5: Interstate Bridge - Hassalo St | Pavement preservation project |
| ODOT | Regional ITS Communications Infrastructure (ODOT) | Complete gaps and deficiencies identified in the region ITS communications Plan |
| ODOT | US26: Boring Road Bridge Overcrossing | Increase Vertical Clearance; Deck Overlay B#09381 |
| ODOT | OR8 Operational Improvements | Signal upgrades |
| ODOT | OR99E Railroad Tunnel Illumination and ITS | Illumination upgrades and queue warning ITS. |
| ODOT | I-5: N Denver Ave NB Tunnel Illumination | Illumination upgrades |
| ODOT | OR217: SW Allen Blvd & SW Denny Rd Intrchgs | Illumination upgrades |
| ODOT | OR99E: CLACKAMAS RIVER (MCLOUGHLIN) BRIDGE | Design shelf ready plans to paint structure |
| ODOT | OR99E: Rockfall Mitigation MP12.62 - MP14.06 | Rockfall Mitigation |
| ODOT | OR212: SE Richey Rd - US26 | 3R Pavement preservation |
| ODOT | OR8 at OR219 (Hillsboro) | Systematic safety improvements |
| ODOT | OR8 at SE 44th and SE 45th Ave | Pedestrian Safety Enhancements |
| ODOT | OR8: N 10th Ave (Cornelius) - SW 110th Ave (Beaverton) | Systematic safety improvements |
| ODOT | US26 (Powell Blvd) SE 20th - SE 34th | Crosswalk signals RF Beacons striping signing ADA upgrades & Illumination |

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| ODOT | OR99W: SW Hooker St (Portland) - SW Durham Rd (Tigard) | Improve safety active transportation access and transit operations |
| ODOT | OR8 Corridor Safety and Access to Transit | Improve safety active transportation access and transit operations |
| ODOT | SE 242nd/Hogan: NE Burnside - E. Powell (Gresham) | Operational improvements signal upgrades bicycle and pedestrian improvements |
| ODOT | I-5 & I-205 Shared Use Paths | Repave ADA drainage and address tree roots with structure |
| ODOT | OR141 (SW Hall Blvd): Scholls Ferry Rd - Hemlock St | ADA Ramps |
| ODOT | I-84/I-5: BANFIELD INTERCHANGE DECK OVERLAY & BRIDGE RAIL RETROFIT | Concrete deck overlay & bridge rail retrofit; br #08588A & 08588C |
| ODOT | I-405: FREMONT BRIDGE APPROACH RAMPS MODULAR JOINT REPLACEMENT | Replace modular joints; brs 09268B09268N09268S08958B08958D08958I |
| ODOT | I-5: MARQUAM BR ELECTRIC & LIGHTING SYSTEM REPLACE | Replace electrical & lighting system; bridge #08328 |
| ODOT | US26 (Powell Blvd): SE 122nd Ave - 136th Ave | Construct sidewalks storm water facility buffered or separated bike lane center turn lane/median and 2x11-foot travel lanes. Mid-block pedestrian crossings and lighting improvements are included. |
| ODOT | I-84: Graham Road Bridge Replacements | Replace bridges #07046 & 07046A |
| ODOT | 2016 Region 1 Curve Warning Signs | Install curve warning signs |
| ODOT | OR217/OR224: Bridge Rail Retrofit | Bridge rail retrofit bridges 16134 16143 09623 |
| ODOT | US30: KITTRIDGE - ST JOHNS | Repave roadway; upgrade ADA ramps to current standards; improve access |

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| | | management; and address drainage as needed. Pave Bridge Avenue. |
| ODOT | I-84: FAIRVIEW - MARINE DRIVE & TOOTH ROCK TUNNEL | Repave a section of I-84 between Fairview and Marine Dr repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave. |
| ODOT | US26: SYLVAN - OR217 | Repave mainline of roadway to improve pavement condition and extend service life. |
| ODOT | US26: OR217 - CORNELL RD | Repave mainline of roadway to improve pavement condition and extend service life. |
| ODOT | US26 RAMP IMPROVEMENTS | Project provides funds for ramp paving and ADA improvements on US26 pavement preservation projects. |
| ODOT | CITY OF GRESHAM SAFETY PROJECT | Intersection improvements; upgrade to ADA; utility relocation; signal work; medians; traffic separators; striping; signing; warnings; and other safety improvements. |
| ODOT | CITY OF PORTLAND SAFETY PROJECT | Work may include intersection improvements upgrade to ADA; utility relocation; signal work; medians; traffic separators; striping; signing; warnings and other safety improvements. |
| ODOT | OR8 CORRIDOR SAFETY & ACCESS TO TRANSIT II | Improve safety and access to transit for pedestrians and cyclists along OR-8. Work includes: bike lane from SW 182nd Ave to SW 153rd Dr. pedestrian crossings and separated walkway and bike lane across Rock Creek Bridge. |
| ODOT | STARK STREET MULTIMODAL CONNECTIONS | Close the existing east-west gap in bicycle and pedestrian travel by constructing sidewalks and bike lanes on the north side and part of the south side of SE Stark Street between SW 257th Ave and S Troutdale Rd. |

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| ODOT | I-205 UNDERCROSSING (SULLIVANS GULCH) | Provide safe access across I-205 for bicyclists and pedestrians by improving local street corridors on the west side of I-205 and constructing an east-west bicycle and pedestrian undercrossing. |
| ODOT | SEVENTIES NEIGHBORHOOD GREENWAY | Traffic calming and way-finding elements on local streets; some paving; crossing improvements; and multi-use path through Rose City Golf Course to address a gap in north-south bicycle and pedestrian facilities near 82nd avenue. |
| ODOT | SYSTEMIC SIGNAL & ILLUMINATION (PORTLAND) | Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements. |
| ODOT | CENTRAL SYSTEMIC SIGNALS & ILLUMINATION (ODOT) | Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements at various locations. |
| ODOT | SYSTEMIC SIGNALS & ILLUMINATION (CLACKAMAS) | Safety projects at various locations. Work may include illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements. |
| ODOT | GERMANTOWN ROAD: MP 2.5 - MP 3.5 (MULTNOMAH) | Install enhanced curve warning signs; includes 4 curves between mile points 2.5 and 3.5 on Germantown Road |
| ODOT | EAST SYSTEMIC SIGNALS & ILLUMINATION (ODOT) | Projects at locations in east jurisdictions of Portland. Work may include illumination; intersection work; bike/pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements |
| ODOT | RUMBLE STRIPS & CONFLICT MARKINGS | Install centerline rumble strips; green conflict markings and/or profile edge |

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| | (COP/WASH CO) | line pavement markings at various locations in Portland. |
| ODOT | RUMBLE STRIPS (ODOT) | Install centerline rumble strips and install shoulder rumble strips on I-5; I-84; OR-43; US-26; OR-8; I-205; I-405; OR-99E; US-30; US-30BY; OR-217; OR-213; OR-211; OR-224; HWY-173 (Timberline); OR-212; OR-281; and OR-282. |
| ODOT | SYSTEMIC SIGNALS & ILLUMINATION (BEAVERTON) | Safety projects at various locations. Work may include illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements. |
| ODOT | WEST SYSTEMIC SIGNALS & ILLUMINATION (WASHINGTON) | Safety projects at various locations. Work may include illumination; intersection work; bike/pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements. |
| ODOT | WEST SYSTEMIC SIGNALS & ILLUMINATION (ODOT) | Safety projects at various locations throughout Region 1. Work includes illumination; intersection work; bike/pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements |
| ODOT | MORRISON STREET: WILLAMETTE RIVER (MORRISON) BR | Remove existing lead-based paint and apply new protective paint. Remove current debris from bridge bearings; paint. Add a maintenance access catwalk for the fixed river spans. |
| ODOT | NW THURMAN ST OVER MACLEAY PARK | Design shelf ready plans to paint the bridge trusses and bents. |
| ODOT | SW FARMINGTON RD AT 170TH AVE | Full signal rebuild with reflective backplates and illumination. Other work includes dilemma zone protection for east-west approaches; raised corner islands in NE and SW corners; channelized right turn lanes; ADA upgrades; and restripe crosswalks. |

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| ODOT | FULL SIGNAL UPGRADE (PORTLAND) | Signals rebuild and upgrades at various locations in Portland. Work includes rebuild and installation of signals; warning systems; striping; lane adjustments; ADA upgrades; traffic separators; and other safety improvements as needed. |
| ODOT | US-30 AT NW NICOLAI ST | Full signal rebuild. Work includes queue warning system; dilemma zone protection; and additional through head on northbound approach; new signal heads; reflective back plates; and replace existing southbound signs with 45 degree right signs |
| ODOT | US-30 AT NW NICOLAI ST | Full signal rebuild. Work includes queue warning system; dilemma zone protection; and additional through head on northbound approach; new signal heads; reflective back plates; and replace existing southbound signs with 45 degree right signs |
| ODOT | RURAL INTERSECTION & CURVE WARNING (CLACKAMAS) | Install and or update advance warning signs; intersection signs; and other street signs and safety treatments at various rural intersections; roadway departures and curves throughout Clackamas County. |
| ODOT | RURAL INTERSECTION & CURVE WARNING (WASHINGTON) | Install and or update advance warning signs; intersection signs; and other street signs and safety treatments at various rural intersections; roadway departures and curves throughout Washington County. |
| ODOT | RURAL INTERSECTION & CURVE WARNING (ODOT) | Install and or update advance warning signs; intersection signs; and other street signs and safety treatments at various rural intersections; roadway departures and curves throughout Region 1. |
| ODOT | I-84: EAST PORTLAND FWY - NE 181ST AVE | Design shelf ready plans to: Remove and replace asphalt surface to repair rutted pavement. |
| ODOT | I-5: I-205 INTERCHANGE - WILLAMETTE | Remove and replace asphalt surface to repair rutted pavement. |

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| | RIVER | |
| ODOT | US30BY (LOMBARD) SAFETY EXTENSION | Road diet between MP 3.50 and N Wilbur. Signal upgrades at Fiske; Woolsey; Chautauqua; Wabash; Peninsular; and Greeley. Remove half signal at Drummond. Install RRFB with pedestrian island near Drummond. ADA improvements and access management as needed. |
| ODOT | US30BY (LOMBARD) SAFETY EXTENSION | Road diet between MP 3.50 and N Wilbur. Signal upgrades at Fiske; Woolsey; Chautauqua; Wabash; Peninsular; and Greeley. Remove half signal at Drummond. Install RRFB with pedestrian island near Drummond. ADA improvements and access management as needed. |
| ODOT | ROAD SAFETY AUDIT IMPLEMENTATION | Address unanticipated safety improvements as identified |
| ODOT | US30BY (LOMBARD) AT FENWICK | Full signal upgrade; ADA improvements; and access management. |
| ODOT | I-5: MP 303.27 - MP 308.63 | Install variable speed advisory signs on I-5 northbound and southbound from the Fremont Bridge to Marine Drive |
| ODOT | OR99W (PACIFIC HWY WEST) AT SW 72ND | Design partial signal rebuild; channelize 72nd right turn lane; illumination; ADA; and new crosswalk on SW leg of intersection |
| ODOT | OR99W: I-5 - MCDONALD ST | Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed. Includes full signal upgrade at Johnson/Main. |
| ODOT | OR99W AT DURHAM RD | Signal Upgrade with ADA improvements |
| ODOT | OR99W: I-5 - MCDONALD BIKE PED INFILL | Fill in sidewalk and bike lane gaps along OR99W in conjunction with the pavement preservation project planned in the area. |

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| ODOT | OR99W (BARBUR BLVD) AT SW CAPITOL HWY | Prohibit NB left turns from OR99W onto I-5 ramp and redirect traffic flow through jug handle; Install EB right turn lane and new signal at Taylors Ferry; Address median gaps and striping; Add/improve signage; Install reflectorized backplates |
| ODOT | OR99W (BARBUR BLVD): MP 8.01 TO MP 11.50 | Install illumination at 72nd Ave; Main and Johnson; McKenzie; School; Walnut; Frewing; Garrett; Park; Royalty Parkway; and Durham Rd. |
| ODOT | OR99W (BARBUR BLVD): MP 7.58 TO MP 15.00 | Install illumination; reflectorized backplates; and supplemental signal heads at specific locations within the project limits and replace urban permissive or protected/permissive left turns to protected left only at 68th and 69th Avenues |
| ODOT | OR99W (BARBUR BLVD): MP 4.08 TO MP 7.55 | Install illumination at 60th Ave; 64th Ave; and I-5 southbound ramp; Install reflectorized backplates and supplemental signal head at Terwilliger Blvd; Bertha Blvd; Capitol Hill Rd; 19th Ave; 24th Ave; I-5 southbound ramp; 60th Ave; and 64th Ave |
| ODOT | I-5 AT I-205 INTERCHANGE | Upgrade illumination towers up to amount of available budget and coordinate work with pavement preservation project in area. |
| ODOT | OR8 AT RIVER ROAD | Full signal upgrade with illumination and ADA improvements. |
| ODOT | OR224 AT LAKE/HARMONY | Replace overhead flasher with ground mounted advance flashers. |
| ODOT | I-5: BARBUR BLVD NB CONNECTION BRIDGE | Paint structure; remove pack rust. Replace rivets and bolts. |
| ODOT | OR99W: TUALATIN RIVER BRIDGE | Design shelf ready plans to replace the current structural overlay. |
| ODOT | OR210 OVER OR217 | Deck overlay; replace joints; patch column spalls. |

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| ODOT | REGIONWIDE ITS IMPROVEMENTS & UPGRADES | Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations in Region 1 |
| ODOT | CLACKAMAS & PORTLAND TRAFFIC SEPARATORS | Install traffic separators in various locations in Portland with associated striping; illumination; and signal coordination work. |
| ODOT | REGION 1 BIKE PED CROSSINGS | Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E) and on Powell (US-26). Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements. |
| ODOT | I-205 EXIT RAMPS AT SE DIVISION ST | Safety improvements on NB and SB I-205 exit ramps at SE Division street. Work includes lane adjustments; ramp widening; safety islands; signal work; illumination; signing; and ADA improvements as necessary. |
| ODOT | I-405: WILLAMETTE RIVER (FREMONT) BRIDGE | Paint bridge approaches; other section as funding allows. |
| ODOT | I-405 NB TO US26 WB OVER I-405 CONNECTION BRIDGE | Deck overlay to seal the cracks and provide additional cover for the reinforcement. Rail retrofit. Address leaking joints. |
| ODOT | I-205: DIVISION ST - KILLINGSWORTH ST | Construct a NB Auxiliary lane on I-205 from the I-84 EB to I-205 NB off ramp at Killingsworth St and a SB Auxiliary lane on I-205 from I-84 EB to I-205 SB on ramp to the existing Auxiliary lane at Division / Powell St |
| ODOT | SW MULTNOMAH BLVD OVER I-5 | Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards. |
| ODOT | I-5 OVER 26TH AVENUE BRIDGE | Replace bridge. |
| ODOT | OR99E OVER UPRR AT BALDWIN STREET | Address the structural and safety issues. Replace rail and expansion joints; |

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| | BRIDGE | patch and seal spalls and cracks; and other measures for seismic retrofitting. |
| ODOT | NORTH DAKOTA STREET: FANNO CREEK BRIDGE | Construct a new single span bridge on the same alignment. Raise the vertical grade line to improve sight distance approaching the railroad crossing. |
| ODOT | I-5: TIGARD INTERCHANGE - I-205 INTERCHANGE | Remove and replace asphalt surface to repair rutted pavement. |
| ODOT | OR213 (82ND AVE) AT MADISON HIGH SCHOOL | Replace signal; rebuild and restripe existing crosswalk; add crosswalks and close a driveway. |
| ODOT | I-205: ABERNETHY BRIDGE - SE 82ND DR | Remove and replace asphalt surface to repair rutted pavement. |
| ODOT | US30 AT BRIDGE AVE RAMPS | Design for tree hazard removal and pinned mesh installation. |
| Oregon City | Molalla Ave. Beavercreek Rd - Hwy 213 | Bike lanes along the entire Molalla Ave: Beavercreek Rd to Highway 213. Continuous ADA compliant sidewalks ramps; trees and ped level street lighting on west side of corridor; transit amenities along both sides of the corridor and street furnishings |
| Port of Portland | 40 Mile Loop: Blue Lake Park - Sundial Rd | The project would construct a 1.7 mile mixed use trail running from Sundial Road in Troutdale westerly to Marine Drive and Blue Lake Park. The trail crosses Marine Drive 1/3 mile west of 223rd Avenue. |
| Port of Portland | NE Columbia Blvd: Cully Blvd and Alderwood Rd | Intersection improvements |
| Portland | Connected Cully | Bicycle and pedestrian improvements |
| Portland | Downtown I-405 Ped Safety and Ops Imprvmnts | Bike/pedestrian and operational improvements. |
| Portland | St Johns Truck Strategy Phase II | Freight mobility - bicycle and pedestrian safety improvements |

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| Portland | East Portland Access to Employment and Education | The project will build and improve sidewalks crossings bus stops bike facilities and other safety facilities in East Portland from I 5205 east to 174th Avenue south of I 584 to SE Foster Road. |
| Portland | OR 99W: SW 26th Ave-SW 19th (Portland) | This project will build missing gaps in the sidewalks and bike lanes and make enhancements to existing intersections along SW Barbur Boulevard. |
| Portland | Portland Central City Safety Project - Phase 2 | The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City. |
| Portland | SE 122nd Ave: Johnson Creek Bridge Replacement | Emergency replacement of bridge #51C20 |
| Portland | Central Eastside Intersection Improvements | Improve freight access and circulation at key choke points in Portland's Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes. |
| Portland | Brentwood Darlington Bike/Ped Improvements | Connect to parks community gardens and shopping Sidewalks fill gaps in the ped network. Greenway provides connections between bikeways in Springwater corridor |
| Portland | NE Halsey Street Bike/Ped/Transit Improvements | Signal improvements intersection redesigns bus stop improvements and high-priority crossings on NE Halsey between 65th and 92nd bikeway from 65th to 92nd path from the 82nd Ave. MAX station |
| Portland | Jade and Montavilla Multi-modal Improvements | Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. |
| Portland | NE 72nd Ave: NE Killingsworth - NE Sandy Blvd | Develop a combined pedestrian and bike including along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities. |

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| Sherwood | Cedar Creek/Tonquin Trail: OR99W - Murdock Rd. | The trail will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections. |
| SMART | SMART Associated Improvements and Preventative Maint 2018 | 5307 Funds for Preventative Maintenance Associated Improvements and Bus Fleet Replacement FY18 |
| SMART | 5307 FY18 Associated Transit Improvements (1%) | 1% Of Sec 5307 Appropriations For Transit Amenities Improvements |
| SMART | 5310 FY18 - Senior & Disabled | Services & Facility Improvements for Elderly & Disabled Customers FY18 |
| SMART | 5339 FY18 - Bus and Bus Facilities (Capital) | Bus and Bus Facility Upgrades (FY18) |
| SMART | SMART Mobility Management | RideWise Travel Trainer |
| SMART | SMART ADA Stop Enhancements (2019) | Bus stop enhancements |
| SMART | SMART Senior and Disabled Program | Services and Facility Improvements for Elderly and Disabled Customers |
| SMART | SMART Bus Purchase/PM/Amenities and Technology 2019 | Maintenance and Bus Fleet Replacement and Software |
| SMART | SMART Bus Purchase/PM/Amenities and Technology 2020 | Maintenance and Bus Fleet Replacement and Software |
| SMART | SMART Bus Purchase/PM/Amenities and Technology 2021 | Maintenance and Bus Fleet Replacement and Software |
| Tigard | Main St Ph2: Rail Corridor-Scoffins | Green street retrofit pedestrian amenities street lights |
| Tigard | SW Wall St Extension to SW Tech Center | This project will connect Tigard's Tech Center Drive to SW Wall Street with |

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| | Dr (Hunziker) | more than 3500 feet of new public road |
| TriMet | Bus Purchase (5339 Funds) | Bus Purchase |
| TriMet | FY18 Bus & Rail Preventive Maint (5307) | Capital Maintenance For Bus And Rail |
| TriMet | FY18 Bus & Rail Preventive Maint | Capital Maintenance For Bus and Rail |
| TriMet | 2018 TriMet Enhance Mobility Program | Services & Facility Improvements In Excess Of ADA Require |
| TriMet | Portland to Milwaukie Light Rail (FY18) | This project extends light rail from PSU in downtown Portland to Milwaukie and north Clackamas County. It includes a multi-modal bridge carrying light rail streetcar buses bicycles and pedestrians. |
| TriMet | High Capacity Transit Bond - 2018 | Funding for the regional long term commitment to pay for development of the high capacity transit (HCT) system. |
| TriMet | North Hillsboro Job Connector Shuttle 2018 | Implement a new job connector shuttle north and south of Hwy 26 supporting low and middle wage workers transit needs within the North Hillsboro Industrial District |
| TriMet | TriMet Bus Purchase | Bus Purchase |
| TriMet | TriMet Bus and Rail Preventive Maintenance | Capital Maintenance For Bus And Rail |
| TriMet | Community Job Connectors | To improve access to jobs and job-related activities for the low-income workforce and to transport residents in urbanized and non-urbanized areas to suburban employment opportunities. |
| TriMet | TriMet Bus and Rail Preventive Maintenance | Capital Maintenance For Bus And Rail |

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| TriMet | 2019 Regional High Capacity Transit Bond Payment | Funding to meet the existing commitment to pay off GARVEE bonded debt that made a regional contribution to the I-205/Mall light rail and Beaverton to Wilsonville commuter rail projects. |
| TriMet | Regional High Capacity Transit Bond Payment | Funding to meet the existing commitment to pay off GARVEE bonded debt that made a regional contribution to the I-205/Mall light rail and Beaverton to Wilsonville commuter rail projects. |
| TriMet | TriMet Elderly and Disabled Program | Services And Facility Improvements In Excess Of ADA Requirements |
| TriMet | Bus and Rail Preventive Maintenance (RFFA) | Capital Maintenance For Bus and Rail (Regional Flexible Fund Allocation Fund Exchange) |
| TriMet | Portland to Milwaukie Light Rail (2019) | This project extends light rail from PSU in downtown Portland to Milwaukie and north Clackamas County. It includes a multi-modal bridge carrying light rail/streetcar/buses/bicycles and pedestrians. |
| TriMet | Division Transit Project | High capacity transit on Division from Portland Central Business District to Gresham Town Center. |
| TriMet | Low - No Zero Emission Bus Project | Fund procurement and deployment of 5 battery electric buses and associated charging infrastructure to be deployed from Merlo garage on a Westside route to be determined. |
| TriMet | MAX Redline Extension to Gateway Double Track Project | Constructing pocket track at Fair Complex/Hillsboro Airport MAX station to enable extended Red Line service to Fair Complex/Hillsboro Airport and turnaround combined with new track work and a new station at Gateway and new track work at Portland Airport Max station to improve system operations. Programmed funds for project development. |
| TriMet | Open Trip Planner | Add to current Open Trip Planner (OTP) other transit planning functions to incorporate first/last mile connections by ridehailing and bike share. Already OTP supports connections to transit by bike. |

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| | | system operations. |
| Tualatin | SW Herman Rd: SW 124th Ave - SW Cheyenne Way | The project will provide bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks. |
| Tualatin Hills PRD | Beaverton Creek Trail: Westside Trail - SW Hocken Ave | The project will design and construct a 1.4-mile multiuse off-street trail along the TriMet light rail corridor between the Westside Regional Trail and SW Hocken Avenue in Beaverton. |
| Washington County | Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd. | Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area. |
| West Linn | OR43 Multi-modal Transportation Project | This project will enhance bike pedestrian transit and vehicular mobility along State Highway 43 (OR 43) from the southern city limits of the City of Lake Oswego through the City of West Linn south to Mary S. Young State Park. |
| Wilsonville | I-5 Bike/Ped O-xing: SW Barber - SW Town Center Loop | 14-foot wide pedestrian and bicycle bridge spanning 290 feet over SW Boones Ferry Road and Interstate 5 connecting SW Barber Street with SW Town Center Loop West |

APPENDIX C - Pre-Conformity Plan

Metro 2018-2021 Metropolitan Transportation Improvement Program Air Quality Conformity Plan May 6, 2016

Background

The Metro region is proposing the following procedures to conduct an air quality conformity analysis of the 2018-2021 Metropolitan Transportation Improvement Program (MTIP).

This air quality conformity plan is intended to follow the requirements set forth in Oregon Administrative Rules, Chapter 340, Division 252 (OAR 340-252 "Transportation Conformity"), which, in turn, is intended to implement the Federal Clean Air Act (42 U.S.C 7401 and 23 U.S.C 109j, as amended). These conformity determinations must be periodically updated when certain updates to transportation plans and transportation programming are undertaken. Metro staff has determined that to comply with state and federal regulations, a new air quality conformity determination must be made on Metro's 2018-2021 MTIP.

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council are scheduled to adopt a resolution for the 2018-2021 MTIP, including the results of the air quality analysis in July 2017, following a 30-day technical and public review period. JPACT and the Metro Council, in concert, are the Metropolitan Planning Organization for the greater Portland, Oregon metropolitan region including 24 cities and portions of three counties. The conformity determination will then be submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) by August 2017 (see attached schedule). After consultation with the US Environmental Protection Agency, the region will be notified by FHWA and FTA as to whether the 2018-2021 MTIP conformity determination is approved, which would allow the transportation improvements included in the MTIP to proceed.

As part of the air quality conformity determination process, Metro reviews the submitted projects for the 2018-2021 MTIP and determines a list of regionally significant projects as defined federal transportation conformity rules (40 CFR 93.101). These projects will be coded into Metro's travel demand model and emissions impacts will be assessed for the entire system using the EPA approved emissions model.

Per the Transportation Conformity Regulations outlined in section 93.122 (g), utilizing previous regional emissions analysis is permissible when certain conditions are met. The regulations state:

“(g) Reliance on previous regional emissions analysis. (1) Conformity determinations for a new transportation plan and/or TIP may be demonstrated to satisfy the requirements of §§93.118 (“Motor vehicle emissions budget”) or 93.119 (“Interim emissions in areas without motor vehicle emissions budgets”) without new regional emissions analysis if the previous regional emissions analysis also applies to the new plan and/or TIP. This requires a demonstration that:

- (i) The new plan and/or TIP contain all projects which must be started in the plan and TIP's timeframes in order to achieve the highway and transit system envisioned by the transportation plan;
- (ii) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan's and/or TIP's regional emissions at the time of the previous conformity determination;
- (iii) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan; and
- (iv) The previous regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.

The Portland metropolitan region last conducted a regional emissions analysis for the 2014 RTP and the 2015-2018 MTIP. In this regional emissions analysis process, all projects included in the 2015-2018 MTIP and the financially constrained 2014 RTP were determined as either exempt from air quality conformity or modeled for the regional emissions analysis. The joint 2014 RTP and 2015-2018 MTIP air quality conformity determination received FHWA and FTA approval on May 20, 2015. As the projects and inputs in the current MTIP are consistent with the conformed 2014 RTP, Metro proposes that no new model runs be performed to determine the conformity of the 2018-2021 MTIP.

This is a practice in which the region has utilized in the past. The region will still submit an air quality conformity determination for the 2018-2021 MTIP, but without a new regional emissions analysis. The proposed air quality conformity analysis will report the 2014 RTP emissions modeling data, which includes the identification of regionally significant projects and reflects projects which have been completed. Projects identified as exempt from air quality conformity are excluded from the emission modeling per federal regulation (40 CFR 93.126), but will be identified as exempt in the air quality conformity determination. Transportation control measures (TCM), will be updated to reflect current MTIP project characteristics and current conditions. Following completion and 30 day technical and public review period, the report will be presented to JPACT and the Metro Council for consideration. When approved, the conformity determination will then be submitted to FHWA and to FTA (see attached schedule). After consultation with the U.S Environmental Protection Agency (EPA), the region will be notified by FHWA and the FTA as to whether the 2018-2021 MTIP conformity determination is approved.

This Metro air quality conformity plan is being submitted to the interagency consultation partners for comments and to seek consensus. Both federal and state laws require interagency consultation. State law requires that the Transportation Policy Advisory Committee (TPAC) be the interagency consultation body for the Metro area. In order to meet federal requirements (40 CFR 93.105), representatives of the following agencies are also coordinated for interagency consultation:

- Federal Highway Administration, Oregon Division
- Federal Transit Administration, Region 10
- US Environmental Protection Agency, Region 10
- Oregon Department of Transportation
- Oregon Department of Environmental Quality
- TriMet
- Metro

In addition, the Clean Air Agency from Southwest Washington and the Southwest Washington Regional Transportation Council (RTC) will also be invited to participate in order to ensure coordination between the two parts of the greater metropolitan air shed.

Early notification of the procedures and schedule will assist in the interagency consultation requirements of OAR 340-252-0060. The procedures may be revised as Metro proceeds with the analysis. If changes are sought, there will be notification of interagency consultation partners about such changes, and, if needed, additional consultation and opportunity for comment will be provided.

An approved air quality determination of the 2018-2021 MTIP would be drawn from the existing air quality conformity determinations for 2014 RTP and the 2015-2018 MTIP. The 2014 RTP and 2015-2018 MTIP joint air quality conformity determination received approval from FHWA, FTA, and EPA on May 20, 2015.

Air Quality Regulatory Status of the Metro area

As of 1997, the Metro area is a maintenance area for carbon monoxide (CO), meaning that while the region meets federal CO standards, it must continue to monitor CO levels through an air quality conformity determination comparing forecast levels of pollutant emissions assumed for proposed transportation investments with motor vehicle emission budgets, or in other words, maximum allowed levels of the pollutant from the on road and transit elements of the region's transportation system. In 2006, the EPA approved a new CO State Implementation Plan (SIP) finding new CO motor vehicle emission budgets adequate for transportation conformity purposes in the Second Portland Area Carbon Monoxide Maintenance Plan.

Another possible air pollutant of concern within the Metro region is ground level ozone, which is comprised of volatile organic compounds, or VOC, (also known as hydrocarbons) and oxides of Nitrogen (NOx) that are emitted from a variety of sources, including on-road motor vehicles and some transit vehicles. In June 2005, the EPA revoked the 1 hour ozone standard and an 8 hour ozone standard was promulgated. For the Metro area, this meant that the maintenance status for the 1 hour ozone standard to which the Metro area previously had to demonstrate air quality conformity was no longer required. Further, the Metro area was in attainment with the 8 hour ozone standard. Accordingly, for this 2018-2021 MTIP conformity determination, only CO is formally assessed.

Additionally, through a memorandum of understanding between DEQ and Metro, other pollutants including ozone, air toxics and greenhouse gas emissions are estimated and reported for the base, analysis, and horizon years. The results of the air toxics measurements will be included as part of the 2018-2021 MTIP air quality conformity determination, but per the proposal, will reflect the emissions analysis from the 2014

RTP. The information for the other pollutants will be made available as part of the conformity determination during the 30 day public comment period.

Air Quality Forecasting Overview

Assessing air quality from surface transportation sources is achieved by first running Metro's travel demand computer model that uses forecasts of households and jobs as well as the characteristics of the future transportation system. The results of the transportation model are then used in an air quality computer model to estimate the amount of air pollutants that would be generated under these conditions, comparing these amounts to maximums set for the surface, on-road transportation system. More specific information about these models and assumptions are listed below.

Travel Demand Model Specifications

In utilizing the conformed 2014 RTP as the regional emissions analysis for the 2018-2021 MTIP air quality conformity determination, the travel demand model specifications and assumptions are to reflect those used for the 2014 RTP air quality conformity determination. In the 2014 RTP air quality conformity determination, the Metro travel demand model (Joan) was used in the conformity process. The specifications for this model are documented in the report: *Technical Specifications- February 2013 Travel Demand Model, as revised*.

The generation of person trips, the distribution patterns of the trips, the mode selection, and the time of day profile were forecast using the above Metro model. The vehicle trips from this model were assigned to the conformity networks to determine speeds and VMT.

Project Listing

A listing of all projects included in the financially constrained 2018-2021 MTIP and the associated financially constrained project from the Regional Transportation Plan will be provided in the air quality conformity determination report along with each project's status with regard to:

- a. whether the project was an input to the travel forecasting model;
- b. the earliest year the project was forecast to be operational.

Exempt Projects

The air quality conformity determination report will identify exempt projects in the 2018-2021 MTIP.

Demographics

The following demographic data were used in the transportation model:

- a. Population/Housing: Census data were used to validate the 2010 population and housing data. Population forecasts to the year 2040 were derived by projections completed by the Metro economist. These forecasts were allocated to transportation analysis zones after review and comment by local government technical staffs.
- b. Employment: 2010 Quarterly Census of Employment and Wage (QCEW) data was used in setting the base year employment estimates

for location and industry class. MetroScope – a peer reviewed land use econometric model – was used to forecast the spatial distribution of jobs (and population) in the TAZ forecast for the 2040 RTP after review and comment by local government technical staff.

- c. Socio-economics: Metro used socio-economic data issued by the Census Bureau from the 2010 Census, including household size, incomes, age and head of household. In addition, the population, housing and job forecasts relied on data from various federal data sources and the State of Oregon and Washington concerning historical demographic and economic trend statistics. Forecast drivers for the regional economy relied on national growth projections provided by Global. Also, Census projections for birth rates and death rates were used in extrapolating regional population growth for forecast years.

Validation year: The base year for the Metro transportation model (Joan) is the year 2010. The model was last validated for that base year in 2010.

RTP Horizon: 2040.

Transportation Networks

The 2010 transportation network was the base year network from which all future year networks are developed. The 2010 network included the highway and transit system as of December 2010.

Future transportation networks included completion of all regionally significant projects and other projects that could be modeled, as included in the MTIP and the Financially Constrained System which is the 2014 Federal Component of the Regional Transportation Plan. Future year networks also included a transit system informed by TriMet's Transit Investment Priorities and Service Enhancement Planning processes, which are consistent with the Metro 2014 RTP (financially constrained).

Air Quality Model Assumptions

The table below outlines the implementation of the MOVES2010b emission model that is currently in use by Metro for transportation conformity purposes. While EPA has released an updated air quality model, MOVES2014a in 2014, the grace period for transitioning to MOVES2014a is set to expire on October 7, 2016. Since the consultation and technical work for 2018-2021 MTIP air quality conformity determination has begun within the MOVES2014a grace period and in drawing upon the previous regional emissions analysis, the technical assumptions illustrates those associated with the MOVES2010b model. This implementation was developed in accordance with all pertinent EPA guidance included in the document, *Using MOVES to Prepare Emission Inventories in State Implementation Plans and Transportation Conformity: Technical Guidance for MOVES2010, 2010a and 2010b (April 2012)*.

As established in the Second Portland Area Carbon Monoxide Maintenance Plan, the geography of concern for air quality conformity purposes is the Metro jurisdictional boundary, which includes portions of three counties (Clackamas, Multnomah,

Washington) in the Oregon section of the metropolitan area. While Metro's modeling responsibilities are limited to emissions occurring inside its jurisdictional boundary, vehicles registered in Clark County, Washington, account for a relatively substantial share of the emitting activity. Therefore, a separate set of inputs is necessary to account for the different fleet characteristics, fuels, and inspection/maintenance (I/M) programs associated with these vehicles. Similarly, another set of inputs is necessary to account for the activity within the model area of vehicles that are not subject to an I/M regime.

| Parameter | Details |
|-----------------------------|---|
| Emission Model Version | MOVES2010b |
| Time Spans | Time Aggregation Level: Hour Month of Evaluation: January Type of Day of Evaluation: Weekday Hour of Evaluation: All 24 |
| Road Type | Urban Restricted Access Urban Unrestricted Access Off-Network (for stationary emission processes) |
| Pollutants & Processes | Pollutant: CO Processes: all valid processes |
| Meteorology Data | Used EPA spreadsheet convertor tool to convert previous MOBILE6.2 inputs |
| Source Type Population | Oregon: developed using Oregon DMV fleet database, MOVES Washington: provided by Washington Department of Ecology |
| Age Distribution | Oregon: developed using Oregon DMV fleet database, EPA convertor on previous MOBILE6.2 inputs Washington: provided by Washington Department of Ecology |
| Vehicle Type VMT | Oregon: developed using HPMS summary reports from Oregon DOT, EPA convertor tools Washington: provided by Washington Department of Ecology |
| Average Speed Distribution | Post-processed transportation model assignment results |
| Road Type Distribution | Post-processed transportation model assignment results |
| Fuel Formulation and Supply | Oregon: provided by Oregon DEQ Washington: provided by Washington Department of Ecology |
| I/M Programs | Oregon: provided by Oregon DEQ Washington: provided by Washington Department of Ecology |
| California LEV standards | Oregon: provided by Oregon DEQ Washington: provided by Washington Department of Ecology |

Air Quality Analysis Assumptions

Included as part of air quality analysis are applicable assumptions from the State Implementation Plan.

Conformity Criteria

Conformity was based on the requirements of OAR 340-252-0190 (Criteria and Procedures: Motor Vehicle Emissions Budget). Specifically, 252-0190 (b)(A) states that for each analysis year, the emission analysis must demonstrate that the emissions from the Action scenario is less than or equal to the motor vehicle emissions budget(s) established for the last year of the maintenance plan, and for any other years for which the maintenance plan establishes motor vehicle emission budgets. In addition, the regional emissions analysis must be performed for the last year of the transportation plan's forecast period.

Motor Vehicle Emissions and Budgets

Motor vehicle emission budgets and forecasts based on analysis using the MOVES2010 air quality model are shown in the following table:

| Year | Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day) | Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day) |
|-------------|--|---|
| 2010 | 1,033,578 | 448,398 |
| 2017 | 1,181,341 | 324,234 |
| 2040 | 1,181,341 | 290,007 |

In proposing to draw 2018-2021 MTIP programmed projects from the joint 2014 RTP and 2015-2018 MTIP air quality conformity determination, the 2018-2021 MTIP air quality conformity determination will use the same motor vehicle emissions budget for analysis year 2010 and 2017. For analysis year 2040, the same emissions budget for 2017 will be used as directed through the State Implementation Plan (SIP). Lastly, the emissions model used as part of the 2014 RTP conformity analysis is MOVES2010 and therefore the emissions budgets and projected analysis reflect the MOVES2010 outputs.

Motor Vehicle Emissions Analysis Years

In consultation with EPA Region 10, the Oregon Department of Environmental Quality (DEQ), and by approval from TPAC, Metro will assess carbon monoxide emissions for the years: the base year (2010), end of the maintenance plan (2017) and long-range transportation plan horizon year (2040). Metro has elected to utilize Transportation Conformity Regulations Section §93.106(d)(3), which allows regions with approved maintenance plans to elect to shorten the timeframe of the conformity analysis to the end of the maintenance plan for all air quality analysis moving forward. For the Portland metropolitan region, streamlining the conformity determination to the end of the maintenance plan means the air quality analysis would be conducted through the year 2017, which is the final year of the approved maintenance plan.

However, recognizing that a 2017 conformity determination would not allow for a long-term picture of air quality impacts, Metro, in consultation with partners determined that the horizon year 2040 should be included in the air quality analysis. This approach utilizes provision §93.106(d)(3) and streamlines resources, while also providing for the long-term air quality picture. Therefore, the use of the provision would not have an impact on the air quality outcomes, as the region would still aim to meet or be below the emissions budget allocated by the state for 2040.

Transportation Control Measures

The Second Portland Area CO Maintenance Plan approved by the EPA includes three TCMs which must be monitored and addressed in order to demonstrate conformity. In 2013, Metro, in partnership with partners TriMet, Oregon State Department of Environmental Quality (DEQ) and the U.S. Environmental Protection Agency (EPA) approved a TCM substitution for the transit service increase TCM in the Second Portland Area CO Maintenance Plan. The substitute transit TCM and the other two TCMs included in the Second Portland Area CO Maintenance Plan are identified below.

1. Transit Service Increase: Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of cumulative average of actual hours for assessment conducted for the entire second ten-year Portland Area Carbon Monoxide Maintenance Plan (2007 – 2017). Transit service increase will be assessed on the basis of fiscal year (July 1- June 30) beginning with FY 2008.

2. Bicycle Paths: Jurisdictions and government agencies shall program a minimum total of 28 miles of bikeways or trails within the Portland metropolitan area between the years 2006 through 2017. Bikeways shall be consistent with state and regional bikeway standards. A cumulative average of 5 miles of bikeways or trails per biennium must be funded from all sources in each Metropolitan Transportation Improvement Program (MTIP). Facilities subject to this TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514.

3. Pedestrian Paths: Jurisdictions and government agencies shall program at least nine miles of pedestrian paths in mixed use centers between the years 2006 through 2017, including the funding of a cumulative average of 1½ miles in each biennium from all sources in each MTIP. Facilities subject to this TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514. except where such expansion or reconstruction is located within a mixed-use center.

The air quality conformity determination for the 2018-2021 MTIP will include an analysis of whether these TCM have been addressed. The assessment of the bicycle paths and pedestrian paths TCMs were completed and satisfied with the joint air quality conformity determination for the 2014 RTP and the 2015-2018 MTIP through the timeframe and method specified in the State Implementation Plan. Therefore, the reporting of TCM implementation for the bicycle and pedestrian paths will repeat the reporting from the joint air quality conformity determination for the 2014 RTP and the 2015-2018 MTIP. For the transit service increase TCM, the cumulative average of actual revenue hours will be assessed through fiscal year 2017, as specified in the State Implementation Plan.



METRO

Air Quality Conformity Determination Schedule for the Adoption of the 2018-2021 Metropolitan Transportation Improvement Program

The following is the proposed schedule for air quality analysis, technical review, public comment and approval of the air quality conformity determination for the 2018-2021 Metropolitan Transportation Improvement Program (MTIP). This schedule identifies key milestones and decision points, and was developed to receive public and local technical review, Environmental Protection Agency review and Federal Highway Administration and Federal Transit Administration approval.

| | |
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| July 17, 2014 | Metro Council final adoption of air quality conformity determination of the 2014 RTP. |
| May 20, 2015 | 2014 RTP conformity determination receives approval from FHWA and FTA. |
| May 13, 2016 | Interagency consultation with federal, state, and regional partners on the detailed air quality conformity determination assumptions, methods, etc. for the 2018-2021 MTIP. |
| June 1, 2016 | Interagency consultation with federal, state, and regional partners on the detailed air quality conformity determination assumptions, methods, etc. for the 2018-2021 MTIP. |
| September 30, 2016 | Interagency consultation with TPAC on detailed air quality conformity determination assumptions, methods, etc. for the 2018-2021 MTIP. |
| April 24, 2017 | 2018-2021 MTIP air quality conformity draft report complete. A 30-day public review period begins of complete air quality conformity analysis. Analysis will also be sent to TPAC members, federal air quality partners (EPA, FHWA, and FTA). Federal air quality partners will be offered the opportunity to meet to review and discuss the report during the comment period. Federal partner comments will be provided to TPAC for consideration. |
| May 23, 2017 | End of 30-day public review of air quality analysis of 2014 RTP and 2015-2018 MTIP. |
| May 2017 | TPAC recommendation of air quality conformity determination for the 2018-2021 MTIP to JPACT. |

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|--------------------|--|
| July 2017 | JPACT final adoption of air quality conformity determination for the 2018-2021 MTIP. |
| July 2017 | Metro Council final adoption of air quality conformity determination for the 2018-2021 MTIP. |
| August 2017 | Submit conformity determination for 2018-2021 MTIP to U.S. DOT and U.S. EPA. |

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APPENDIX D- Approval to Utilize Code of Federal Regulations 40 93.122(g) Latest Planning Assumptions

Date: September 23, 2016
To: TPAC and Interested Parties
From: Grace Cho, Associate Transportation Planner
Subject: Approach for Conducting the 2018-2021 MTIP Air Quality Conformity Determination

Introduction

To comply with federal mandates, Metro is required to conduct an air quality assessment with each update of Metro's Regional Transportation Plan (RTP) and development of a new Metropolitan Transportation Improvement Program (MTIP). As part of the conducting the analysis, Metro consults and solicits feedback from our local and regional partners about the approach and methodology for conducting the analysis. TPAC has been identified as the forum for local consultation and soliciting feedback. Metro staff seeks comments from TPAC regarding the Draft 2018-2021 MTIP Air Quality Conformity Determination approach and methodology.

Air Quality Analysis Methodology – Overview

To demonstrate air quality conformity, the region must:

- Illustrate the projected emissions from transportation sources are equal to or less than the motor vehicle emissions budget(s) established for each analysis year (OAR 340-252-0190(b)(A)); and
- Illustrate the region is meeting performance standards for any adopted transportation control measures (TCMs).

The typical process undertaken to demonstrate air quality conformity entails two steps. The first is to undergo an air quality analysis, which uses outputs from Metro's travel demand model to feed into a transportation emissions model. The emissions are then assessed against state approved established emissions "budgets" that are specific to certain criteria pollutants and to the region. The first step helps to demonstrate the future projected emissions from transportation projects will not violate national air quality standards for pollutants the region has struggled with in the past. The second step is to demonstrate the region is on target with meeting performance standards for the TCMs. With the TCMs, off-model assessments are conducted looking at the cumulative average of annual transit revenue hours and total length of new bicycle and pedestrian infrastructure programmed with each Regional Flexible Fund Allocation cycle.

Proposed Approach and Methodology for the 2018-2021 MTIP Air Quality Assessment

For the 2018-2021 MTIP, the proposed approach and methods for conducting the air quality assessment will include a demonstration that the four-year investment program's projected transportation emissions will not exceed the budgets established AND illustrate the region is making progress or has met the requirements of the transportation control measures. However, proposed are minor modifications to the approach, as described.

In July 2014, JPACT and the Metro Council adopted the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination. As part of that air quality conformity determination process, Metro reviewed the financially constrained list of submitted projects for the 2014 RTP and determined a list of regionally significant projects as defined by federal transportation conformity rules (40 CFR 93.101). These projects were coded into Metro's travel demand model and emissions impacts were assessed for analysis years 2017 and 2040 for the entire system using the EPA approved emissions model. Since 2014, the next update of the MTIP for fiscal years 2018-2021 has begun with an anticipated adoption date slated for July 2017. An air quality conformity determination must be conducted prior to the adoption of the 2018-2021 MTIP to allow the region to expend federal funding.

In recognizing the recent efforts undertaken for the adopted an air quality conformity determination, Metro staff has proposed utilizing a provision in the transportation conformity rules to rely on a previous regional emissions analysis to demonstrate the projected emissions from upcoming four-years of transportation investments will not go above the motor vehicle emissions budget set for the region. Per the transportation conformity regulations (40 CFR 93.122(g)), utilizing previous regional emissions analysis is permissible when certain conditions are met. A summary of these conditions include:

- No more than four years have passed since the last adopted conformity determination;
- The new air quality conformity determination will not include any new regionally significant projects which had not been included in the previous regional emissions analysis; and ¹
- The scope of the regionally significant projects which had been previously conformed has not changed significantly which would warrant a new regional emissions analysis.

Metro consulted with federal partners (FHWA, FTA, EPA) as well as regional and state partners (DEQ, ODOT, TriMet) to determine whether the 2018-2021 MTIP would meet the conditions of the Transportation Conformity Regulations 93.122(g) and could utilize the previous emissions analysis. In addition, Metro also consulted about the overall approach and methodology to the air quality conformity determination. Federal, state, and regional partners all came to agreement the conditions of 93.122(g) had been satisfied and approved the approach and methodology to the analysis. Metro conducted the consultation in May 2016. Table 1 describes how the region has or plans to meet the conditions of transportation conformity rules 93.122(g).

| Transportation Conformity Rule 93.122(g) – Conditions for Reliance on Previous Emissions Analysis | Metro's Demonstration |
|---|---|
| No more than four years have passed since the last adopted conformity determination | Metro's last air quality conformity determination was adopted in July 2014. |
| The new air quality conformity determination will not include any new regionally significant projects which had not been included in the previous regional emissions analysis | Metro staff has been reviewing projects from recent ODOT allocations, TriMet and SMART's planned expenditures, and the Regional Flexible Fund to confirm the projects were included as part of the 2014 RTP and were conformed in the previous conformity determination. Metro staff has also asked partners that projects being submitted for funding consideration in fiscal years 2018-2021 be drawn from the 2014 RTP project list. |

¹ Those projects identified as exempt per transportation conformity rules (40 CFR 93.126 and 93.137) may be included as new projects without a need to reconfirm for air quality analysis purposes.

| | |
|---|---|
| The scope of the regionally significant projects which had been previously conformed has not changed significantly which would warrant a new regional emissions analysis. | Metro staff has been reviewing projects from recent ODOT allocations, TriMet and SMART's planned expenditures, and the Regional Flexible Fund to confirm the project scopes have not significantly changed. |
|---|---|

Since Metro proposes utilizing the provision set forth in transportation conformity regulations and rely on the previous regional emissions analysis to demonstrate the projected emissions are less than the established emissions "budgets," the same assumptions and inputs from the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination. Table 2 provides an overview of the inputs from the previous regional emissions analysis conducted for the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination.

Additionally, to demonstrate the region is on target with meeting performance standards for the TCMs, Metro proposes conducting off-model assessments looking at the cumulative average of annual transit revenue hours. In the 2014 RTP and 2015-2-18 MTIP Joint Air Quality Conformity Determination, it was determined that Metro met completed its obligations in programming 28 miles of new bicycle and nine miles of pedestrian infrastructure through 2017.²

Table 2. Factors and Inputs for the Regional Emissions Analysis – 2014 RTP and 2015-2-18 MTIP Joint Air Quality Conformity Determination

| Factor for Analysis | Method/Approach |
|--|--|
| Travel Model | Metro's travel demand model iteration Joan. |
| Emissions Model | EPA approved emissions model, MOVES2010b |
| Analysis Years | 2010 (base year), 2017 (Final year of maintenance plan/attainment year), 2040 (horizon year) |
| Criteria Pollutants for Evaluation | Carbon Monoxide (CO) |
| Emissions budgets (CO) | 2010 – 1,033,578; 2017 – 1,181,341; 2040 – 1,181,341 |
| Inputs for Transportation Networks | Regionally significant projects, as defined federal transportation conformity rules (40 CFR 93.101). Appendix A.1 of the Draft 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination identifies the list of regionally significant projects included in the analysis. |
| Inputs for Transportation Control Measures | Transit revenue hours for years 2007-2017; miles of bicycle infrastructure built through Metro's Regional Flexible Fund Allocation for years 2016-2018; miles of pedestrian infrastructure built in centers through Metro's Regional Flexible Fund Allocation |

Further detail regarding the approach and methodology to the 2018-2021 MTIP Air Quality Conformity Determination can be found in the Pre-Conformity Plan (Attachment A).

Request

² Metro exceeded the bicycle and pedestrian infrastructure by programming over 52 miles of bicycle infrastructure and over 13 miles of pedestrian infrastructure from 2007 – 2017.

Metro staff requests TPAC to approve the 2018-2021 MTIP Air Quality Conformity Determination pre-conformity plan and allow staff to move forward with conducting the air quality conformity determination process.

Next Steps

The follow schedule illustrates the timeline for conducting the 2018-2021 MTIP Air Quality Conformity Determination.

Timeline

| Date | Activity |
|---------------------------|---|
| May 13, 2016 | Interagency consultation with federal and state partners on the 2018-2021 MTIP Air Quality Conformity Determination Pre-Conformity Plan |
| September 30, 2016 | Consultation with TPAC on the 2018-2021 MTIP Air Quality Conformity Determination Pre-Conformity Plan |
| October 2016 – April 2017 | 2015-2018 MTIP Development, project review and TCM assessment |
| April 24, 2017 | Draft 2018-2021 MTIP Air Quality Conformity Determination is released for public comment |
| May 23, 2017 | Public comment for the Draft 2018-2021 MTIP Air Quality Conformity Determination closes |
| June 30, 2017 | Request for TPAC approval of final 2018-2021 MTIP Air Quality Conformity Determination |
| July 20, 2017 | Request for JPACT approval of final 2018-2021 MTIP Air Quality Conformity Determination |
| July 2017 | Request for Metro Council adoption of final 2018-2021 MTIP Joint Air Quality Conformity Determination |

APPENDIX E - Approval to Utilize Code of Federal Regulations 40 93.122(s) Shortening Timeframe of Conformity Analysis

BEFORE THE METRO COUNCIL

| | | |
|--------------------------------------|---|--|
| FOR THE PURPOSE OF APPROVING THE USE |) | RESOLUTION NO. 14-4493 |
| OF FEDERAL STREAMLINING PROVISIONS |) | |
| FOR REGIONAL AIR QUALITY CONFORMITY |) | |
| DETERMINATIONS |) | |
| |) | Introduced by Chief Operating Officer Martha |
| |) | Bennett in concurrence with Council |
| | | President Tom Hughes |

WHEREAS, clean air contributes to the health of Metro residents and their quality of life; and

WHEREAS, the federal Clean Air Act (CAA) and other federal laws, including Code of Regulations (CFR) 93.100 through CFR 93.128 contain air quality standards designed to ensure that federally supported activities meet air quality standards, and these federal standards apply to on-road transportation plans, programs and activities in the Metro area; and

WHEREAS, Chapter 340, Division 252, Transportation Conformity, of Oregon Administrative Rules was adopted to implement section 176(c) of the federal Clean Air Act, as amended, and these rules also apply to Metro area on-road transportation plans, programs and activities; and

WHEREAS, these federal and state regulations require an air quality conformity determination in order for metropolitan planning organizations (MPOs) to conduct its transportation planning and programming activities; and

WHEREAS, the federal transportation conformity rules 40 CFR 93.106(d)(3) allow that MPOs with an adequate or approved CAA section 175A(b) maintenance plan may elect to shorten the timeframe of the conformity determination to extend through the last year of such maintenance plan after consultation with state and local air quality agencies, solicitation of public comments, and consideration of such comments ; and

WHEREAS, Metro has consulted with the Oregon Department of Environmental Quality about utilizing the streamlining provision and gained approval; and

WHEREAS, the Transportation Policy Advisory Committee took action November 22, 2013 approving the proposed use of the streamlining provision for air quality analyses; and

WHEREAS, opportunities for public comment was made available and staff made refinements to the air quality analysis approach according to the comments; and

WHEREAS, Metro agrees to continue to assess the final year of the long-range transportation plan in subsequent air quality conformity analyses to gain a long-term look at the implications of regional transportation policy and its effects on air quality; and

WHEREAS, Metro reviewed federal and state requirements and have determined all criteria have been met to utilize the provision to streamline the air quality conformity analysis; and


WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) approved this legislation at the January 9, 2014 meeting; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT and approves the use of the transportation conformity streamlining provision for regional air quality conformity determination.

ADOPTED by the Metro Council this 16 day of January 2014.


Tom Hughes, Council President

Approved as to Form:


Allison R. Kean, Metro Attorney

STAFF REPORT

FOR THE PURPOSE OF APPROVING THE USE OF FEDERAL STREAMLINING PROVISIONS FOR REGIONAL AIR QUALITY CONFORMITY DETERMINATIONS

Date: December 16, 2013

Prepared by: Grace Cho

REQUEST

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council are requested to approve the use of federal streamlining provisions for regional air quality conformity purposes. Action by JPACT and the Metro Council is requested to fulfill process requirements issued by EPA in order to utilize the provision.

INTRODUCTION

Because the Portland region failed to meet national air quality standards for carbon monoxide pollution in the past the region was designated a non-attainment area. As a result, the region is required to conduct an air quality conformity analysis for each update of the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) to demonstrate compliance with an adopted air quality maintenance plan in order for transportation projects to be eligible to receive federal funding.

BACKGROUND

The air quality conformity determination is a regional emissions analysis which compares future emissions from transportation activities to a state allocated emissions budgets. To conduct a regional air quality analysis Metro builds and maintains a series of transportation networks to feed into a regional emissions model. Known as analysis years, these networks must meet federal air quality requirements. The transportation networks are derived from the projects identified in the RTP and MTIP.

ISSUE

Typically, Metro models three transportation networks for air quality analysis purposes (base year, final year of maintenance plan, and horizon year), but in preparation for the 2014 RTP update and the 2015-2018 MTIP, federal requirements dictate five transportation networks will need to be constructed. This adds significant workload to the relatively minor update of the 2014 RTP.

PROPOSED SOLUTION – UTILIZE REGULATORY STREAMLINING PROVISION

The Transportation Conformity Regulations Section §93.106(d)(3) allows regions with approved maintenance plans to elect to shorten the timeframe of the conformity analysis to the end of the maintenance plan.¹ For the Portland metropolitan region, streamlining the conformity determination to the end of the maintenance plan means the air quality analysis would be conducted through the year 2017, which is the final year of the approved maintenance plan.

However, recognizing that a 2017 conformity determination would not allow for a long-term picture of air quality impacts, staff proposes conducting an air quality analysis for the base year (2010), end of the maintenance plan (2017) and long-range transportation plan horizon year (2040). This approach would utilize the shortening provision and reduce the number of transportation networks to develop, while also providing for the long-term air quality picture. Therefore, the use of the provision would not have an impact on the air quality outcomes, as the region would still aim to meet or be below the emissions budget allocated by the state for 2040. Additionally, staff determined modeling additional years will not yield additional beneficial information to assist policymakers, but would require significant resources.

¹ The Transportation Conformity rules provision §93.106(d)(3) states: “For areas that have an adequate or approved CAA section 175A(b) maintenance plan, the MPO may elect to shorten the timeframe of the conformity determination to extend through the last year of such maintenance plan after consultation with state and local air quality agencies, solicitation of public comments, and consideration of such comments.”

Utilizing the shortened conformity provision would be applicable for all air quality analysis moving forward.

AIR QUALITY CONFORMITY ANALYSIS STREAMLINING PROCESS

In accordance with federal rules, the metropolitan planning organization is the main party to initiate a TCM substitution.² Following internal consultation, Metro elected to initiate undergoing to the process to utilize the streamlining provision in November 2013. Metro consulted with the U.S. Environmental Protection Agency (EPA) to gather clarity on the process requirements which must be met in order to utilize the provision. Following, Metro consulted with DEQ on utilizing the provision. Based on the consultation with DEQ, Metro has agreed to continue to assess the horizon year of the long-range transportation plan as part of all subsequent air quality conformity analyses to ensure the region's long-term transportation policies and investments do not harm air quality.

At the November 22, 2013 Transportation Policy Advisory Committee (TPAC) meeting, members were consulted on utilizing the provision to streamline the conformity analysis work and requested TPAC make a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT). Members were presented an analysis the proposal to utilize the EPA streamlining provision met the following criteria:

- Consultation with state and local air quality agencies;
- Solicitation of public comments and consideration of public comments; and
- MPO board and governing body approval.³

Table 2. Proposed Utilization of Streamlining Provision Criteria Being Met

| Proposed Activity | Justification/Rationale | Applicable EPA Rule/Provision |
|--|---|--|
| Consultation with DEQ on proposed shortened conformity timeframe | EPA rules require MPOs consult with state and local air quality agencies regarding streamlining the conformity timeframe. Full interagency consultation is not required and formal approval from state and local air quality agencies is not required. DEQ would not need to take this through any of its processes, unlike the TCMs. Consultation was conducted on November 20, 2013 with DEQ staff. | Consultation with state and local air quality agencies |
| Consultation and request of approval from TPAC | Notification of an action is provided to the TPAC interested parties list a week in advance of the meeting. EPA also states MPOs should follow normal process for public participation regarding conformity actions. Since a formal public comment period is not conducted for conformity methodology approval, the approach to ask for approval from TPAC is sufficient. Opportunity for public comment is available at the TPAC meeting. TPAC consultation was conducted on November 22, 2013. Action to recommend to JPACT made. ⁴ | Solicitation of public comments |

³ US Environmental Protection Agency. Transportation Conformity Regulations. April 2012, page 15.

⁴ TPAC. November 22, 2013 <http://www.oregonmetro.gov/index.cfm/go/by.web/id=31965>

| | | |
|--|---|---------------------------------------|
| Review comments received and refine shortened conformity timeframe (if appropriate) | Metro staff took the comments made at the TPAC meeting to refine the proposed approach for streamlining the conformity timeframe in the materials presented before JPACT and Metro Council. Public comments made on the conformity streamlining provision will also be taken will also be accepted. | Consideration of public comments. |
| Approval by MPO board and Metro Council on the streamlined air quality conformity determination method | EPA requires receiving approval from the MPO board and governing body to use the streamlining conformity provision in the air quality analysis methodology. | MPO board and governing body approval |

ANALYSIS/INFORMATION

1. **Known Opposition:** DEQ is in agreement with the proposed approach Metro has put forward to continue to assess the horizon year of the plan as part of all air quality conformity analyses.

Legal Antecedents:

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended].
- US EPA transportation conformity rules (40 CFR, parts 51 and 93)

State regulations include:

- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
- 2006 State Implementation Plan (SIP).
- 2006 Portland Area Carbon Monoxide Maintenance Plan and 2007 Portland Area Ozone Maintenance Plan.

2. **Anticipated Effects:** Adoption of this resolution allows for air quality analysis to assess emissions for three transportation networks: base year (2010), last year of the maintenance plan (2017), and horizon year (2040) of the plan. This goes into effect immediately for demonstrating conformity of regional transportation plans and programming documents. The funding of proposed transportation projects in the 2015-2018 MTIP and the update of the 2014 Regional Transportation Plan update will be able to continue as scheduled.
3. **Budget Impacts:** None. Upon approval of this action, projects included in the 2015-2018 Metropolitan Transportation Improvement Program and the 2014 RTP update will be able to move forward with implementation.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 14-4493.

APPENDIX F - EPA R10 letter, OR TCM substitution v7



**UNITED STATES ENVIRONMENTAL PROTECTION
AGENCY
REGION 10**

1200 Sixth Avenue, Suite 900
Seattle, WA 98101-3140

OFFICE OF THE
REGIONAL
ADMINISTRATOR

APR 16 2014

Mr. Dick Pederson
Oregon Department of Environmental Quality
811 Southwest Sixth Avenue
Portland, Oregon 97204

Mr. Tom Hughes
Ms. Carlotta Collette
600 Northeast Grand
Portland, Oregon 97232

Dear Mr. Pederson, Mr. Hughes and Ms. Collette:

Thank you for your concurrence letters from the Oregon Department of Environmental Quality on January 14, 2014, and from the Oregon Metro metropolitan planning organization on January 8, 2014, requesting the Environmental Protection Agency's concurrence on substitution of the transit service increase Transportation Control Measure for the Portland Area Carbon Monoxide Maintenance Plan. The proposed substitution would replace the "existing transit service increase TCM"¹ with a "substitute transit service increase TCM"² containing an equivalent method for assessing the transit service increase.

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users, signed into law on August 10, 2005, revised the Clean Air Act's Section 176(c) transportation conformity provisions including procedures to use in substituting or adding TCMs to approved State Implementation Plans. The CAA, as amended, requires that the replacement TCM must achieve equal or greater emission reductions; be implemented on a consistent schedule; and be supported by adequate resources and authority to be implemented, monitored and enforced. The TCM must also have been developed through a collaborative process involving all affected jurisdictions, the EPA; and the public. Qualifying TCMs can be substituted into an approved SIP without a formal rulemaking process.

The EPA reviewed the methodology and the material used by the ODEQ to demonstrate equivalency between the original and substitute TCMs. The EPA also reviewed the comments received during the public comment process, and the responses to these comments from ODEQ. Based on a review of the analysis and the responses to comments, the EPA concurs with the state's analysis and determination that the substitute TCM is expected to provide an equivalent emission reduction to the original TCM. Additionally, the emission reductions from the

¹ Existing Transit Service Increase TCM: Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of a five-year rolling average between 2006 and 2017. Assessments made for the period through 2008 shall include the 2004 opening of Interstate Metropolitan Area Express (MAX).

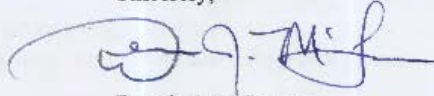
² Substitute Transit Service Increase TCM: Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of cumulative average of actual hours for assessment conducted for the entire second ten-year Portland Area Carbon Monoxide Maintenance Plan period (2007-2017). A transit service increase will be assessed on the basis of fiscal year (July 1- June 30) beginning with FY 2008.

substitute TCM occur on a schedule consistent with the TCM being replaced. These concurrence letters attest that the proposed TCM substitution for the Portland Area CO Maintenance plan meets the CAA TCM substitution requirements as delineated in section 176(c)(8) of the CAA.

This letter transmits the EPA's concurrence regarding the TCM substitution submitted by the ODEQ. In reaching this decision, we have reviewed the technical information for the substitute TCM provided by the ODEQ and have determined that the substitute TCM meets the CAA Section 176(c)(8) requirements for substitute TCMs.

The substitute TCM is now part of the federally enforceable SIP. We have received the substitute TCM and support materials for incorporation in the federally approved SIP within 90 days as required by CAA, Section 176(c)(8). The EPA will proceed to update the Code of Federal Regulations to reflect the changes to the SIP to clarify that the substitute TCM is a part of the federally enforceable SIP. If you have any questions regarding this letter, please contact Karl Pepple, Air Planning Unit in the Office of Air, Waste and Toxics at pepple.karl@epa.gov or (206) 553-1778.

Sincerely,



Dennis J. McLerran
Regional Administrator

cc: Mr. Uri Papish
ODEQ Interim Air Quality Administrator

Mr. David Collier
ODEQ Air Quality Planning Manager

Mr. Dave Nordberg
ODEQ Transportation Conformity Contact

Ms. Andrea Gartenbaum
ODEQ SIP Coordinator

Mr. Tom Kloster
Metro Transportation Planning Manager

APPENDIX G - Summary of Non-Applicable State and Federal Regulations and Why They Are Not Addressed

In some cases there are sections of federal statutes or state administrative rule that do not apply or do not apply directly and are not addressed.

Sections not addressed directly and reasons for not addressing them include:

Purpose (OAR 340-252-0010 and 40 CFR 93.100 – this is handled by addressing all sections with specific requirements);

Definitions (OAR 340-252-0030 and 40 CFR 93.101 – this conformity determination uses these definitions when addressing requirements in other sections);

Priority (OAR 340-252-0040 and 40 CFR 93.103 – this applies to the priorities the Federal Highway Administration and Federal Transit Administration place on transportation improvements that have been prepared to attain or maintain air quality standards.);

Projects from a Plan and TIP (OAR 340-252-0160 and 40 CFR 93.115 – this is a project level requirement and must be satisfied by the project, but is not needed in a regional emissions conformity determination.);

Localized CO and PM₁₀ Violations (OAR 340-252-0170 and 40 CFR 93.116 – this determination is a region-wide conformity analysis. This section concerns local project conditions. Individual projects are responsible for independent hot spot, or localized CO analyses. The region is in compliance and has not previously violated the PM₁₀ standards. Accordingly, this section does not apply);

Compliance with PM₁₀ Control Measures (OAR 340-252-0180 and 40 CFR 93.117 – as noted, the region is in compliance and has not previously violated the PM₁₀ standards, therefore this section does not apply);

Emission Reductions in Areas without Motor Vehicle Emissions Budgets (OAR 340-252-0200 and 40 CFR 93.119 – the Metro region has EPA approved emission budgets, therefore this section does not apply);

Consequences of Control Strategy Implementation Plan Failures (OAR 340-252-0210 and 40 CFR 93.120 – EPA has approved implementation plans for the Metro region, therefore this section does not apply);

Requirements for Adoption or Approval of Project by Other Recipients of Funds Designated under Title 23 USC or the Federal Transit Laws (OAR 340-252-0220 and 40 CFR 93.121- this conformity determination is being conducted to ensure that all federally funded transportation projects, as well as regionally significant locally funded projects, are assessed and no exception is being sought under this section);

Procedures for Determining Localized CO and Pm₁₀ Concentration (OAR 340-252-0240 and 40 CFR 93.123 – as noted above, this is a region-wide analysis conformity analysis of CO. Individual projects are responsible for local CO hot spot analyses independent of this region-wide analysis);

Using the Motor Vehicle Emissions Budget in the Applicable Implementation Plan or Implementation Plan Submission (OAR 340-252-0250 and 40 CFR 93.124 – this regulation concerns the implementation plan, not the conformity determination directly, accordingly it is not addressed);

Enforceability of Design Concept and Scope and Project-Level Mitigation and Control Measures (OAR 340-252-0260 and 40 CFR 93.125 – this is an individual project level requirement each project must address and therefore is not a component of the region-wide conformity analysis).

APPENDIX H-15-05-20 Metro Air Quality Conformity Approval

U.S. DEPARTMENT OF TRANSPORTATION



Federal Highway Administration
Oregon Division
530 Center Street, Suite 420
Salem, Oregon 97301
503.399.5749

Federal Transit Administration
Region 10
915 Second Avenue, Room 3142
Seattle, Washington 98174-1002
206.220.7954

Date: May 20, 2015
In Reply Refer To:
HDA-OR/FTA-TRO-10
File: 724.400

Ms. Elissa Gertler
Planning and Development Director
Metro
600 N.E. Grand Avenue
Portland, Oregon 97232-2736

RE: USDOT Conformity Determination
2014 Regional Transportation Plan (RTP)
2015-2018 Metropolitan Transportation Improvement Program (MTIP)

Dear Ms. Gertler:

The Clean Air Act Amendments of 1990 (CAAA) require that transportation plans, programs, and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency or severity of existing NAAQS violations or delay the attainment of the NAAQS. The U.S. Department of Transportation (the Federal Highway Administration and the Federal Transit Administration) are required to make a transportation conformity determination in non-attainment and maintenance areas as outlined in 40 CFR 93.104 (Frequency of Conformity Determinations) and 23 CFR Part 450 (FHWA and FTA Planning Rule). The CAAA requires States and Metropolitan Planning Organizations (MPOs) to demonstrate, through the conformity process, that the transportation program as a whole is consistent with the State Implementation Plan (SIP). Transportation conformity ensures that Federal funding and approval are given to those transportation activities that are consistent with air quality goals and do not worsen air quality or interfere with the purpose of the SIP.

The Metro area is currently designated as attainment for carbon monoxide. With an approved maintenance plan (e.g., a "maintenance" area), EPA approved Metro's second 10 year carbon monoxide (CO) maintenance plan, with an effective date of February 23, 2006 (71 CFR 3768).

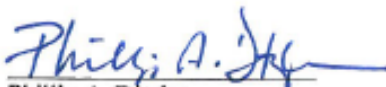
The Metro Council adopted the 2014 RTP and the 2015-2018 MTIP and the associated air quality conformity determination on July 17, 2014 through Ordinance 14-1340. The conformity analysis provided by Metro indicated that the air quality conformity requirements have been met. Based on our review of Metro's conformity determination, analysis, and documentation submitted to our offices on July 18, 2014 we find that the 2014 RTP and the 2015-2018 MTIP conform to the SIP in accordance with the Transportation Conformity Rule and the Oregon Conformity SIP.

This Federal conformity determination was made after interagency consultation with EPA Region 10, ODEQ and ODOT pursuant to the Transportation Conformity Rule.

This letter constitutes the joint FHWA and FTA air quality conformity determination for Metro's 2014 RTP and 2015-2018 MTIP.

If you have any questions please contact Mr. Nick Forley of FHWA at 503-316-2565 or Mr. Ned Conroy of FTA at 206-220-4318.

Sincerely,



Phillip A. Ditzler
Division Administrator
Federal Highway Administration



R. F. Krochalis
Regional Administrator
Federal Transit Administration

cc:

EPA (Karl Pepple, Environmental Protection Specialist)
(Claudia Vaupel, Air Quality Planner)
ODEQ (Dave Nordberg, Transportation Planning Coordinator)
ODOT (Kristen Stallman, Planning Unit Manager)
(Jeff Flowers, Program and Funding Services Manager)
(Natalie Liljenwal, Environmental Engineer)
Metro (Kim Ellis, Principal Transportation Planner)
(Ted Leybold, Resource Development Manager)
(Grace Cho, Air Quality Program Manager)
Tri-Met (Alan Lehto, Director of Policy and Planning)

APPENDIX I – Notice of Public Comment Opportunity 2018-2021 MTIP Joint Air Quality Conformity Determination

Tell us what you think | 30-day comment period

Give your thoughts on the schedule for investing federal and state transportation funds in the greater Portland region for 2018-21. The Metropolitan Transportation Improvement Program also demonstrates how the list of projects comply with federal regulations regarding air quality impacts and environmental justice.

April 24 through May 23, 2017
oregonmetro.gov/mtip



Submit comments April 24 through May 23, 2017: online at oregonmetro.gov/mtip | by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232 | by email to transportation@oregonmetro.gov | by phone at 503-797-1750 or TDD 503-797-1804.

The Metro Council is scheduled to hold a **public hearing** 5 p.m. **Thursday, May 18** and is scheduled to hold a **public hearing and take legislative action** 2 p.m. **Thursday, Aug. 3** at Metro Regional Center, 600 NE Grand Ave., Portland.

Metro's public participation process for the 2018-21 MTIP is designed to satisfy SMART's regional coordination requirements for the program of projects.

Esta es una notificación de su oportunidad para comentar sobre las prioridades de transporte en la región. Para recibir una traducción de la notificación pública completa en español, llame al 503-797-1888.

Đây là thông báo về cơ hội của quý vị được trình bày ý kiến đối với các ưu tiên về chuyên chở trong vùng. Muốn nhận được bản dịch đầy đủ của thông báo bằng Tiếng Việt, xin gọi số 503-797-1888.

本公告旨在通知您利用這個機會評議在您所在社區經營危險廢棄物設施的申請。要獲取完整的繁體中文翻譯版公告，請撥打 503-797-1888。

Настоящим уведомляем, что у вас есть возможность оставить свой отзыв относительно приоритетов транспортного развития в вашем регионе. Русскую версию настоящего оповещения можно запросить по номеру 503-797-1888.

본 통지서는 지역 내 교통 관련 우선 사항에 대해 귀하의 의견을 제시할 수 있는 기회를 알려 드리기 위한 것입니다. 한국어로 번역된 통지서 전문을 받아보시려면, 503-797-1888로 문의하십시오.



Public comment report

2018-21 Metropolitan Transportation
Improvement Program

May 2017



Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: oregonmetro.gov/mtip

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration

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PURPOSE AND BACKGROUND

This report summarizes the comments received during the comment opportunity from April 24 through May 23, 2017, on the 2018-21 Metropolitan Transportation Improvement Program.

2018-21 Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program, or MTIP, documents how all federal transportation money will be spent in the Portland metropolitan region. It also documents state- and locally-funded transportation projects that may significantly affect the region's air quality.

As the federally-recognized metropolitan planning organization, Metro updates the MTIP every three years, collecting information from the Oregon Department of Transportation and the region's cities, counties and transit agencies. This update lists funded transportation projects scheduled in the region between 2018 and 2021.



Find out more about the 2018-21 MTIP at oregonmetro.gov/mtip.

The MTIP is incorporated without change into the State Transportation Improvement Program, or STIP, Oregon's statewide four-year transportation capital improvement program. Like the MTIP, Oregon's STIP covers a four-year construction period, and is updated every three years.

NOTICE

Notice was provided through Metro News and distributed to members of the land use and transportation news digest email. Notifications were also posted on Metro's Twitter and Facebook feeds and sent to Metro advisory committee interested persons lists.¹ Print ads were placed in several local newspapers:

- Beaverton Valley Times
- Gresham Outlook
- Clackamas Review
- Portland Tribune
- Tigard Times.

A copy of the print ad is attached.

¹ Committees: Joint Policy Advisory Committee on Transportation, Metropolitan Policy Advisory Committee, Transportation Policy Alternatives Committee, Metro Technical Advisory Committee.

COMMENT OPPORTUNITY

Public comment was solicited from April 24 through May 23, 2017, on the public review draft 2018-21 Metropolitan Transportation Improvement Program and draft air quality conformity determination. Residents were encouraged to review the draft document and comment:

- in writing to Metro Planning, 600 NE Grand Ave., Portland, OR 97232 or transportation@oregonmetro.gov
- by phone at 503-797-1750 or TDD 503-797-1804
- in person at the hearing held by Metro Council on Thursday, May 18, 2017, at Metro Regional Center, 600 NE Grand Ave., Portland.

Metro received one comment in writing from the City of Gresham, pointing to a few administrative changes in 2018-21 MTIP programming and project list. Metro received no comments by phone or at the hearing.

In order to make the information in the 2018-21 MTIP and this comment period as accessible as possible, Metro also launched an online comment survey.

Online comment survey

Metro received 147 comments through the online comment survey. The online comment survey was designed to provide high level information on the 2018-21 MTIP to allow for residents to comment without the need to read the full document. The contextual information provided in the survey is included below, followed by the questions and response summaries for each section.

Overview

The draft 2018-21 Metropolitan Transportation Improvement Program documents \$1.6 billion in investments planned over the next four years. This total includes all federal transportation money already awarded to the greater Portland area as well as the required "local share" – city, county and state money put into projects to demonstrate local interest and share the cost.

The MTIP does not include locally-raised dollars that cities and counties spend on other things like fixing local roads, or money transit agencies spend operating buses and rail in the region.

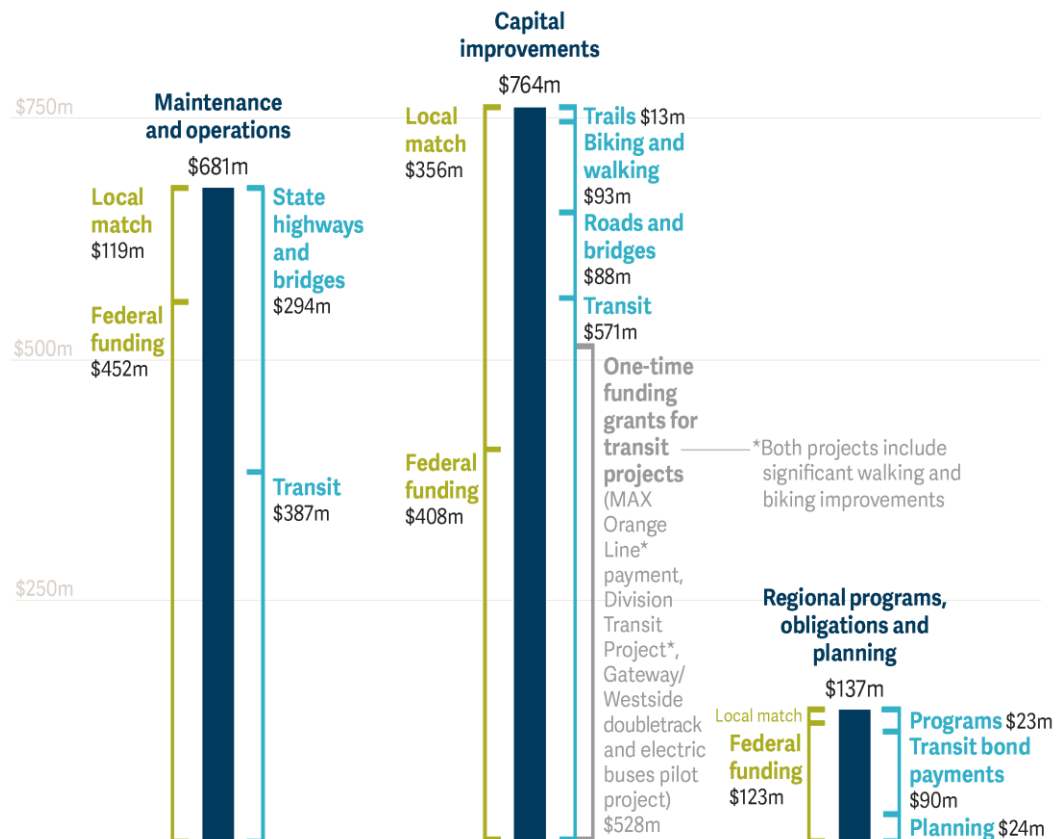
Federal transportation dollars are used for a variety of things in the Portland region, including:

- fixing and operating roads, bridges and transit
- building new streets, sidewalks, transit lines and other transportation infrastructure

- programs to help the region's transportation system work better and connect people to travel options
- planning to analyze needs, develop project proposals and maintain eligibility for federal and state funding.

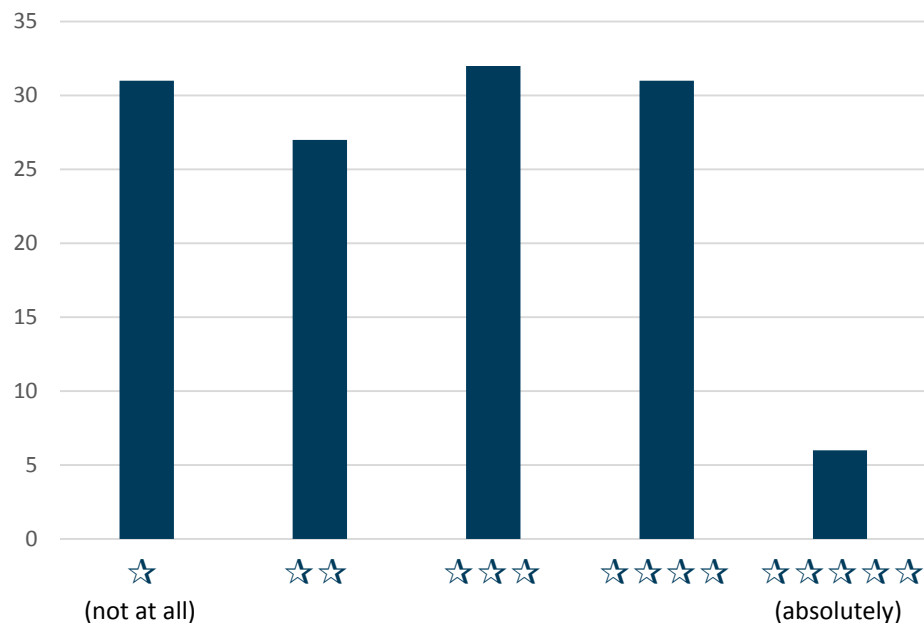
Some federal funding comes to Oregon or the Portland region based on a federal distribution formula and for specific purposes, such as maintenance of the interstate freeway system. Greater Portland also competes with other metropolitan areas for other federal grants and funds. Federal funding for major transit projects is the most significant example of these competitive funds.

The chart below provides an overview of how federal transportation dollars and local matches are planned to be invested between 2018 through 2021.



Question 1: Generally, do you think the greater Portland region is making the best use of available federal transportation funding?

This question asked participants to offer a rating response, with 1 being “not at all” and 5 being “absolutely”; 127 participants offered a rating, and 75 offered comments.



Most of the comments addressed the balance of the use of federal funds. Several respondents wanted more focus on certain investments (road maintenance, road capacity, light rail, bus service, bike facilities, sidewalks), often citing other investments to cut back on (road capacity, light rail or transit generally, bike facilities, sidewalks). A few of those calling for more investment in roadways and less in other areas cited the number of users/number of trips per mode and said that the investments should match current demand. A few comments highlighted the rate of population growth and the need for infrastructure to keep up. A couple commenters made the case that regional funds should go to regional connections, stating that bike paths and sidewalks are inherently local priorities due to the short distance that people would travel on them.

Several commenters cited the need for good maintenance of current infrastructure. Bridge maintenance and earthquake preparedness were also specifically raised.

Several specific projects or improvements were highlighted as needed:

- a new Interstate 5 Columbia River bridge
- additional Columbia River bridges (west of I5 and east of Interstate 205)
- I5 capacity through the Rose Quarter
- a westside freeway
- an additional (farther east) eastside freeway

- a northwest connection from U.S. Route 26 to U.S. Route 30
- bus and light rail service to areas with highly populated but lower income areas of Portland, especially outer Northeast and Southeast
- tourism travel to Eastern Oregon from the Portland Airport
- a light rail “loop” line for connections outside of the downtown Portland.

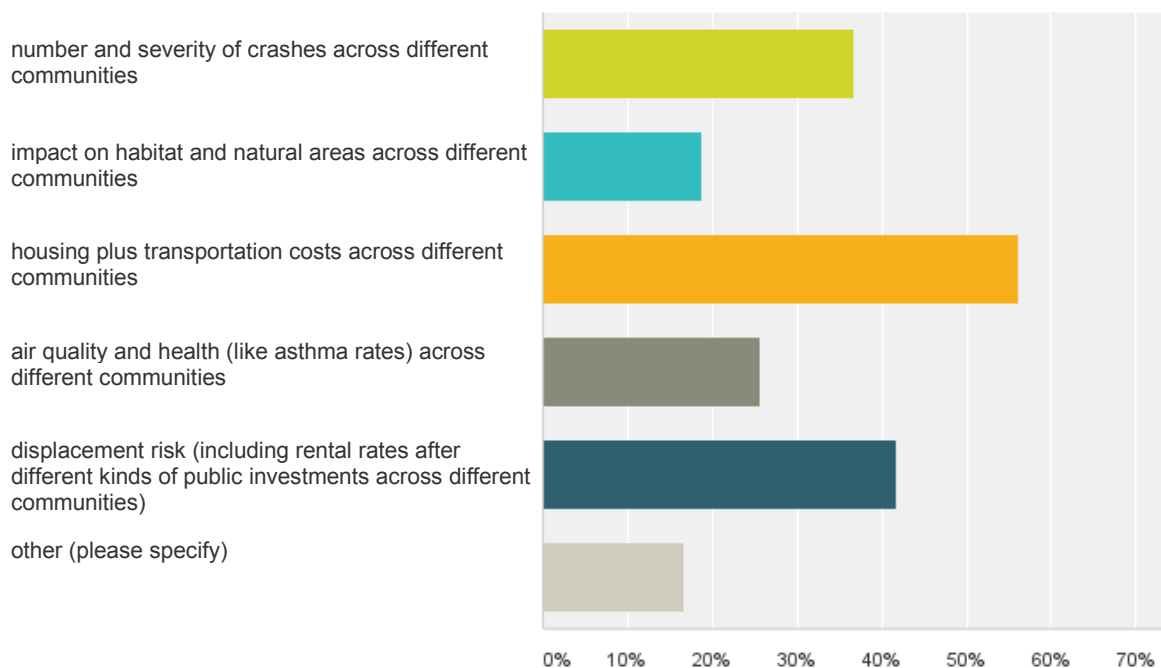
Advancing social equity

Social equity is a priority for the greater Portland region – for historically marginalized communities (people of color, individuals living in poverty and language-isolated communities) and for older and younger residents. When judged as a whole, the capital investments listed in this MTIP will improve access and safety for historically marginalized communities across the Portland region. Though this overall progress is only incremental, individual projects may provide significant benefit to the communities they serve.

We are making progress on social equity, but four years of investment can only do so much to balance the 100-plus prior years of investment that have resulted in an inequitable distribution of benefits and burdens for people across the region.

Question 2: In order to ensure that we are moving toward a transportation system that advances social equity, what things should we track and pay the most attention to?

Participants were given the following list of potential measures for equity performance and encouraged to choose two, including a free-form “other” category; 144 participants offered a selection, including 24 who made another suggestion, and 35 offered comments.



Other suggestions were:

- transit and auto commute times
- auto commute reliability
- transit wait times
- sidewalk completion
- access to active transportation
- quality of service and infrastructure
- reduced transit fare cost
- health disparities that are either worsened or improved by transit access

A few respondents used the “other” category as an opportunity for investment requests such as additional parking at Sunset Transit Center or new transportation corridors. A couple also expressed that the question itself was socialist or that the focus needed to be ease of travel for all users. One suggested requiring bicycle and transit infrastructure to become more financially self-sustainable and paid for by the users.

Many of the comments in relation to this question cited the need for affordable housing and the tension that investments (specifically light rail or improved streets) could trigger market-based displacement or pricing out new owners. One respondents expressed concern that this could lead to a lack of investment in these areas, stating that investments should be made in for these communities that improve quality of life and provide wealth-building opportunities in a way that minimizes the risk of displacement. One respondent stated that streetcars and light rail are serving redeveloped areas when the focus should be on rerouting bus service where it is needed.

Additional suggestions for assessing or addressing equity were:

- creating jobs and providing services where people live and can easily take transit, bike or walk to access
- affordable bike rental stations
- more frequent transit service (less wait time)
- mapped air quality risk
- transportation options (“at least two choices of transportation to use for commuting too and from work”)
- transit and roadway capacity in areas where people have moved after displacement
- road maintenance and capacity in areas with less historic investment
- safety and security in historically marginalized communities (though one comment questioned the use of crash data, since crashes can occur away from one’s residential area)
- sidewalks, crosswalks and streetlights in areas with affordable housing

- removing barriers for development for profit housing
- planning for self-driving cars.

Several comments disagreed with the premise of the question, stating that all groups need to benefit, that there shouldn't be a focus on "social engineering," that "Most transportation and environmental concerns should be the LAST priority for transportation departments," and that "everyone has an equal shot at making decisions that will make them successful [; b]ecause they choose the alternate path, they shouldn't then be given extra handouts."

Reducing air pollution

Federal regulations require us to assess how our transportation investments will affect levels of certain air pollutants. The greater Portland region has been in compliance for these pollutants for nearly 20 years.

But we know that other air quality issues are on the rise, and transportation is a major factor. We have more people living here and the economy is improving, which means driving is increasing. For instance, averaging the amount of driving in Portland increased 1.3 miles per person per day from 2012 to 2015. That's a 7 percent increase.

Question 3: The MTIP has investments that work to reduce air pollution from cars and trucks. Thinking about how you and your family might reduce pollution from driving, what would help the most?

Participants were given the following list of potential investments and encouraged to choose one, including a free-form "other" category; 147 participants offered a selection, including 19 who made another suggestion, and 39 offered comments.

making buses and MAX more convenient, frequent, accessible and affordable

making biking and walking more safe and convenient

making streets and highways safer, more reliable and better connected

using technology for things like signal timing, route (and rerouting) information, and incident response to better manage the transportation system

providing more information and incentives to help people walk, bike and use transit

supporting the transition to cleaner, low carbon fuels and more fuel efficient vehicles

other (please specify)

Other suggestions were:

- enforcement of regulations
- adding road capacity to reduce congestion; reduced commute times
- business clusters to encourage trip chaining
- autonomous vehicles
- incentives for electric cars and bikes
- lower speed limits
- programs to help with “last mile”
- an app that identifies best combination of transportation options for a trip
- subsidies for Uber and Lyft
- reviewed and improved bus access based on current population centers
- new Columbia River bridges, east of I5 and west of I205.

Transit Many of the comments in relation to this question called for expanded transit service (in coverage – especially outside of central Portland – as well as frequency), including expanding light rail to new areas. Many also stated that the region needs a zero-emissions bus fleet and safe, comfortable, well-maintained and walkable transit stops. A few also requested less expensive transit. A few comments called for more dedicated right of way for transit. A couple of comments asked for expanded park and ride facilities to allow for more people to use the MAX.

Auto capacity Several comments stated that expanded roadways and additional Columbia River bridges would reduce congestion and reduce pollution. A few comments called for not making driving easier as it encourages single occupancy vehicle commuting. One suggested that the region’s air is cleaner than 30 years ago, so the main concern should be about improving congestion and freight movement. One stated that they love their car.

Biking and walking Many comments cited the need for easier, safer and more connected biking and walking access, particularly along arterials. Regarding safety, one specifically called for physically separated facilities (“I’m not willing to die on a bike commute, because someone driving a car finds it inconvenient to share the lane with me”), and one stated the need for more streetlights and sidewalks in neighborhoods (“When I originally moved [to my neighborhood] I planned to walk often, but found it to be unsafe”). One highlighted that biking may be a “seasonal solution but still a worthy effort,” and another questioned the practicability in suburban and rural areas.

One comment pointed to the low gas prices as incentivizing more driving and bigger, less fuel efficient vehicles.

Other suggestions for reducing transportation-related air pollution were:

- computerized, real-time signal timing

- electric vehicle use that will increase over time
- charging stations for electric cars and bikes
- electric autonomous vehicles, particularly linked autonomous minibuses
- more compact, better connected development in suburban areas.

Additional comments about these topics or this survey

In addition to the comments above, 36 participants also offered additional comments about transportation issues, stating:

- the need for:
 - additional bridges across the Columbia River
 - a replacement for the I5 Columbia River bridge
 - express MAX lines
 - more frequent MAX service
 - more light rail lines
 - more frequent bus service for the “last mile” for MAX commuters
 - completion of the 40-mile loop and the Interstate 84 Sullivan’s Gulch bikeway
 - a fully integrated transit network
 - a westside freeway
 - wider roads
 - the removal of freeway ramp signals
 - transit where unserved or underserved populations live
 - more research in congestion pricing
 - reducing single occupancy vehicle trips
 - maintenance of roads and bridges
 - expanded bike share
- the region’s infrastructure needs to catch up to rapid population growth
- the focus should be investments in seismic upgrades
- the focus should be on the ease of tax paying workers to travel in their chosen method
- the support for projects to enhance the quality of life in low-income areas and for historically marginalized communities
- the region should work together to raise funds for transportation options
- mass transit programs should be eliminated
- no more light rail
- parking at Washington Park should be maintained
- Raleigh Hills by the Parr Lubmer is a crash corner and should be fixed
- the goals are flawed.

WHO PARTICIPATED

Participants were asked to provide demographic information to help Metro know if we are hearing from a representative group of people that reflects our diverse communities and a broad range of experiences in our region. In the table below, groups that were underrepresented compared to regional demographic information by 4 percentage points or more are indicated. The demographic questions were optional.

| | Count | Percent | Regional population |
|---|------------|-----------|---------------------|
| Ethnicity | | | |
| Respondents were asked to pick all that apply and choose “other” or offer more specificity. ^{2 3 4} | | | |
| Respondents (136) minus “prefer not to answer” or similar comment expressing dissatisfaction with the inclusion of the question (14) ⁵ | 122 | | |
| White alone ⁶ | 109 | 89% | 73% |
| Black or African American | 3 | 2% | 5% |
| American Indian/Native American or Alaska Native | 1 | 1% | 2% |
| Asian or Asian American | 2 | 2% | 9% |
| Pacific Islander | 1 | 1% | 1% |
| Hispanic, Latino or Spanish origin | 6 | 5% | 12% |
| other (please describe) or offer more specificity | 3 | 2% | 6% |
| Income (household) | | | |
| Respondents (141) minus “don’t know/prefer not to answer” (16) | 125 | | |
| less than \$10,000 | 1 | 1% | 7% |
| \$10,000 to \$19,999 | 4 | 3% | 9% |
| \$20,000 to \$29,999 | 5 | 4% | 9% |
| \$30,000 to \$49,999 | 17 | 6% | 18% |
| \$50,000 to \$74,999 | 22 | 18% | 18% |
| \$75,000 to \$99,999 | 26 | 21% | 13% |
| \$100,000 to \$149,999 | 33 | 26% | 15% |
| \$150,000 or more | 17 | 14% | 11% |

² Race/ethnicity categories were simplified to allow for correlation with U.S. Census data on race and ethnicity.

³ Since respondents could choose more than one ethnicity, totals add to more than 100 percent.

⁴ “Other” responses were reviewed to provide consistent tallies in the other categories. For instance, if someone stated “White/Latina” in the other/more specificity space, staff verified that tallies would be entered in the “White” and “Hispanic, Latino or Spanish origin.”

⁵ Four comments questioning, objecting to or protesting the inclusion of this question were removed from the “other” category, including “human” or the like, and were added as tallies to “prefer not to answer,” as appropriate. Response of “American” (one response) was left as self-identified ethnicities in the “other” tally.

⁶ Since the ethnicity question is asked to determine if Metro is reaching diverse communities, responses were reviewed to calculate the number of respondents who indicated white and no other ethnicity.

| | Count | Percent | Regional population |
|--|------------|-----------|---------------------|
| Gender | | | |
| Respondents (143) minus “prefer not to answer,” “not relevant” or similar comment expressing dissatisfaction with the inclusion of the question or the inclusion of non-cisgender male/female options with no other selection (5) ⁷ | 138 | | |
| female | 66 | 48% | 51% |
| male | 70 | 51% | 49% |
| transgender female | 0 | 0% | not available |
| transgender male | 0 | 0% | not available |
| other identification | 2 | 1% | not available |
| Age | | | |
| Respondents (145) minus “prefer not to answer” (4) | 141 | | |
| younger than 18 | 0 | 0% | 23% |
| 18 to 24 | 4 | 3% | 9% |
| 25 to 34 | 26 | 18% | 16% |
| 35 to 44 | 38 | 27% | 15% |
| 45 to 54 | 25 | 18% | 14% |
| 55 to 64 | 25 | 18% | 12% |
| 65 to 74 | 21 | 15% | 6% |
| 75 and older | 2 | 1% | 5% |
| Disability | | | |
| Respondents were asked to pick all that apply. ⁸ | | | |
| Respondents | 126 | | |
| ambulatory difficulty (serious difficulty walking or climbing stairs) | 4 | 3% | not available |
| cognitive difficulty (because of a physical, mental or emotional problem, difficulty remembering, concentrating or making decisions) | 3 | 2% | not available |
| hearing difficulty (deaf or serious difficulty hearing) | 1 | 1% | not available |
| independent living difficulty (because of a physical, mental or emotional problem, difficulty doing errands alone) | 2 | 2% | not available |
| self-care difficulty (difficulty bathing or dressing) | 1 | 1% | not available |
| vision difficulty (blind or serious difficulty seeing, even when wearing glasses) | 1 | 1% | not available |
| no or not applicable/prefer not to answer | 118 | 94% | not available |

⁷ Though no U.S. Census correlation for additional gender categories, these categories were expanded to be inclusive of more gender identifications.

⁸ Since respondents could choose more than one disability, totals add to more than 100 percent.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.
oregonmetro.gov/news

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Tom Hughes

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Shirley Craddick, District 1
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Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor

Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

May 24, 2017

Tell us what you think | 30-day comment period

Give your thoughts on the schedule for investing federal and state transportation funds in the greater Portland region for 2018-21. The Metropolitan Transportation Improvement Program also demonstrates how the list of projects comply with federal regulations regarding air quality impacts and environmental justice.

April 24 through May 23, 2017
oregonmetro.gov/mtip



Submit comments April 24 through May 23, 2017: online at oregonmetro.gov/mtip | by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232 | by email to transportation@oregonmetro.gov | by phone at 503-797-1750 or TDD 503-797-1804.

The Metro Council is scheduled to hold a **public hearing** 5 p.m. **Thursday, May 18** and is scheduled to hold a **public hearing and take legislative action** 2 p.m. **Thursday, Aug. 3** at Metro Regional Center, 600 NE Grand Ave., Portland.

Metro's public participation process for the 2018-21 MTIP is designed to satisfy SMART's regional coordination requirements for the program of projects.

Esta es una notificación de su oportunidad para comentar sobre las prioridades de transporte en la región. Para recibir una traducción de la notificación pública completa en español, llame al 503-797-1888.

Đây là thông báo về cơ hội của quý vị được trình bày ý kiến đối với các ưu tiên về chuyên chở trong vùng. Muốn nhận được bản dịch đầy đủ của thông báo bằng Tiếng Việt, xin gọi số 503-797-1888.

本公告旨在通知您利用這個機會評議在您所在社區經營危險廢棄物設施的申請。要獲取完整的繁體中文翻譯版公告，請撥打503-797-1888。

Настоящим уведомляем, что у вас есть возможность оставить свой отзыв относительно приоритетов транспортного развития в вашем регионе. Русскую версию настоящего оповещения можно запросить по номеру 503-797-1888.

본 통지서는 지역 내 교통 관련 우선 사항에 대해 귀하의 의견을 제시할 수 있는 기회를 알려 드리기 위한 것입니다. 한국어로 번역된 통지서 전문을 받아보시려면, 503-797-1888로 문의하십시오.

From: Dreyfus, Kate [<mailto:Kate.Dreyfus@greshamoregon.gov>]

Sent: Tuesday, May 23, 2017 3:42 PM

To: Ken Lobeck; Trans System Accounts; Caleb Winter

Cc: KHAKI Reem D; RADEMEYER Vaughan (Vaughan.RADEMEYER@odot.state.or.us); Strong, Chris; Shelley, Jeff

Subject: Gresham comments on draft 2018-21 MTIP

Hello,

Thanks for the opportunity to comment on the draft MTIP. Some of the comments in the attached spreadsheet already have been shared with Ken, but we wanted to provide them in one comprehensive spreadsheet (attached).

We've also included some related comments on the STIP programming for the projects, and changes that perhaps could be incorporated to the STIP after October of this year.

Please note that we are working from the online versions of the MTIP and STIP drafts, which appear to not be as up-to-date as the internal versions of these documents—so some of the requested “slips” may already be in place.

Thanks,
-Kate

GRESHAM MTIP/STIP comments (all yrs federal FY)

| Project | MTIP ID | in '18-21 MTIP? | changes req'd to MTIP | ODOT Key | in '18- 21 STIP? | changes requested to STIP |
|---|---------------------|--------------------|---|---------------|---------------------|--------------------------------------|
| SE 242nd/Hogan: NE Burnside -Powell Gresham | 70799 | Yes per KL | constr. 2019 | 19120 | Yes | ROW 2018, constr. 2019 |
| NE Cleveland Avenue (Stark to Burnside) | 70878 | Yes | add project description | 20808 | No: pls. add | PE 2019, ROW 2020, constr. 2021 |
| Sandy Blvd: NE 181st Avenue to East Gr. City Lt | 70684 | yes | ROW to 2018, constr. 2019 | 19279 | Yes | ROW to 2018, constr. 2019 |
| NE Kane Drive at Kelly Creek Culvert | 70850 | yes | no changes | 19787 | Yes | no changes |
| East Metro Connections ITS | 70609 | No | constr. 2018 | 18306 | No | constr. 2018 |
| East Multnomah County Road Connections ITS | Not yet assigned | No | Other 2018, PE 2018, constr. 2019 | not assgnd | No | Other 2018, PE 2018, constr. 2019 |
| City of Gresham Safety Project | NA | NA | NA | 20303 | Yes | no changes |

Kate Dreyfus
Transportation Planner
City of Gresham
Department of Environmental Services
1333 N.W. Eastman Parkway
Gresham, Oregon 97030

Kate.Dreyfus@greshamoregon.gov

(503) 618-2294 (phone)

Q1 Please provide your zip code. (required)

Answered: 147 Skipped: 0

| # | Responses | Date |
|----|-----------|--------------------|
| 1 | 97233 | 5/23/2017 5:09 PM |
| 2 | 97220 | 5/23/2017 11:18 AM |
| 3 | 97216 | 5/23/2017 9:06 AM |
| 4 | 97030 | 5/23/2017 8:57 AM |
| 5 | 97230 | 5/23/2017 8:54 AM |
| 6 | 97216 | 5/23/2017 7:51 AM |
| 7 | 97080 | 5/23/2017 7:50 AM |
| 8 | 97214 | 5/23/2017 7:24 AM |
| 9 | 97089 | 5/23/2017 6:51 AM |
| 10 | 97216 | 5/23/2017 6:47 AM |
| 11 | 97215 | 5/23/2017 6:44 AM |
| 12 | 97080 | 5/23/2017 6:41 AM |
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| 14 | 97202 | 5/23/2017 5:57 AM |
| 15 | 97229 | 5/22/2017 7:56 AM |
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| 17 | 97007 | 5/17/2017 1:25 AM |
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| 33 | 97223 | 5/8/2017 1:49 AM |
| 34 | 97229 | 5/8/2017 12:58 AM |
| 35 | 98664 | 5/7/2017 3:08 AM |

Attachment 3: Metropolitan Transportation Improvement Program: 2018-2021 | comment survey results

| | | |
|----|-------|-------------------|
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| 42 | 97223 | 5/5/2017 10:02 AM |
| 43 | 98607 | 5/5/2017 8:36 AM |
| 44 | 97202 | 5/5/2017 8:28 AM |
| 45 | 98663 | 5/5/2017 4:15 AM |
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| 58 | 97070 | 5/3/2017 11:36 AM |
| 59 | 97225 | 5/3/2017 10:00 AM |
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| 71 | 97229 | 5/1/2017 11:05 AM |
| 72 | 98683 | 5/1/2017 10:58 AM |
| 73 | 97218 | 5/1/2017 10:38 AM |
| 74 | 97230 | 5/1/2017 7:39 AM |
| 75 | 97232 | 5/1/2017 7:05 AM |
| 76 | 97214 | 5/1/2017 6:18 AM |

Attachment 3: Metropolitan Transportation Improvement Program: 2018-2021 | comment survey results

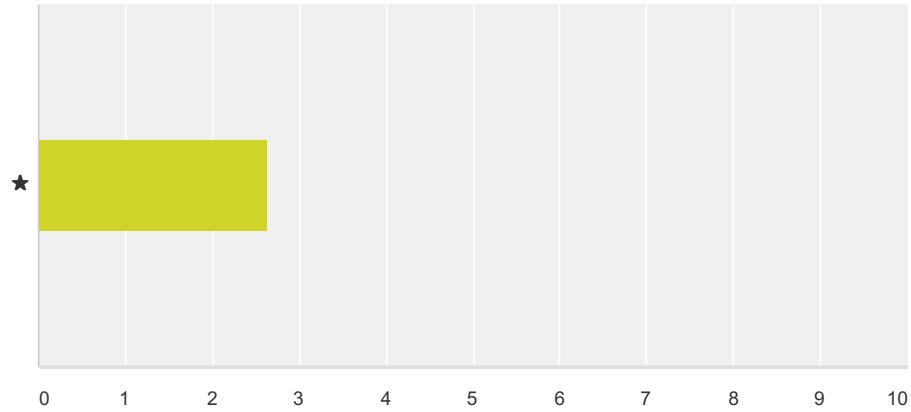
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| 79 | 97224 | 5/1/2017 5:03 AM |
| 80 | 97215 | 5/1/2017 5:02 AM |
| 81 | 97212 | 5/1/2017 2:58 AM |
| 82 | 97218 | 5/1/2017 2:49 AM |
| 83 | 97202 | 5/1/2017 2:43 AM |
| 84 | 97232 | 5/1/2017 1:29 AM |
| 85 | 97214 | 5/1/2017 1:17 AM |
| 86 | 97267 | 5/1/2017 12:17 AM |
| 87 | 97062 | 5/1/2017 12:14 AM |
| 88 | 97219 | 4/30/2017 10:31 PM |
| 89 | 97218 | 4/30/2017 2:27 PM |
| 90 | 97214 | 4/30/2017 1:28 PM |
| 91 | 97124 | 4/30/2017 12:26 PM |
| 92 | 97206 | 4/30/2017 10:52 AM |
| 93 | 97224 | 4/30/2017 10:21 AM |
| 94 | 97230 | 4/29/2017 4:29 PM |
| 95 | 97080 | 4/28/2017 11:57 AM |
| 96 | 97211 | 4/28/2017 4:51 AM |
| 97 | 97219 | 4/28/2017 2:19 AM |
| 98 | 97218 | 4/28/2017 12:33 AM |
| 99 | 97218 | 4/27/2017 11:50 PM |
| 100 | 97213 | 4/27/2017 11:48 PM |
| 101 | 97213 | 4/27/2017 7:49 AM |
| 102 | 97218 | 4/27/2017 7:26 AM |
| 103 | 97239 | 4/26/2017 3:57 PM |
| 104 | 97213 | 4/26/2017 1:55 PM |
| 105 | 97223 | 4/26/2017 8:51 AM |
| 106 | 97214 | 4/26/2017 8:43 AM |
| 107 | 97215 | 4/26/2017 7:35 AM |
| 108 | 97078 | 4/26/2017 4:43 AM |
| 109 | 97202 | 4/26/2017 4:29 AM |
| 110 | 97212 | 4/26/2017 4:27 AM |
| 111 | 97224 | 4/26/2017 4:21 AM |
| 112 | 97224 | 4/26/2017 4:10 AM |
| 113 | 97038 | 4/26/2017 4:02 AM |
| 114 | 97211 | 4/26/2017 3:49 AM |
| 115 | 97215 | 4/26/2017 3:43 AM |
| 116 | 97213 | 4/26/2017 12:32 AM |
| 117 | 97202 | 4/25/2017 2:46 PM |

Attachment 3: Metropolitan Transportation Improvement Program: 2018-2021 | comment survey results

| | | |
|-----|-------|--------------------|
| 118 | 97019 | 4/25/2017 10:19 AM |
| 119 | 97266 | 4/25/2017 9:15 AM |
| 120 | 97217 | 4/25/2017 8:39 AM |
| 121 | 97212 | 4/25/2017 7:48 AM |
| 122 | 97024 | 4/25/2017 7:36 AM |
| 123 | 97211 | 4/25/2017 6:08 AM |
| 124 | 97201 | 4/25/2017 6:04 AM |
| 125 | 97140 | 4/25/2017 5:18 AM |
| 126 | 97229 | 4/25/2017 4:52 AM |
| 127 | 97202 | 4/25/2017 4:50 AM |
| 128 | 97218 | 4/25/2017 4:08 AM |
| 129 | 97045 | 4/25/2017 3:51 AM |
| 130 | 98660 | 4/25/2017 3:27 AM |
| 131 | 97006 | 4/25/2017 3:19 AM |
| 132 | 97217 | 4/25/2017 2:53 AM |
| 133 | 97006 | 4/25/2017 2:18 AM |
| 134 | 97213 | 4/25/2017 1:52 AM |
| 135 | 97266 | 4/25/2017 12:47 AM |
| 136 | 97045 | 4/24/2017 10:58 PM |
| 137 | 97003 | 4/24/2017 2:03 PM |
| 138 | 97217 | 4/24/2017 2:03 PM |
| 139 | 97211 | 4/24/2017 1:01 PM |
| 140 | 97123 | 4/24/2017 12:04 PM |
| 141 | 97209 | 4/24/2017 10:20 AM |
| 142 | 97206 | 4/24/2017 10:15 AM |
| 143 | 97223 | 4/24/2017 9:44 AM |
| 144 | 97223 | 4/24/2017 9:23 AM |
| 145 | 97230 | 4/24/2017 9:17 AM |
| 146 | 97217 | 4/24/2017 9:12 AM |
| 147 | 97212 | 4/24/2017 9:07 AM |

Q2 1. Generally, do you think the greater Portland region is making the best use of available federal transportation funding?

Answered: 127 Skipped: 20



| | (not at all) | (no label) | (no label) | (no label) | (absolutely) | Total | Weighted Average |
|---|--------------|--------------|--------------|--------------|--------------|-------|------------------|
| ★ | 24.41% 31 | 21.26% 27 | 25.20% 32 | 24.41% 31 | 4.72% 6 | 127 | 2.64 |

Q3 Comment

Answered: 75 Skipped: 72

| # | Responses | Date |
|----|---|-------------------|
| 1 | Bus/MAX routes fail to serve highly populated but poor areas of Portland, especially in outer NE and SE. | 5/23/2017 9:06 AM |
| 2 | More money needs to be spent on motor vehicle infrastructure and freight mobility. | 5/23/2017 8:57 AM |
| 3 | It's hard for me to say as I live on a block that has no sidewalks or curbs and the nearest side street is "unimproved." I've never seen road work done on my street. I doubt my street is a good representation of how the money has been used. | 5/23/2017 7:51 AM |
| 4 | The Metro area is catastrophically behind in keeping up with growth. And so much of the funds available are going to such a tiny tiny fraction of commuters. Even if 10% of commuters took transit, and the other 90% took electric cars, we would still need massive road development. Time to shift the focus back to the 95%. | 5/23/2017 7:50 AM |
| 5 | Our growing population demands reducing car use, and increasing opportunity to walk, bike, and use public transit. | 5/23/2017 7:24 AM |
| 6 | Generally it does OK but seems a bit weak as we go East. A lot has been done around the Airport but seems to be focused toward Portland and the West when the Tourist mostly are interested in the East of Oregon from the Airport | 5/23/2017 6:51 AM |
| 7 | No, too much on transit, not enough on highways, bridges and road maintenance. I have no idea what the biking/walking money was spent on. Nothing in East Portland. | 5/23/2017 6:40 AM |
| 8 | Maintenance and Operations should be about half and half | 5/23/2017 5:57 AM |
| 9 | Need to concentrate more on M and O. | 5/22/2017 7:56 AM |
| 10 | I'm pretty aggressive in learning about Metro Transportation Planning but I didn't really know how the federal funding is being used - until the above very general chart. I do think that the High Growth Areas and existing infrastructure need attention - not focusing on the paths to the major shopping malls (Bridgeport and Wilsonville). We've got suburban sprawl but not enough roads from those homes to jobs - and you can't bike to and from work for an hour+ during winter in Oregon. | 5/17/2017 1:25 AM |
| 11 | The city of Portland needs to prioritize repaving of arterial roadways!!! The CRC needs to be build. Get it going again partnering with the State of Washington. I-5 is the regions lifeline and this is an embarrassment to the State of Oregon and the City of Portland. | 5/15/2017 2:43 AM |
| 12 | Cycling and walking facility improvements have proven to be among the most cost-effective for accommodating increasing travel demand. We say we want 25% bike mode split, but don't support it financially. Too much on roads and transit. | 5/13/2017 2:33 AM |
| 13 | I truly believe that a new crossing of the Columbia is an absolute necessity. While a new I-5 Bridge would be good, a better solution would be to build a new bridge to the east to ease both the 1-5 and Vista Ridge Tunnel nightmares. Its time for Oregon State Senator Peter Courtney to get over his feelings about the last attempt and put full effort into creating the crossing. | 5/11/2017 8:27 AM |
| 14 | Walking/biking and transit should be high priorities, Infrastructure maintenance and repair has become highest priority. | 5/9/2017 1:23 AM |
| 15 | https://bikeportland.org/2014/09/19/comment-week-missed-opportunity-tilikum-crossing-111186 | 5/8/2017 4:14 PM |
| 16 | I would like to see the suburbs provide safer streets for cyclists and pedestrians, including continuous sidewalks (i.e. Tigard/Hall Boulevard), lower speed limits, and enhanced bike lanes. | 5/8/2017 11:34 AM |
| 17 | Vastly more people use the roads than use MAX, but MAX has been allocated the most dollars by far. But most people do not live near a MAX line and the parking spaces near the MAX lines are always full. Spend more money on the roads. | 5/8/2017 4:18 AM |
| 18 | The stretch from the I-5 bridge south through the Rose Quarter is a mess. It needs to be redesigned to support modern traffic flow patterns, especially 18 wheelers. | 5/7/2017 12:32 AM |
| 19 | We need a NW Corridor from US 26 to US 30. Known as the Northern Connector in recent Washington County study. | 5/5/2017 2:04 PM |
| 20 | We need more bridges and roads to Washington | 5/5/2017 12:40 PM |
| 21 | Federal funds should not be used on local transportation projects at all. | 5/5/2017 10:40 AM |

Attachment 3: Metropolitan Transportation Improvement Program: 2018-2021 | comment survey results

| | | |
|----|--|-------------------|
| 22 | Too much money is going to the fewest users - MAX, WES and Streetcar get a huge share of the transit funding; while bus riders make up 2/3rds of the transit ridership and get little to nothing. Cycling infrastructure gets far more money than they are users (or payers). Too much "street" money doesn't actually go towards maintenance or expansion, but rather accommodating cyclists. Many roads remain in poor condition. Regional routes are not getting priority for regional money; rather City of Portland gets the lion's share of regional money meaning the suburbs are forced to subsidize a city that refuses to be financially responsible, and uses Metro as an engager of its own poor policy decisions. | 5/5/2017 10:02 AM |
| 23 | No. Too much money is spent on social engineering and not near enough on transportation engineering. Social Equity is NOT a proper focus. | 5/5/2017 4:15 AM |
| 24 | #1 .40 years ago, there was a "plan" to build a "ring road" around the Portland metropolitan region, to reduce traffic congestion, and improved freight mobility. We built the I-205 corridor, and sadly abandoned building the western half. FINISH THE JOB! Sending all Washington County bound traffic thru the Vista Ridge Tunnel makes absolutely no sense. #2 -- The Rose Quarter has the highest accident rate of any section of road in Oregon. FIX IT! We need more through lanes on I-5, thru the Rose Quarter. #3 -- we've spent 40 years spending a disproportional share of federal transportation dollars on light rail expansion. We need to build new roads, and repair existing roads and bridges. It's common sense to maintain what you have! | 5/5/2017 2:22 AM |
| 25 | No You built a bridge that doesn't carry cars.... You funnel all traffic to the tightest spot on I5 Broadway cooridoor | 5/4/2017 11:48 PM |
| 26 | Quit forcing the public onto slow and expensive trains, they don't want them. Buses are faster, cheaper and much more versatile. A third and fourth bridge over the Columbia River are needed, as well as a second freeway in addition to I-84 from the eastside, and a second freeway in addition to 26 from the westside. | 5/4/2017 11:33 PM |
| 27 | No light rail! We need additional bridges north/south bridges to provide access across state lines so we can do business. | 5/4/2017 11:29 PM |
| 28 | As much as its a good thing to promote alternative transportation line bicycles and walking we can no longer ignore that autos are primary. Public transportation isn't the solution to everything. | 5/4/2017 8:54 PM |
| 29 | How long has it been since Oregon/Metro area built a new highway or roadway for vehicular traffic? Get off the ineffective mass transit crusade-and that's what it is-a crusade against the automobile. | 5/4/2017 3:38 PM |
| 30 | The Orange Line has improved my quality of life and saved me money. However, it needs a far larger park and ride garage. Frequently I drive around the two lots, find no parking, and need to drive rather than ride. | 5/4/2017 6:24 AM |
| 31 | Lack of protected bike lanes, not enough bus service, speed limits too high, lack of street trees | 5/3/2017 10:00 AM |
| 32 | Your graph, while a good effort, is hard to read or make sense of. Generally, I think we make too little efforts to ensure bike corridors are safe (buffers for instance are non existent overall). So I would like to see some additional money to start 2-3 trial projects. | 5/3/2017 7:05 AM |
| 33 | Traffic is horrible and the roads are not maintained well. | 5/2/2017 6:56 AM |
| 34 | More funding for bicycle and pedestrian facilities | 5/2/2017 4:26 AM |
| 35 | More roads less max tracks | 5/2/2017 2:45 AM |
| 36 | Capitol improvements cost us a local match of \$163m leaving \$194m for all the rest. Get off the Light Rail and NEW TECH kick and fix the trails, roads and bridges infrastructure! Likewise for maintenance: are we buying the latest and greatest transit toys while ignoring our failing highways and bridges? It seems like Metro is so dedicated to being a trend setter that they care nothing about existing lower-tech solutions. | 5/1/2017 2:31 PM |
| 37 | Proportion of funding toward transit is too high compared to number of users | 5/1/2017 12:35 PM |
| 38 | Need better commuting frequency, sw corridor to wilsonville & vancouver rail. Yes on bike lanes but don't take away much needed car lanes on powell. Families who can't bike or take the bus will suffer on traffic. | 5/1/2017 11:05 AM |
| 39 | Generally, yes. | 5/1/2017 10:58 AM |
| 40 | More should be allocated to mass transit, bicycling and walking path improvements since our freeways cannot be widened -- nor should they be. | 5/1/2017 6:09 AM |
| 41 | I understand some of the basics why so much federal dollars are allocated for transit - both maintenance and capital investments - it is likely much FTA funds. My personal opinion is that much, much more needs to be focused on maintenance of existing infrastructure. The state has tremendous backlog of deteriorating bridges and roadways - it is hard to not prioritize those investments first. | 5/1/2017 5:03 AM |
| 42 | Sure, but you should be clearer about when "maintenance" is really expanding capacity, not just maintaining what we have. | 5/1/2017 2:58 AM |
| 43 | More money for walking and biking. Less money for new roadways, please. | 5/1/2017 1:17 AM |

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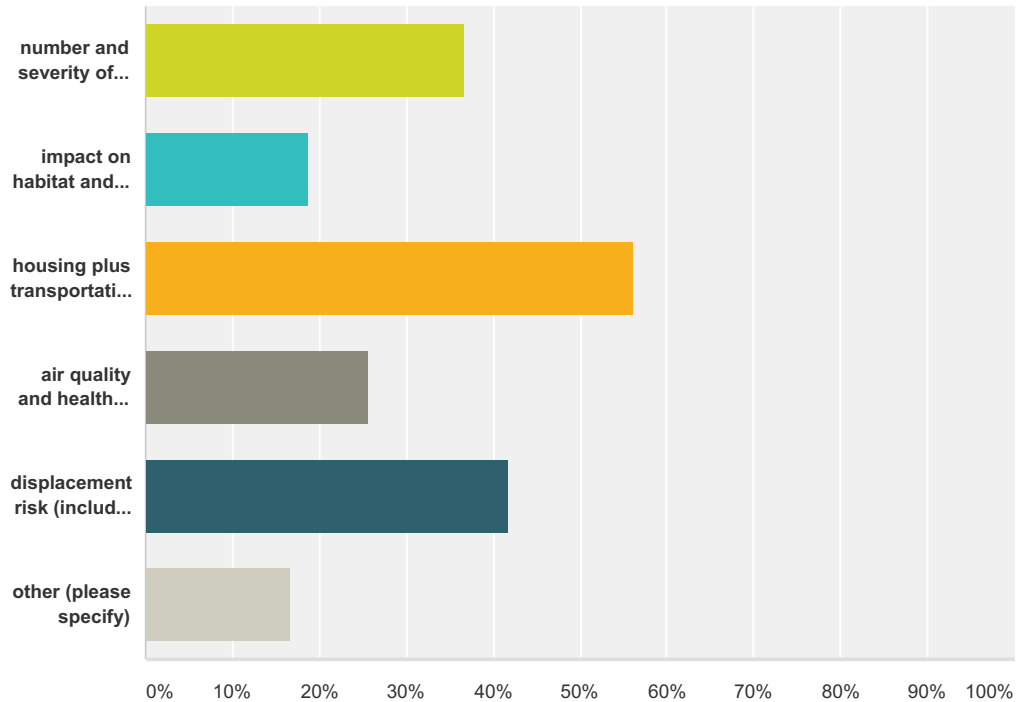
| | | |
|----|--|--------------------|
| 44 | investment should be focused on two areas, maintenance of existing infrastructure, and adding to our network for safe biking and walking | 5/1/2017 12:17 AM |
| 45 | Although walking, biking, and mass transit are important components of the overall plan, the % of dollars going to these projects is too high. The overwhelming majority of people in the Portland area drive from place to place, and our roads are too few, too narrow, and in too bad a shape. More money should be spent on upgrading & adding to our road network. | 4/30/2017 10:31 PM |
| 46 | You have just seen the beginning of people's sense of the uneven allotment of funds. When you are spending more on bicycle and pedestrian than on roads there is something very wrong. | 4/30/2017 12:26 PM |
| 47 | The focus on multi-modal needs to shift back to basics of how to reach residents where they live. As we age, the measure of 1st and last mile needs to shorten to the 1st and last few blocks. | 4/30/2017 10:52 AM |
| 48 | Light Rail has many problems associated with it. Costs for WES to be subsidized show poor planning. Don't add that sort of poor planning to the Tigard area. | 4/30/2017 10:21 AM |
| 49 | Our roadways are choking on congestion, but we are making almost no investment in relieving congestion. Transit only works if one works downtown. Transit to work for me = 2.5 hours. Driving = 0.5 hours outside of rush hour or 1.25 hours in rush hour | 4/29/2017 4:29 PM |
| 50 | Something needs to be done about our freeway system. Regardless of how many bike lanes and Max lines are built, people will continue to drive cars. It is next to impossible to get from East Multnomah County to downtown or the west side efficiently and in a timely fashion. | 4/28/2017 11:57 AM |
| 51 | We need to stop building new roads. Maintaining the existing road network is the only use of funding that we should be directing towards roads. We should drastically increase funding for public transit - new light-rail lines (for instance we have a developed "spoke" network but don't have a "loop" to connect them outside the city center. We should have a light rail that runs down Killingsworth to 82nd, south on 82nd to Foster or so, and that loops back and connects to the Orange line. | 4/28/2017 4:51 AM |
| 52 | Ignored are needed motor vehicle capacity increases!!! | 4/27/2017 7:49 AM |
| 53 | It's a shame how many neighborhoods still lack good connectivity and continuous sidewalks, even where school-bus stops are. | 4/27/2017 7:26 AM |
| 54 | I do not know enough about budgetary spending to comment. | 4/26/2017 1:55 PM |
| 55 | Generally, I think it's important for the city to continue making progress toward reducing car congestion by taking more cars off the streets. The region's priority should be helping people connect without cars whether that be through enhancing bike/ped/transit infrastructure, changing zoning to prevent lots of outer-edge development with high-speed streets far from employment and services, and focusing on urban design principles generally that promote physical, mental, and community health. | 4/26/2017 8:51 AM |
| 56 | grid lock will not be helped by walking and biking trails. | 4/26/2017 4:29 AM |
| 57 | Tillicum Crossing is a waste. We need more roads so that we don't have to rely on the already overcrowded roads. | 4/26/2017 4:21 AM |
| 58 | I think we are spending way too much on transit, biking, and walking and not enough of maintaining our roads and streets. They are falling apart and way over capacity. I understand the desire to improve multimodal options to try and offset some use, but it doesn't make sense to spend equal funding on the two when bike and walking are like 10% of the total usage. | 4/26/2017 4:10 AM |
| 59 | Spending 80% of dollars on things that only 20% of the population uses (max, trimet, bikes) should be how it works. 80% should be spent on the majority of the population, not the smaller interest groups and fringe people. | 4/26/2017 4:02 AM |
| 60 | Public transit and alternative modes of transportation (including biking and walking) should absolutely be prioritized above freeway/highway expansion or investment in private vehicle-oriented transit that will only further damage the environment, cause congestion, impinge upon Portland's historic character, and displace lower income neighborhoods and communities of color. | 4/25/2017 2:46 PM |
| 61 | The highest cost benefit is in building walking and bicycling infrastructure. The facilities enhance safety and are quite a bit less expensive than almost all auto related infrastructure. | 4/25/2017 10:19 AM |
| 62 | More could be set aside for busses, specifically north to south/non-downtown routes | 4/25/2017 9:15 AM |
| 63 | I am disappointed by the level of commitment to outstanding debt, and the lack of emphasis on roadway capacity for freight and congestion mitigation | 4/25/2017 7:36 AM |
| 64 | The region has done a decent job of getting federal funding for building the Max. | 4/25/2017 6:04 AM |
| 65 | prioritizing transit and biking is important, but we do have extensive congestion and road repair issues | 4/25/2017 4:52 AM |

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| | | |
|----|---|--------------------|
| 66 | Too many studies and public input. | 4/25/2017 4:50 AM |
| 67 | More funding needs to be available for regionally significant road projects that address complete streets. | 4/25/2017 3:51 AM |
| 68 | Too much spent on transit and I don't see the return on investment. | 4/25/2017 1:52 AM |
| 69 | I feel that too much money is being invested in new roads (car infrastructure) when there is significant doubt about the long term need for it. As autonomous vehicle use grows the need for new roads declines dramatically. Separately maintenance on existing infrastructure I feel is a higher priority than expanding infrastructure. | 4/25/2017 12:47 AM |
| 70 | We are OK with what we have transit and it is time invest in our roads which have been short changed. | 4/24/2017 10:58 PM |
| 71 | Maintenance of infrastructure is lacking. Investigation by independent authorities is required. The current governor, as secretary of state, ran an audit on the transit agency where her former business partners were and currently are employed. Maintenance continues to lack, and regular wage earner type employees continue to receive less and less. I will determine your seriousness by your actions in this matter. | 4/24/2017 2:03 PM |
| 72 | More \$ for bike- and ped-related capital improvements than for roads and bridges? When we know the Big One is coming? This seems off balance. Aren't there things we can do to prevent loss of life for bikes and peds without spending so much? I understand federal funds come with strings attached, but these numbers shocked me. | 4/24/2017 2:03 PM |
| 73 | There needs to be a better focus on mass transit, as in buses that can change routes in the future as needs change. | 4/24/2017 12:04 PM |
| 74 | Transit is not reducing traffic. Need more capacity for cars. It's unrealistic to think that great numbers of people will stop driving. | 4/24/2017 9:44 AM |
| 75 | Too much emphasis is put on transporting the fewest number of people. 80% of trips taken are by car; but roadway gets the least amount of funding. Metro should be focused on REGIONAL priorities, getting people around the region - bike paths and sidewalks are inherently local (short distance) and yet take up a bunch of the funding. Meanwhile, we have massive congestion problems unaddressed for decades. We have roads not being maintained. We have safety issues not being addressed. Metro needs to identify regional priorities, and serve the most people with the limited resources available - not cater to the loudest 5% of people who bike, walk or ride MAX/Streetcar/WES and get the most money, but make no positive impact on the region. | 4/24/2017 9:23 AM |

Q4 2. In order to ensure that we are moving toward a transportation system that advances social equity, what things should we track and pay the most attention to? (pick two)

Answered: 144 Skipped: 3



| Answer Choices | Responses |
|---|-----------|
| number and severity of crashes across different communities | 36.81% 53 |
| impact on habitat and natural areas across different communities | 18.75% 27 |
| housing plus transportation costs across different communities | 56.25% 81 |
| air quality and health (like asthma rates) across different communities | 25.69% 37 |
| displacement risk (including rental rates after different kinds of public investments across different communities) | 41.67% 60 |
| other (please specify) | 16.67% 24 |
| Total Respondents: 144 | |

| # | other (please specify) | Date |
|---|--|-------------------|
| 1 | Drive time and traffic jams | 5/23/2017 5:09 PM |
| 2 | Removing barriers in development so for profit housing can be developed. Allow supply and demand to lower rental rates | 5/23/2017 8:57 AM |
| 3 | Focus on the Tourism direction to the East..... Roads seem to be limited | 5/23/2017 6:51 AM |
| 4 | Need Additional Parking at Sunset Transit Center | 5/8/2017 12:58 AM |
| 5 | Commute times | 5/7/2017 12:32 AM |

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| | | |
|----|--|--------------------|
| 6 | Ability of passenger vehicles (excluding mass transit) to get to their destination on time | 5/5/2017 10:40 AM |
| 7 | The ability to traverse the city limits during high traffic loads in normal conditions and contingencies. | 5/5/2017 4:15 AM |
| 8 | Get off the Socialist bandwagon | 5/5/2017 2:32 AM |
| 9 | We need new transportation corridors, making it easier for ALL, including those on the lower end of the economic scale, to move around our region. Being stuck in traffic harms families and takes time away from more important family obligations. | 5/5/2017 2:22 AM |
| 10 | Putting in more roads that get you out to Beaverton Hillsboro.... | 5/4/2017 11:48 PM |
| 11 | Quit the wasteful studies and build more bridges | 5/4/2017 11:29 PM |
| 12 | This is why you people are so messed up-None of the Above. You should be planning for effective transportation and new transportation corridors. We need a new eastside and westside bridges; not rehashing old single I-5 bridge failures. | 5/4/2017 3:38 PM |
| 13 | time of commute and impact to life/home even using mass transit | 5/3/2017 12:38 AM |
| 14 | Access to transit with shorter wait times in immigrant and low income neighborhoods. But also more routes to suburbs where many often commute to where domestic jobs are. | 5/1/2017 11:05 AM |
| 15 | Quality of service and infrastructure across different communities | 5/1/2017 6:18 AM |
| 16 | number of destinations and distance reachable by safe active transportation options | 5/1/2017 12:17 AM |
| 17 | People don't want to drive 3 miles to park then ride on buses or light rail. | 4/30/2017 10:21 AM |
| 18 | Reducing fares - or reintroducing the fare free zones. | 4/28/2017 4:51 AM |
| 19 | These all can and should be tracked. | 4/27/2017 11:48 PM |
| 20 | Requiring bicyclist and transit infrastructure to become more financially self-sustainable paid for by the users | 4/27/2017 7:49 AM |
| 21 | continuous sidewalks where lacking esp along thoroughfare streets well used by kids and pedestrians, i.e., NE 47th Ave. | 4/27/2017 7:26 AM |
| 22 | other | 4/26/2017 4:43 AM |
| 23 | lack of active transportation options in areas | 4/25/2017 6:04 AM |
| 24 | Health disparities experienced by communities of color that are either worsened by or improved by access to transit. | 4/25/2017 4:08 AM |

Q5 Comment

Answered: 35 Skipped: 112

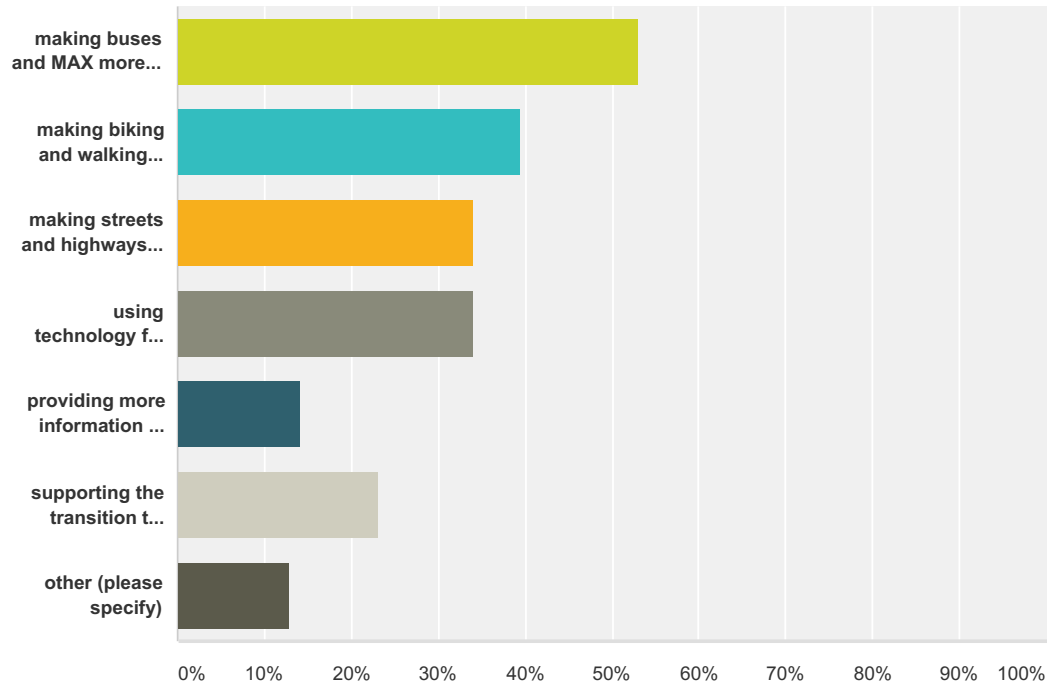
| # | Responses | Date |
|----|---|-------------------|
| 1 | I really don't feel I am educated enough to adequately answer this question. I am concerned about all of the items listed. I'm a homeowner, but I hear a lot about rent rates and people who need affordable housing. I don't believe "gentrification" has to be a dirty word -- I wonder if there is an affordable way to balance quality-of-life improvements with affordable living. I selected the two items that I most hear my neighbors discuss. | 5/23/2017 7:51 AM |
| 2 | Segments of the city that were historically marginalized, are now massively redeveloped. The Pearl, now SE Grand, those shiney new condo towers don't need street cars and buses. Focus on equity of commute times, fix the pinch points, widen the roads. Stop spending Billions on street cars and trains. Buses, can be rerouted to areas that are needed and are EXTREMELY more cost effective. That's equity. | 5/23/2017 7:50 AM |
| 3 | Again as Tourism is a huge part of the Economic impact, better transportation to the trails, waterfalls, and focus will help this industry reach those that are coming. | 5/23/2017 6:51 AM |
| 4 | Many accidents go unreported, so though these are extremely important, we can't rely on the reported numbers. Too many high-profit homes being built (best for developers), but my daughter who has a wonderful federal job and a Masters from Yale, can't afford to buy a home in the new developments in Washington County! | 5/17/2017 1:25 AM |
| 5 | Pay attention to the fact that when MAX moves in, property values go up to the point where low income folks are priced out of the neighborhood MAX serves. Like what is happening now in Milwaukie | 5/8/2017 4:18 AM |
| 6 | There are acres of vacant land surrounding the Sunset Transit Center. No provision was made to increase parking at that Station with the increase in thousands of new residents to the area. I can no longer find a parking spot and have to drive into downtown for work which is costing me \$2500 per year. Unacceptable lapse in planning. When I asked about this a couple of years ago, I got a flippant answer about catching a bus to the transit center. That involves me walking to the bus stop, catching the bus to the transit center and waiting for max. That took me over an hour to go 7 miles into downtown. Adding 2 hours total to my work day. | 5/8/2017 12:58 AM |
| 7 | Move public transit closer to profitability. Help the disabled, but I don't think the overall social equity paradigm is justified. | 5/5/2017 2:04 PM |
| 8 | If we have more roads and clean air cars and busses, all group identities will benefit. | 5/5/2017 12:40 PM |
| 9 | Mass transportation and environmental concerns should be the LAST priority for transportation departments. | 5/5/2017 10:40 AM |
| 10 | Bottom line - Metro policies favoring MAX, Streetcar have caused our housing crisis. Those two modes need to start picking up their share of costs; and Metro needs to specifically disallow funding for those modes until equity is reached. | 5/5/2017 10:02 AM |
| 11 | The #1 responsibility is to provide the public with a means to get from one place to the other quickly, reliably, and safely. The public will make their own decisions individually for a collective effect based on the quality of those three elements. | 5/5/2017 4:15 AM |
| 12 | This is total bullshit. | 5/5/2017 2:32 AM |
| 13 | "Social equity" has nothing to do with "safety". Fix the roads! The poorest among us can least afford to fix their cars, when they hit pot holes and have an expensive repair. We need to spend more money improving on traffic congestion! | 5/5/2017 2:22 AM |
| 14 | You need to make a complete freeway loop from 30 over to 26 through forest park.... Self driving cars are coming and this is a bottleneck eliminator | 5/4/2017 11:48 PM |
| 15 | This is why you people are so messed up-None of the Above. You should be planning for effective transportation and new transportation corridors not social engineering. We need a new eastside and westside bridges; not rehashing old single I-5 bridge failures. | 5/4/2017 3:38 PM |
| 16 | Build more trails | 5/3/2017 10:00 AM |
| 17 | These are all wonk words. Can you communicate in lay person's language in the future? I think a choice should be, each resident, regardless of race, age, ethnicity, or income status has at least two choices of transportation to use for commuting too and from work. Generally lower-income residents live in areas without choices, and they have to spend the highest amount of time in transit and on transportation if they only have a SOV choice (gas+time to travel far distances). | 5/3/2017 7:05 AM |
| 18 | Little is discussed about the time spent on mass traffic for folks forced to use it. this is time not available for family and degrades the society as a whole | 5/3/2017 12:38 AM |

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| | | |
|----|---|--------------------|
| 19 | Affordable bike rental stations. Bike lanes. Sidewalks. Shorter wait times so commuting with public transit doesn't pose additional burden on low income community. | 5/1/2017 11:05 AM |
| 20 | Absolutely more affordable housing, more close in should be prioritized. And to make it livable, don't cut down all the trees. Leave green spaces to sequester carbon. | 5/1/2017 6:09 AM |
| 21 | The statement that four years can only do so much is true - the challenge however is not just "paying attention" but developing a realistic and achievable action plan - and one that includes stakeholders from historically under represented groups. Yes this is a national (and beyond) conversation with no easy answers, but more than just watching is paramount. | 5/1/2017 5:03 AM |
| 22 | Basic transportation infrastructure like sidewalks, street lighting, and well lit crosswalks are still missing in neighborhoods with low cost, affordable housing. | 4/30/2017 10:52 AM |
| 23 | Wilsonville has a local plan that seems to work well. Look into more such plans before spending major funds. | 4/30/2017 10:21 AM |
| 24 | The bulk of the regions transportation investment has been in the downtown, Pearl and inner NE / SE areas where above income, non-vulnerable people live. The vulnerable are left to struggle with poor roads and congestion resulting in increased emissions from cars stuck in stop-and-go traffic. | 4/29/2017 4:29 PM |
| 25 | The transportation system is only equitable if it is affordable for all users. Tickets should be much cheaper and/or free where possible. | 4/28/2017 4:51 AM |
| 26 | Air quality risk on this map (http://projects.oregonlive.com/pollution/) correlate strongly with those areas of East Portland which are historically less affluent neighborhoods. Also, please find ways within your means to encourage inclusionary housing zoning for low-income households near transit lines! | 4/26/2017 1:55 PM |
| 27 | This one is hard to say. They can all be important to know depending on your goals. Ultimately, providing a way for people to utilize non-personal-car methods of transportation in order to get their needs met within a certain distance/time from any given point in the city would be important. These other measures can inform that. | 4/26/2017 8:51 AM |
| 28 | how to create jobs and provide services near where people already live and can easily take public transit, walk or bike to access | 4/26/2017 4:43 AM |
| 29 | I would not recommend looking at crashes. People travel all over the region and crashes don't happen just where they live. | 4/26/2017 4:10 AM |
| 30 | everyone is equal, if you work, you make money, if you work harder you make more money. Stop treating people that want to sit on the couch eating bon bons and smoking pot as the pillars of society. Society is equal, everyone has an equal shot at making decisions that will make them successful. Because they choose the alternate path, they shouldn't then be given extra handouts in any way shape or form. | 4/26/2017 4:02 AM |
| 31 | These are ALL important but safety and security of marginalized communities relative to housing and sense of place is critical. | 4/25/2017 2:46 PM |
| 32 | providing appropriate transit and roadway capacity to serve areas where populations have been resettled (east county) | 4/25/2017 7:36 AM |
| 33 | "Displacement risk" in this survey reads like if there is a risk that an infrastructure investment will increase risk for displacement, then it would be deprioritized. I believe that as a region we need to make investments that improve quality of life and wealth-building opportunities for low income communities and communities of color, AND do it in a way that minimizes risk that those investments will lead to gentrification and displacement. Look at Living Cully or Our 42nd Avenue as neighborhood-scale examples of this model in NE Portland. | 4/25/2017 4:08 AM |
| 34 | Improvement of non auto-centric infrastructure is an investment in equity. Sidewalks, bikeways, and even transit are investments that everyone can appreciate. | 4/25/2017 12:47 AM |
| 35 | Simple: Metro's policy is to gentrify, and push poor people out of the region. That's a fact. Time to end Development-Oriented Transit projects. FULL STOP on rail projects - MAX, Streetcar and WES. Highway projects are truly the one mode that supports everybody (since buses also get a benefit from highway projects) while rail projects are inherently discriminatory against low income and persons of color. | 4/24/2017 9:23 AM |

Q6 3. The MTIP has investments that work to reduce air pollution from cars and trucks. Thinking about how you and your family might reduce pollution from driving, what would help the most?

Answered: 147 Skipped: 0



| Answer Choices | Responses |
|---|-----------|
| making buses and MAX more convenient, frequent, accessible and affordable | 53.06% 78 |
| making biking and walking more safe and convenient | 39.46% 58 |
| making streets and highways safer, more reliable and better connected | 34.01% 50 |
| using technology for things like signal timing, route (and rerouting) information, and incident response to better manage the transportation system | 34.01% 50 |
| providing more information and incentives to help people walk, bike and use transit | 14.29% 21 |
| supporting the transition to cleaner, low carbon fuels and more fuel efficient vehicles | 23.13% 34 |
| other (please specify) | 12.93% 19 |
| Total Respondents: 147 | |

| # | other (please specify) | Date |
|---|--|-------------------|
| 1 | I love my car far superior than any other transportation | 5/23/2017 5:09 PM |
| 2 | Actually enforce existing regulations, this should be obvious. | 5/8/2017 4:18 AM |
| 3 | see response to #2 above. | 5/8/2017 12:58 AM |
| 4 | Encouraging autonomous linked vehicles incl minibuses | 5/7/2017 12:32 AM |
| 5 | Don't. | 5/5/2017 10:40 AM |

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| | | |
|----|---|--------------------|
| 6 | The #1 way to impact air quality is to reduce the time vehicles are in transit. Reductions in commute time are real time direct correlation to reduction in air pollution. | 5/5/2017 4:15 AM |
| 7 | Promote/subsidize free market alternatives like Uber/Lyft for individuals. | 5/5/2017 2:32 AM |
| 8 | More highways are needed. Increasing the amount of options for commuters will reduce the amount of time cars are stuck idolling in traffic and reduce air pollution. A third and fourth bridge over the Columbia River are needed, as well as a second freeway in addition to I-84 from the eastside, and a second freeway in addition to 26 from the westside. | 5/4/2017 11:33 PM |
| 9 | Quit the wasteful studies | 5/4/2017 11:29 PM |
| 10 | This survey is totally dishonest and gimmicked. We need New eastside and westside bridges across the river for effective, efficient transportation. | 5/4/2017 3:38 PM |
| 11 | Expand and incentivize. | 5/3/2017 8:09 PM |
| 12 | Lower speed limits | 5/3/2017 10:00 AM |
| 13 | Incentives for electric cars and bikes, and regionally sponsored charging stations | 5/1/2017 11:05 AM |
| 14 | See Comment Below. | 4/30/2017 10:31 PM |
| 15 | Reviewing where increased population density has occurred and matching bus routes for better contiguity within the transit system and improved coverage of urban area. | 4/30/2017 10:52 AM |
| 16 | Programs to help with "last mile"; promote app or "concierge" that helps identify best combination of transportation options | 4/27/2017 11:48 PM |
| 17 | Adding motor vehicle capacity to reduce congestion | 4/27/2017 7:49 AM |
| 18 | Business clusters that reduce the need for multiple trips | 4/25/2017 3:27 AM |
| 19 | Serious re-thinking of transportation as it affects different areas and income levels, if you're taking this seriously. | 4/24/2017 2:03 PM |

Q7 Comment

Answered: 39 Skipped: 108

| # | Responses | Date |
|----|---|-------------------|
| 1 | Reduce traffic jams by widening roads and adding lanes. That will reduce pollution. | 5/23/2017 5:09 PM |
| 2 | We have one car and one 49cc scooter. I work at home and scooter, walk, or take Tri-Met most places. I do this because I can. I don't know what the answer is for, say a family of 3 or more with two workers. | 5/23/2017 7:51 AM |
| 3 | Widen the roads. Fix the pinch points. Cars will spend less hours on the road burning fuels. AND the less time spent, will be done at a much more efficient use of fuel, so EXPONENTIALLY better results. | 5/23/2017 7:50 AM |
| 4 | Biking and walking are essential ingredients for the compact urban areas, but not practical in the open spaces of suburban and rural areas. | 5/17/2017 1:25 AM |
| 5 | Good walking/cycling facilities represent the cheapest and most basic ways to get around. Without them transit access is also compromised, leaving driving (the most expensive mode) as the only practical transportation alternative. | 5/13/2017 2:33 AM |
| 6 | Mass transit affordability is an important issue. It costs \$10 for 2 people to ride Max/bus round trip. My husband and I can get where we're going faster, cheaper and with less hassle in my car. If Max/bus was cheaper, there would be more incentive to use it. | 5/9/2017 1:23 AM |
| 7 | Lots of drivers, including Washington County, sit in their cars while it is idle and running. I realize we cannot change everyone, but encouragement in media to turn off engines may be a start. | 5/8/2017 11:34 AM |
| 8 | Public transportation in the future will use linked autonomous minibuses to personalize transportation needs. This should be encouraged instead of obsolete light rail | 5/7/2017 12:32 AM |
| 9 | as long as gasoline is at historic lows, people will buy bigger, less fuel efficient vehicles - notice all the huge pickups now on the road and adding to noise pollution making walking unpleasant | 5/6/2017 2:17 PM |
| 10 | I would take the max more from Sunset Station, but there is no available parking after 6:30 or 7 in the morning. There needs to be more parking for daily commuters. | 5/6/2017 4:35 AM |
| 11 | Air pollution will significantly reduce as greater numbers of electric vehicles are introduced. Ten years from now there will be some progress. | 5/5/2017 2:04 PM |
| 12 | Less congestion so more cars and trucks can get to there destinations quicker and have the freedom to drive | 5/5/2017 12:40 PM |
| 13 | Again, emissions is NOT a concern of a transportation department. Leave that to the environmental department. | 5/5/2017 10:40 AM |
| 14 | Metro has long had an anti-bus policy, resulting in Portland having one of the dirtiest, least reliable bus fleets. We are a laughingstock in the nation; while cities like Seattle, Vancouver and San Francisco are proud to have high-capacity electric (zero-emission) and hybrid (low-emission) bus fleets. Our MAX light rail system gets its power from dirty coal. A single WES train requires THREE non-EPA compliant engines, two of which are twice as power as a bus engine plus a third just to run the HVAC system; to do the work of less than two buses. It's long past time for Metro to stop its "Rail-First" policy on transit, and start dumping money into the bus system. We need safe, walkable bus stops - as a priority. We need clean, reliable, comfortable buses. To provide transit to everyone, not just well-connected out-of-state developers along MAX. And that needs to be a Metro policy - "BUS First", and require Metro planners and managers to ride the bus. | 5/5/2017 10:02 AM |
| 15 | Bicycling is a seasonal solution, but still a worthy effort. Buses running near full mesh routes to major hubs will help. | 5/5/2017 4:15 AM |
| 16 | Compared to 30 years ago, we have unbelievably "clean" air. We need to focus on fixing our roads, and improving traffic congestion and freight mobility. If you reduce traffic jams, and cars idling and emitting exhaust in the traffic jam, you'll improve air quality! | 5/5/2017 2:22 AM |
| 17 | Self driving cars are hear bus and trains are dinosaurs. Public trans will be UBER ing an electric self drive car. | 5/4/2017 11:48 PM |
| 18 | CRC project a must. I've lived and both sides of the river. It needs to happen I, we're already 10 years late in getting started. | 5/4/2017 8:54 PM |
| 19 | This survey is totally dishonest and gimmicked. We need New eastside and westside bridges across the river for effective, efficient transportation. | 5/4/2017 3:38 PM |
| 20 | My neighborhood has few streetlights and few sidewalks. When I originally moved there I planned to walk often, but found it to be unsafe. | 5/4/2017 6:24 AM |

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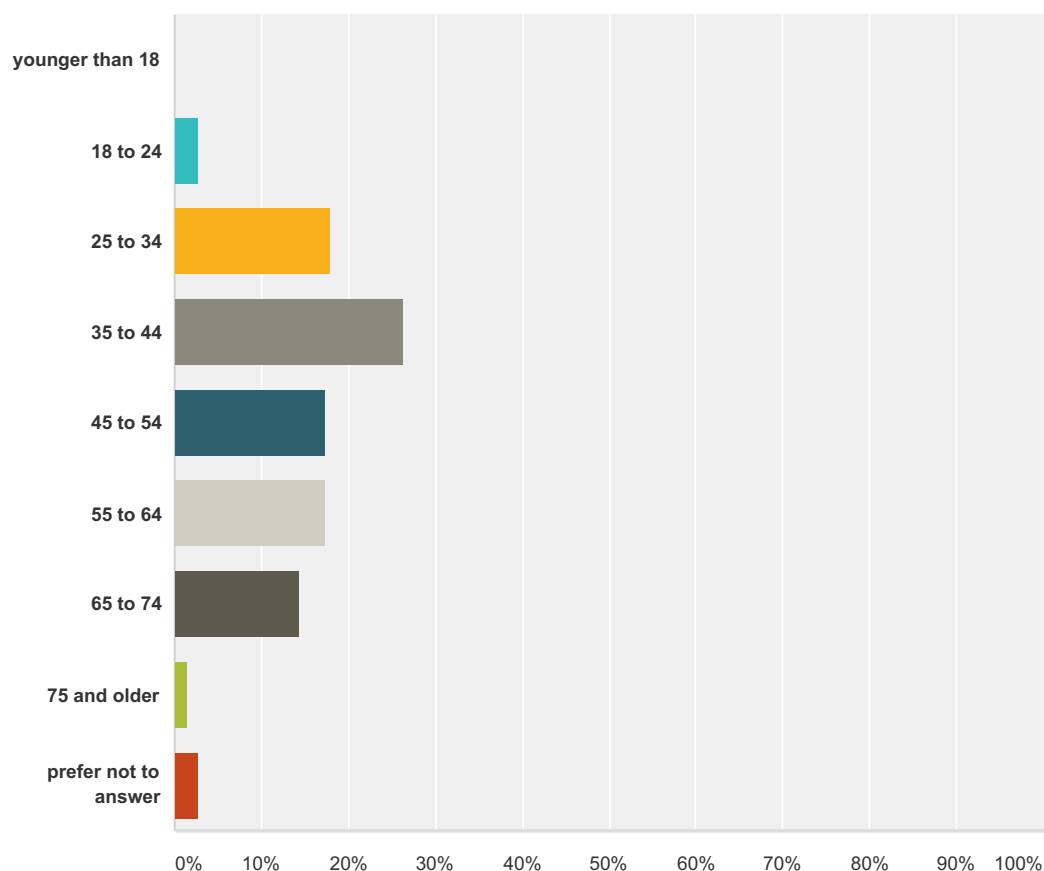
| | | |
|----|--|--------------------|
| 21 | Make MAX more accessible/convenient to areas outside of Portland and less expensive. There's no incentive for me to commute via MAX when it costs more than the gas I'll spend driving and take significantly longer than driving my car. Currently, I would have to take multiple buses to reach a MAX station, ride MAX, take another bus and then walk the rest of the way to work; which equates to roughly two hours each way. If I drive, it's 30 minutes in the morning and 40-50 minutes in the evening. | 5/3/2017 8:09 PM |
| 22 | Idling time on freeways and highways is too high in rush hour traffic. Total commute time on mass transit makes it not a reasonable alternative to many suburban areas. | 5/1/2017 12:35 PM |
| 23 | Please, more conveniently located charging stations (for bikes and cars) at high traffic shopping, work, education centers. Incentive to drive electric car with discounted charging rates. | 5/1/2017 11:05 AM |
| 24 | WAY more people need to not use cars. All current efforts are woefully insufficient. We need big thinking and courageous action. | 5/1/2017 10:38 AM |
| 25 | Yes, transportation is one of the leading contributors to pollution. Looking at the Portland Air Toxicity Study from several years ago, major intersections (like I-5/I-84) results in air toxicity that is lethal to surrounding neighborhoods. And yet those are some of the most underserved for transportation alternatives surrounding them. | 5/1/2017 5:03 AM |
| 26 | Driving is increasing because we haven't invested more in making buses and MAX more convenient, frequent, accessible and affordable. Stop widening highways and give people transportation options! | 5/1/2017 2:43 AM |
| 27 | In an era of Smart phones, Smart grids, Smart meters, etc, etc., why are we still using 1950's technology for traffic signals? This goes way beyond timing issues, which never seem to have any effect. We need computerized, real-time traffic signals to increase the efficiency of movement through our city. | 4/30/2017 10:31 PM |
| 28 | Huge swaths of the urban area are unconnected by bus or Max. | 4/30/2017 10:52 AM |
| 29 | Stop-and-go congested traffic results in low gas mileage and increased air pollution. Electric and natural gas powered buses would reduce diesel particulate pollution. We do not work downtown, so Max and transit are not viable options. | 4/29/2017 4:29 PM |
| 30 | We should not invest any resources in making driving more convenient, easy, or affordable. We need less single occupancy vehicles on the road to reduce air pollution. We should take away lanes from SOV and dedicate them to bus routes. | 4/28/2017 4:51 AM |
| 31 | Road diets only add more congestion, and increase both fuel consumption and emissions. | 4/27/2017 7:49 AM |
| 32 | We are a household of 2 in our mid-30s with one car, which we use only occasionally. We are both dedicated to biking and taking transit (usually MAX, we are within walking distance of the 60th street MAX stop) as often as possible. We would strongly like to see more bike lanes along arterials (like Sandy/Halsey/Glisan/60th Street) to make it more convenient. | 4/26/2017 1:55 PM |
| 33 | It really is important for the region to get serious about seriously supporting non-personal-care forms of transportation. For instance, I don't ride my bike and drive instead for several reasons. Living in Tigard and taking the bus to downtown Portland where I work is extremely inconvenient and takes too much time out of my day to get other things done. The price of parking, while inconvenient, isn't so high it stops me from driving. Even if I could practically ride my bike, I used to bike, and there is too much car hostility toward bikes. I'm not willing to die on a bike commute, because someone driving a car finds it inconvenient to share the lane with me. We need physically separated, protected bike lanes if you want to get that bike commute number significantly above 7%. And, I don't mean just in Portland but the suburbs, too. Look at Vancouver, BC, and how many of their suburbs have dense urban cores. This is more of a development patter we should be encouraging. We really need to seriously invest in providing exclusive rights-of-way for transit for it to be truly viable. While I'm pro-MAX, we could just build dedicated bus rapid transit lanes along 99W from Portland to Sherwood for a fraction of the price. With good enough connections, appropriate development patterns, and political will, this region could truly do something revolutionary. Same thing with the failed Division BRT line. A lane on Powell could be dedicated to frequent-service BRT, an exclusive right-of-way. There are lots of ideas, but this city will have to truly start thinking outside of the American box and be willing to make real sacrifices if we want to maintain the quality of life that has been developed in this city over the years. | 4/26/2017 8:51 AM |
| 34 | Portland metro and the surrounds communities can't move away from driving, and the majority do drive, so make the streets and highways better and faster to get around and you will cut emmissions as people won't be sitting in stop and go traffic for an hour. | 4/26/2017 4:02 AM |
| 35 | Don't make driving easier or more appealing if you are trying to steer people toward alternative transportation modes! | 4/25/2017 2:46 PM |
| 36 | Larger MAX park and rides (final mile will always be an issue) - Sunset Transit Center is full before 0700 weekdays. | 4/25/2017 4:52 AM |
| 37 | Really need to improve neighborhood bus service and frequency, especially for outer Portland neighborhoods. | 4/25/2017 4:08 AM |

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| | | |
|----|---|-------------------|
| 38 | Realistically, not everyone can bike or walk. We need to find ways to encourage clean fuels for freight, and for older/disabled citizens who can't use active transportation modes. Also, given crime statistics, I'm afraid to tell my aging parents it's safe to use transit. I don't want them waiting at bus stops by themselves in their Gresham location. So even though I use transit consistently for commuting and other purposes, I don't think it is always the answer for my family. | 4/24/2017 2:03 PM |
| 39 | Why is Metro not buying clean buses? We have, still, the dirtiest bus fleet - TriMet refuses to buy CNG buses, hybrid electric buses, hydrogen fuel cell buses, trolley buses...Vancouver, Seattle and San Francisco are literally leaving Portland in the dust as they have 100% clean, renewable powered bus fleets, and Portland depends on dirty diesel. We refuse to buy high capacity buses (articulated or double-deck buses), leaving would-be riders kicked to the curb, and force them back into their cars due to TriMet's bus service unreliability, a policy that Metro 100% supports to discourage bus ridership. | 4/24/2017 9:23 AM |

Q8 Which of the following ranges includes your age?

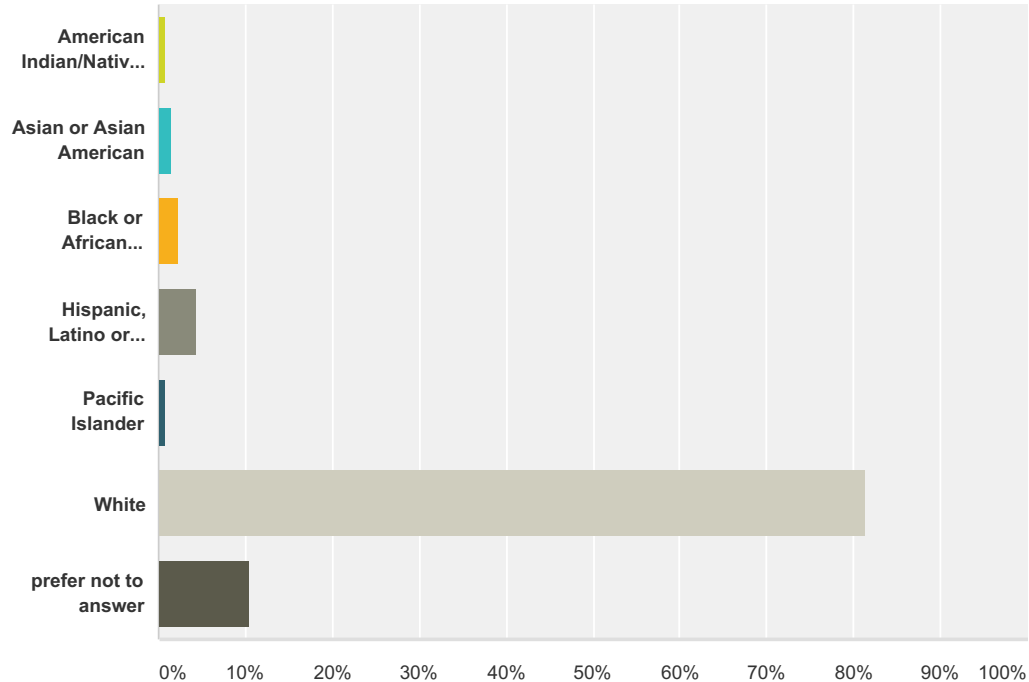
Answered: 145 Skipped: 2



| Answer Choices | Responses | |
|----------------------|-----------|------------|
| younger than 18 | 0.00% | 0 |
| 18 to 24 | 2.76% | 4 |
| 25 to 34 | 17.93% | 26 |
| 35 to 44 | 26.21% | 38 |
| 45 to 54 | 17.24% | 25 |
| 55 to 64 | 17.24% | 25 |
| 65 to 74 | 14.48% | 21 |
| 75 and older | 1.38% | 2 |
| prefer not to answer | 2.76% | 4 |
| Total | | 145 |

Q9 When asked to identify your racial or ethnic identity, how do you identify? (pick all that apply)

Answered: 135 Skipped: 12



| Answer Choices | Responses |
|---|------------|
| American Indian/Native American or Alaskan Native | 0.74% 1 |
| Asian or Asian American | 1.48% 2 |
| Black or African American | 2.22% 3 |
| Hispanic, Latino or Spanish origin | 4.44% 6 |
| Pacific Islander | 0.74% 1 |
| White | 81.48% 110 |
| prefer not to answer | 10.37% 14 |
| Total Respondents: 135 | |

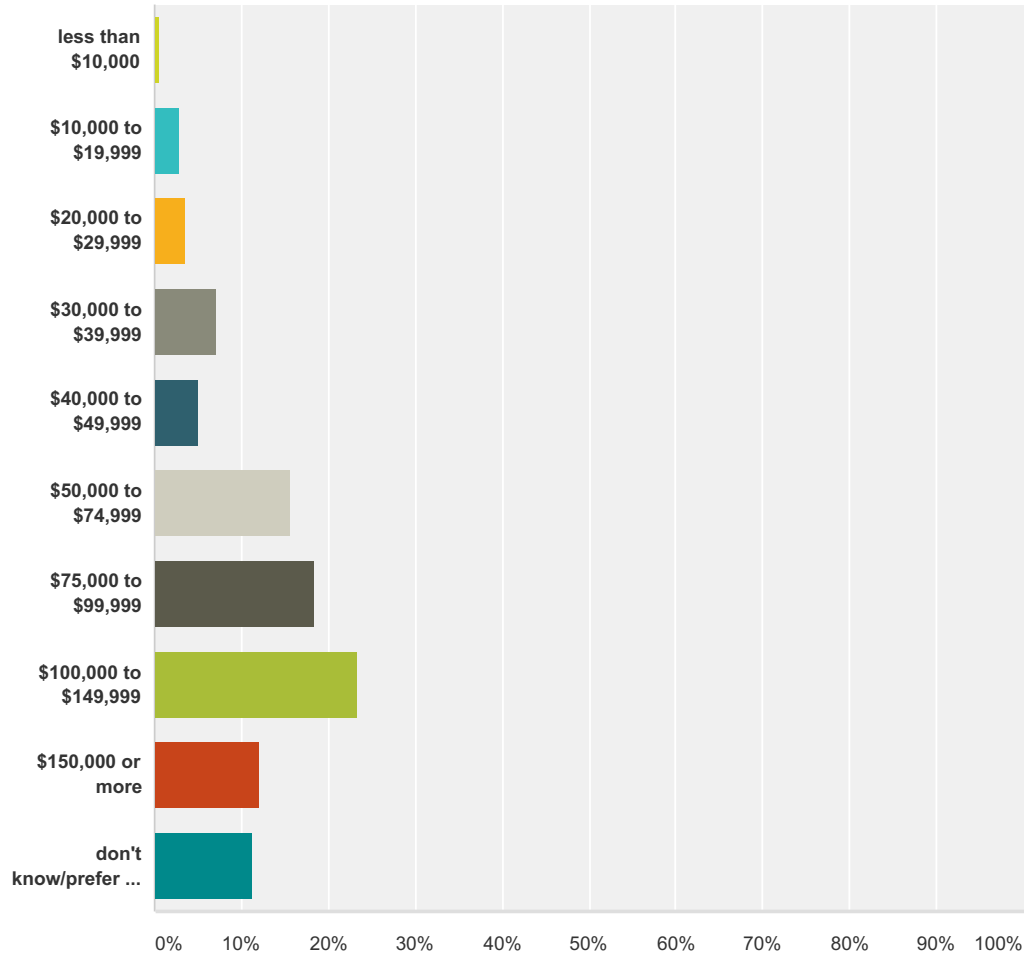
| # | Other (please describe) | Date |
|---|---|-------------------|
| 1 | Northern-Euro American | 5/23/2017 5:09 PM |
| 2 | People are people not race or color of their skin | 5/7/2017 3:08 AM |
| 3 | human | 5/6/2017 2:17 PM |
| 4 | My race has no bearing on my answers and this question is racist. | 5/5/2017 12:40 PM |
| 5 | Not your business. | 5/5/2017 4:15 AM |
| 6 | I am an american | 5/4/2017 11:48 PM |
| 7 | Middle eastern | 4/30/2017 2:27 PM |

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| | | |
|----|----------------|--------------------|
| 8 | Human | 4/28/2017 12:33 AM |
| 9 | Middle Eastern | 4/25/2017 2:46 PM |
| 10 | Eldar | 4/24/2017 2:03 PM |

Q10 Which of the following best represents the annual income of your household before taxes?

Answered: 141 Skipped: 6

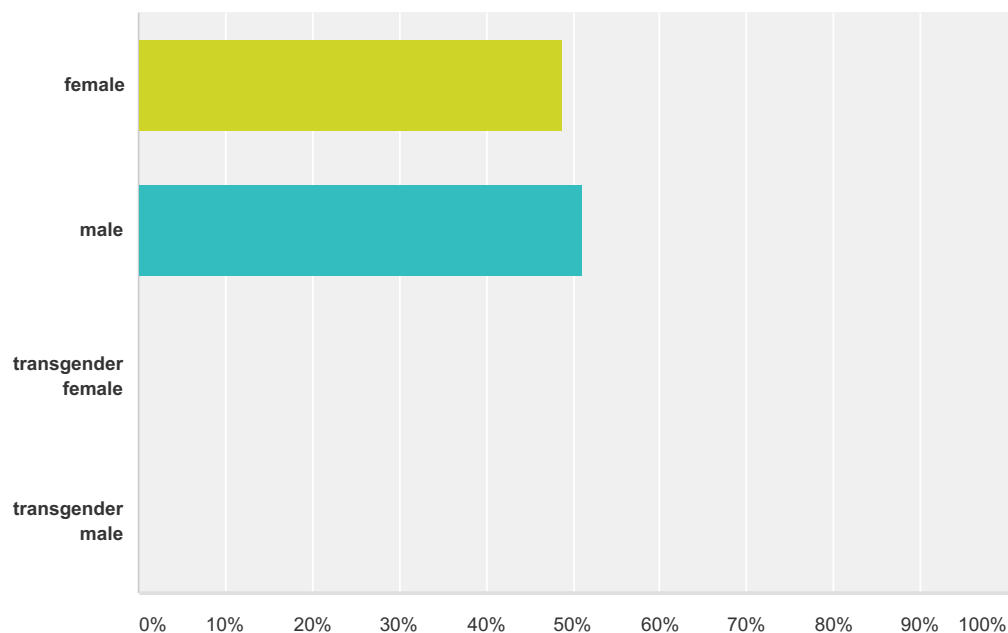


| Answer Choices | Responses |
|---------------------------------|-----------|
| less than \$10,000 | 0.71% 1 |
| \$10,000 to \$19,999 | 2.84% 4 |
| \$20,000 to \$29,999 | 3.55% 5 |
| \$30,000 to \$39,999 | 7.09% 10 |
| \$40,000 to \$49,999 | 4.96% 7 |
| \$50,000 to \$74,999 | 15.60% 22 |
| \$75,000 to \$99,999 | 18.44% 26 |
| \$100,000 to \$149,999 | 23.40% 33 |
| \$150,000 or more | 12.06% 17 |
| don't know/prefer not to answer | 11.35% 16 |

| | |
|-------|-----|
| Total | 141 |
|-------|-----|

Q11 How do you identify your gender?

Answered: 135 Skipped: 12

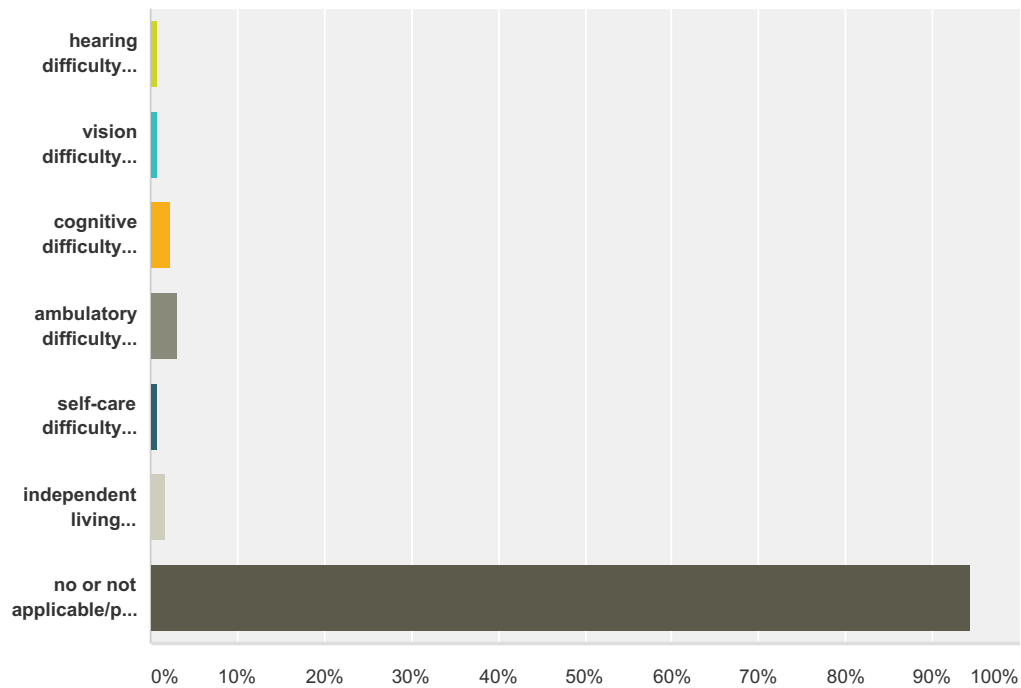


| Answer Choices | Responses |
|--------------------|------------|
| female | 48.89% 66 |
| male | 51.11% 69 |
| transgender female | 0.00% 0 |
| transgender male | 0.00% 0 |
| Total | 135 |

| # | other identification (please describe) | Date |
|----|--|-------------------|
| 1 | I have a penis | 5/23/2017 5:09 PM |
| 2 | There are only 2 REAL choices | 5/23/2017 8:54 AM |
| 3 | prefer not to answer | 5/22/2017 7:56 AM |
| 4 | You're born male or female | 5/7/2017 3:08 AM |
| 5 | Not relevent | 5/5/2017 4:15 AM |
| 6 | Trisexual hermaphrodite | 5/5/2017 2:32 AM |
| 7 | I am a Man | 5/4/2017 11:48 PM |
| 8 | Noyb | 5/4/2017 11:29 PM |
| 9 | non applicable | 4/25/2017 5:18 AM |
| 10 | Fluid/nonbinary | 4/24/2017 2:03 PM |
| 11 | Non-binary | 4/24/2017 9:17 AM |

Q12 Do you live with a disability? (pick all that apply)

Answered: 126 Skipped: 21



| Answer Choices | Responses | |
|--|-----------|-----|
| hearing difficulty (deaf or serious difficulty hearing) | 0.79% | 1 |
| vision difficulty (blind or serious difficulty seeing, even when wearing glasses) | 0.79% | 1 |
| cognitive difficulty (because of a physical, mental or emotional problem, difficulty remembering, concentrating or making decisions) | 2.38% | 3 |
| ambulatory difficulty (serious difficulty walking or climbing stairs) | 3.17% | 4 |
| self-care difficulty (difficulty bathing or dressing) | 0.79% | 1 |
| independent living difficulty (because of a physical, mental or emotional problem, difficulty doing errands alone) | 1.59% | 2 |
| no or not applicable/prefer not to answer | 94.44% | 119 |
| Total Respondents: 126 | | |

Q13 Additional comments about these topics or this survey

Answered: 36 Skipped: 111

| # | Responses | Date |
|----|--|--------------------|
| 1 | Your goals are flawed so your conclusions will be terrible. Quit now. | 5/23/2017 5:09 PM |
| 2 | Stop with all the keeping shit weird. Portland is a mecca for the mentally ill & lazy. Use taxpayer funds wisely! History repeats itself. | 5/23/2017 8:54 AM |
| 3 | I answered the last group of questions with this caviat....my husband has late stage Parkinson's (he is 60 years old) and we have become so aware of services that we need but aren't out there. For example TriMet's routes for disabled persons. My husband's balance is so bad that he can't ride these buses for fear of being thrown out of his seat. The drivers are not necessarily in tune with the disabilities of those who ride. My husband rode a bus about a year ago with a severely handicapped individual that had some type of voice control. She kept saying she was going to vomit and the driver totally didn't hear it or tuned it out. My husband told him as he was getting off the bus and his response was huh! and he drove on with the person still on the bus. Perhaps not possible, but a bit of medical training if you are going to transport disabled folks seems appropriate. | 5/23/2017 6:41 AM |
| 4 | Our entire region is experiencing unexpected rapid growth and our infrastructure needs to catch up. We need additional state and federal funding to bridge this gap until the new homes and jobs begin to put in their fair share of taxes to cover this development. I haven't really seen Metro make this case strongly enough to those who can help. I don't believe we can handle all these new residents and the new jobs with the transportation they need all on our own. If we don't provide better transportation, we will lose both. | 5/17/2017 1:25 AM |
| 5 | The city of Portland needs to prioritize repaving of arterial roadways!!! The CRC needs to be build. Get it going again partnering with the State of Washington. I-5 is the regions lifeline and this is an embarrassment to the State of Oregon and the City of Portland. The MAX system needs to have express lines that do not stop at every stop (as they do in larger metro areas and Europe) this slows down the commute with every train stopping at every station. Complete the 40-mile loop as well as the I-84 Sullivan's Gulch bikeway.!! | 5/15/2017 2:43 AM |
| 6 | Please leave existing parking at Washington Park so we can see nature in a warm dry comfortable car. | 5/12/2017 10:59 AM |
| 7 | I support more efforts into researching and implementing congestion pricing in the Portland metro area. | 5/8/2017 3:09 AM |
| 8 | We currently have an excellent transit system that all whom are not bed confined can use. The plans for Expansion of mobile opportunities should take all peoples into consideration as it has for a long time. The plan should focus on the ability of tax paying workers who support many nonpaying people's ,to move about in their own chosen mobility easily for work and play | 5/5/2017 12:40 PM |
| 9 | Mass transit programs are not cost effective and should be eliminated. If you must do something other than maintain the existing roads, expand them to reduce congestion. | 5/5/2017 10:40 AM |
| 10 | We need more crossing points for the Columbia river. Build bridges east of 205 and west of I-5. | 5/5/2017 4:15 AM |
| 11 | Fix the roads! Add new transportation corridors to improve congestion and freight mobility! | 5/5/2017 2:22 AM |
| 12 | We need more bridges across the columbia. I5 is the wrong location. Leave it alone. We need a bridge that crosses farther north and gets people to hisboro area. than loops back down to I5. I5 portland is to crowded already You need to plan for more cares that self drive not less Public trans will be UBER and electric vehicles for short hops. Self driving trucks need to be able to get to Hillsboro area as well. Trains are silly and expensive toys from the past. Self driving Buses may also use these roads. | 5/4/2017 11:48 PM |
| 13 | A third and fourth bridge over the Columbia River are needed, as well as a second freeway in addition to I-84 from the eastside, and a second freeway in addition to 26 from the westside. | 5/4/2017 11:33 PM |
| 14 | No light rail. Quit the wasteful studies and build more bridges across the Columbia River to allow access so we can do our business | 5/4/2017 11:29 PM |
| 15 | We need new vehicular transportation corridors across the columbia river (east and west of I-5). Not rehashed failures and forced mass transit. | 5/4/2017 3:38 PM |
| 16 | While my comments are self-oriented, I want to voice my support for projects that enhance the quality of life in low-income areas and for historically marginalized communities | 5/4/2017 6:24 AM |

Attachment 3: Metropolitan Transportation Improvement Program: 2018-2021 | comment survey results

| | | |
|----|---|--------------------|
| 17 | Please fix crash corner in Raleigh Hills by the Parr Lumber, make it bikeable and walkable. Stop allowing the construction of new drive-thrus and car dealers on roads and highways around the metro area. | 5/3/2017 10:00 AM |
| 18 | I think only wonks will do this. I hope you can reach non-wonks. Thanks, Metro. | 5/3/2017 7:05 AM |
| 19 | Wider roads and remove the on ramp signals. They slow people down using more gas to speed up to access highways | 5/2/2017 2:45 AM |
| 20 | Priority is to shorten wait times, more light rail along i5 to wilsonville and vanvouver, incentivize biking, carpooling, expand nikes bike share locations to SE PDX. | 5/1/2017 11:05 AM |
| 21 | Metro should do everything it can to get people out of cars/trucks to cut down on pollution, global warming. Where possible, telecommuting should be done. Many local companies could allow and/or encourage that. | 5/1/2017 6:09 AM |
| 22 | Consider how this request for community input is being provided to historically under represented groups - I don't see language options nor much request to understand (other than zip code) what geographic responses are being contributed and more importantly which areas aren't. | 5/1/2017 5:03 AM |
| 23 | Let's all work together as a region to raise the money we need for real transportation options (read: transit and walk/bike access) that will help offset population growth and housing un-affordability. | 5/1/2017 2:43 AM |
| 24 | Shifting the focus away from the center of the urban area to the outlying portions is way overdue. | 4/30/2017 10:52 AM |
| 25 | Keep the roads , bridges and such in good condition as well as update poor intersections. | 4/30/2017 10:21 AM |
| 26 | We should be looking to international cities as examples on how to build an integrated transit network. Singapore is light years beyond Portland and any other American city. We should not be using other US cities as precedents of what to do. | 4/28/2017 4:51 AM |
| 27 | Gas taxes should pay for roads and bridges for the drivers paying the tax. While driving is subsidized at less than a dime per mile, transit fares cover oly 25% of the operating costs with transit as a whole subsidized at over 60 cents a passenger mile. Bicyclists simply freeloader!! Transit riders and bicyclists need start paying more of their own way - including financially contributing to the Federal Highway Trust Fund | 4/27/2017 7:49 AM |
| 28 | A recent presentation at Central NE Neighbors by the Portland Streetcar rep focused on transit as a land-use tool for improving property values, and that alignments are meant to enhance the latter. Instead, let's put transit where underserved, or unserved, populations live. So... no streetcar on NE Broadway but yes to one on Killingsworth. | 4/27/2017 7:26 AM |
| 29 | We are excited by the changes the city has in store with the 2035 comp plan. We hope Portland officials can continue to make the city more pedestrian/bike/transit/diversity friendly. Thank you for the good work that you do. | 4/26/2017 1:55 PM |
| 30 | Transportation should be exactly about that...transportation. We are getting as bad as LA or Seattle. When was the last road added or widened? | 4/26/2017 4:29 AM |
| 31 | Appreciate the solicitation of public opinion as well as emphasis on social equity and hope it is seriously considered! | 4/25/2017 2:46 PM |
| 32 | what does this have to do with where we should invest in new roads? I'd like to see a westside bypass like I-205. The west side has been at a disadvantage for 30 years and deserves some equal funds/investments for connectivity, job growth and equity | 4/25/2017 5:18 AM |
| 33 | Westside N/S bypass is needed in Washington County! | 4/25/2017 4:52 AM |
| 34 | The city has done a very poor job in planning and executing projects. | 4/25/2017 4:50 AM |
| 35 | This survey is confusing. It starts out with the premise that it is asking for opinions about federal funding for transportation generally. The survey then reads like it is trying to promote walking, biking, and transit, with the goal of providing greater social equity. I support these goals, and work in a related field, yet still don't understand the connections that the survey seems to be trying to make. It also doesn't even address the very real and major concern of why we aren't spending considerable local, state, and federal dollars to address seismic upgrades. Considering we KNOW that the Big One is a real event sometime in our future. | 4/24/2017 2:03 PM |
| 36 | Please create more frequent bus trip to Max, and allow people to finish trips on Max. Max has good coverage now (other than SW), so the goal should be to get more people on the trains. | 4/24/2017 10:20 AM |



Public comment summary

2018-21 Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program, or MTIP, documents how all federal transportation money is spent in the Portland metropolitan region. It also documents state- and locally-funded projects that may significantly affect the region's air quality.

As the federally-recognized metropolitan planning organization, Metro updates the MTIP every three years, collecting information from the Oregon Department of Transportation and the region's cities, counties and transit agencies. This update lists funded transportation projects scheduled in the region between 2018 and 2021.

Public comment was solicited from April 24 through May 23, 2017, on the public review draft 2018-21 Metropolitan Transportation Improvement Program and draft air quality conformity determination.

Online comment summary

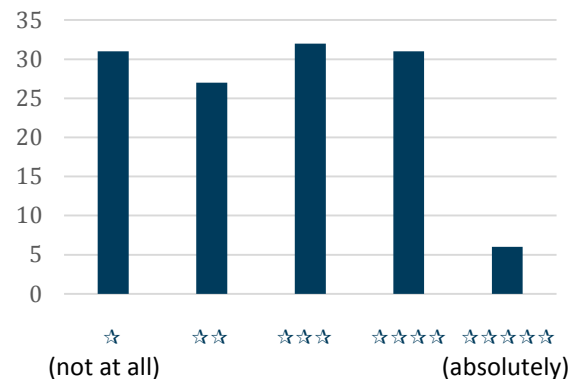
Metro received 147 comments through the online comment survey. The online comment survey was designed to provide high level information and content on the 2018-21 MTIP to allow for residents to comment without the need to read and understand the details of the full document. Consisting of four questions, a summary of the questions and responses are provided below.

Question 1: Generally, do you think the greater Portland region is making the best use of available federal transportation funding?

Participants were given a chart showing how federal dollars and local matching funds are planned to be invested between 2018 through 2021. The chart distinguished the balance of local and federal as well as the mode types for three categories: maintenance and operations; capital improvements; and regional programs, obligations and planning.

This question asked participants to offer a rating response, with 1 being “not at all” and 5 being “absolutely”; 127 participants offered a rating, and 75 offered additional comments.

Generally, do you think the greater Portland region is making the best use of available federal transportation funding?



Question 2: In order to ensure that we are moving toward a transportation system that advances social equity, what things should we track and pay the most attention to?

Participants were given a brief summary of an assessment of how this MTIP performs for historically marginalized communities (people of color, individuals living in poverty and language-isolated communities) and for older and younger residents. When judged as a whole, the capital investments listed in this MTIP showed improved access and safety for these communities across the Portland region.

Participants were offered the following list of potential measures for equity performance and encouraged to choose two, including a free-form “other” category; 144 participants offered a selection, including 24 who made another suggestion, and 35 offered comments.

In order to ensure that we are moving toward a transportation system that advances social equity, what things should we track and pay the most attention to?

number and severity of crashes across different communities

impact on habitat and natural areas across different communities

housing plus transportation costs across different communities

air quality and health (like asthma rates) across different communities

displacement risk (including rental rates after different kinds of public investments across different communities)

other (please specify)

Question 3: The MTIP has investments that work to reduce air pollution from cars and trucks. Thinking about how you and your family might reduce pollution from driving, what would help the most?

Participants were given a brief assessment of how this MTIP performs in addressing the region's transportation sector contributions to air pollution and overall air quality. With this MTIP, the greater Portland region continues to be in compliance with the federally regulated transportation-related air pollutants.

Participants were offered the following list of potential investments and encouraged to choose one, including a free-form "other" category; 147 participants offered a selection, including 19 who made another suggestion, and 39 offered comments.

Thinking about how you and your family might reduce pollution from driving, what would help the most?

making buses and MAX more convenient, frequent, accessible and affordable

making biking and walking more safe and convenient

making streets and highways safer, more reliable and better connected

using technology for things like signal timing, route (and rerouting) information, and incident response to better manage the transportation system

providing more information and incentives to help people walk, bike and use transit

supporting the transition to cleaner, low carbon fuels and more fuel efficient vehicles

other (please specify)

2018-2021 MTIP Public Comment Themes

Major Themes by Survey Question

Question 1: Generally, do you think the greater Portland region is making the best use of available federal transportation funding?

Main Themes:

- More investment is needed; respondents often focused on their preferred mode (road maintenance, road capacity, light rail, bus service, bike facilities, sidewalks).
- Other types of investments could be reduced (road capacity, light rail or transit generally, bike facilities, sidewalks).
- Investment levels should match current demand (higher number of users or number of trips per mode should have higher level of investment) and/or be self-funding.

Metro Response:

The Portland metropolitan region's long-range vision for the transportation system calls for maintaining, operating, and building out a balanced multimodal transportation system which supports all forms of travel. The region's policy makers actively support and continue to seek increased investment at the federal, state and local levels to address needs. This is demonstrated by federal and state funding policy positions adopted during consideration of funding at the federal and state levels, and by several local funding initiatives.

Current traffic patterns and mode choices are shaped by existing land use and prior transportation system investments. Long-range planning analysis demonstrates that that investments in all modes of transportation, along with demand and system management, better meets the region's goals and desired outcomes, not simply investing proportional to today's modal use patterns. It should be acknowledged that a number of survey respondents on the 2018-2021 MTIP did not feel like the region's federal investments are moving in the "right direction," the follow up freeform comments indicated desired to see less or more investment in different modes or types of investments. The differing comments on the direction of the region's current federal transportation investments serves testament that the region is making investments across all modes and project types.

No one mode is entirely self-paying when considering all costs to build and operate the system, considering costs such as traffic enforcement or capital costs contributed by development fees. External costs, such as capacity to maintain a healthy air shed which allows industry to continue to operate and expand, are also not accounted for in existing transportation cost structures. Nor does any single mode operate to the exclusion of others for travel needs (or for many trips) of people and freight. Therefore, the existing direct costs of operating any one mode is not a recommended method for determining level of investment in each mode.

Recommendation: Comments will be provided to long-range planning update process as input for consideration of planning level investments. No recommended change to the MTIP process.

Question 2: In order to ensure that we are moving toward a transportation system that advances social equity, what things should we track and pay the most attention to?

Main Themes:

- Investments should be made to improve the quality of life for underserved populations but done in a way that doesn't trigger market-based displacement.
- Affordable housing is needed throughout the region, especially in well-connected areas.

Metro Response:

As part of the development of the long-range transportation plan, issues of affordable housing and market-based involuntary displacement are being looked at to incorporate as part of the performance management program of the region's transportation investments. By potentially including affordability and displacement risk as part of the performance management program, the region's transportation investments can be better monitored and sufficiently assessed (whether quantitatively or qualitatively) to see whether a program of transportation investments are addressing affordability issues and the precursors to market-based displacement and housing affordability.

Additionally, Metro staff is working in partnership with other divisions of the Planning and Development department working more directly on land use and housing to find areas of coordination and advance complimentary work to address the balance of housing affordability and letting communities remain where they live while making continual investments on the transportation system in the region's diverse communities.

Recommendation: Metro will continue to advance the evaluation tools available to analyze displacement and affordability impacts of transportation investments and consider upcoming policy and allocation decisions for their ability to advance affordability and address displacement impacts.

Question 3: The MTIP has investments that work to reduce air pollution from cars and trucks. Thinking about how you and your family might reduce pollution from driving, what would help the most?

Main Themes:

- The region should expand transit service (in coverage – especially outside of central Portland – as well as frequency), including expanding light rail to new areas.
- Expanded roadways and additional Columbia River bridges would reduce congestion and reduce pollution.
- The region needs easier, safer and more connected biking and walking access, particularly along arterials.

Metro Response:

In 2014 the Portland metropolitan region adopted the Climate Smart Strategy, which includes six different multimodal and programmatic strategies to address transportation-related emissions. The Climate Smart Strategy relies on a significant investment in the region's transit system (both to increase service and expand for greater coverage across the region) in order to meet state mandated transportation-related emissions reductions targets. Additionally, biking and walking infrastructures as well as select roadway expansion for operations were included as priority investments of the Climate Smart Strategy.

The diverse set of transportation investments represented in the 2018-2021 MTIP demonstrates the region is making progress and commitment towards implementing the different elements of the Climate Smart Strategy. Therefore, the region's investment program is in line with the public comment input in which strategies to emphasize to address air pollution from transportation.

As the region updates the long-range transportation plan, the process continues to incorporate and provide further direction on the implementation of the Climate Smart Strategy recommendations. The long-range plan update is also evaluating possible investments in large motor vehicle capacity projects such as the Columbia River crossing projects.

Recommendation: Comments will be provided to long-range planning update process as input for consideration of planning level investments. No recommended change to the MTIP process.

APPENDIX K -1991 Non-Attainment Classification for CO

federal register

**Wednesday
November 6, 1991**

Part II

**Environmental
Protection Agency**

**40 CFR Part 81
Air Quality Designations and
Classifications; Final Rule**

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 81**

[Air Docket No. A-90-42; FRL-3946-1]

RIN 2060-AC56

Designation of Areas for Air Quality Planning Purposes**AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Final rule.**SUMMARY:** This rulemaking sets forth the attainment status, including designations and classifications for selected areas affected by the ozone,

carbon monoxide (CO), particulate matter (PM), and lead national ambient air quality standards (NAAQS). The tables following this rulemaking set forth, on a State-by-State, pollutant-by-pollutant basis (as appropriate), the attainment status of the above-mentioned NAAQS as submitted by the appropriate States, and approved or as designated and classified by the EPA. Designations and classifications revised as a result of technical corrections will be republished.

EFFECTIVE DATE: This regulation will become effective on January 6, 1992.**ADDRESSES:** Written comments on this rulemaking must be limited to addressing the technical correctness of

these determinations and significant new policy issues and must be received on or before December 6, 1991. Such comments should be sent in duplicate to the attention of: Air Docket No. A-90-42, U.S. EPA (LE-133), 401 M St., SW., Washington, DC 20460. The docket is located in Rm. M-1500, First Floor, Waterside Mall, 401 M St., SW., Washington, DC. Materials relevant to this rulemaking may be inspected at this location during the hours from 8:30 a.m. to 12 noon and from 1:30 p.m. to 3:50 p.m., Monday through Friday, except for legal holidays. In addition, the public may inspect the same information that is maintained in the docket at the following locations.

| Regional Offices | States |
|---|---|
| Susan Buddler, Chief, State Air Programs Branch, EPA Region I, J.F.K. Federal Building, Boston, MA 02203-2211, (617) 565-3245; FTS 635-3245. | Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont |
| William S. Baker, Chief, Air Programs Branch, EPA Region II, 26 Federal Plaza, New York, NY 10278, (212) 264-2517; FTS 364-2517. | New Jersey, New York, Puerto Rico, and Virgin Islands |
| Marce Spink, Chief, Air Programs Branch, EPA Region III, 841 Chestnut Building, Philadelphia, PA 19107, (215) 597-9075; FTS 597-9075. | Delaware, District of Columbia, Maryland, Pennsylvania, Virginia, and West Virginia |
| Tom Hansen, Acting Chief, Air Programs Branch, EPA Region IV, 345 Courtland St., NE, Atlanta, GA 30365, (404) 347-7664; FTS 257-2664. | Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee |
| Stephen H. Rothblatt, Chief, Regulation Development Branch, EPA Region V, 230 South Dearborn St., Chicago, IL 60604, (312) 353-2211; FTS 353-2211. | Illinois and Indiana |
| Gary Galeman, Chief, Air Toxics and Radiation Branch, EPA Region V, 230 South Dearborn St., Chicago, IL 60604, (312) 353-6559; FTS 353-6559. | Michigan and Wisconsin |
| George Czerniak, Chief, Air Enforcement Branch, EPA Region V, 230 South Dearborn St., Chicago, IL 60604, (312) 353-2088; FTS 353-2088. | Ohio and Minnesota |
| Gerald Fontenot, Chief, Air Programs Branch, EPA Region VI, 1445 Ross Ave., Dallas, TX 75202-2733, (214) 655-7204; FTS 275-7204. | Arkansas, Louisiana, New Mexico, Oklahoma, and Texas |
| Gale Wright, Chief, Air Branch, Region VII, 726 Minnesota Ave., Kansas City, KS 66101, (913) 238-7020; FTS 276-7020. | Iowa, Kansas, Missouri, and Nebraska |
| Douglas M. Sue, Chief, Air Programs Branch, EPA Region VIII, 999 16th St., Denver Place - Suite 500, Denver, CO 80202-2465, (303) 293-1750; FTS 330-1750. | Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming |
| David L. Calkins, Chief, Air Programs Branch, EPA Region IX, 75 Hawthorne St., San Francisco, CA 94105, (415) 744-1210; FTS 484-1210. | Arizona, California, Guam, Hawaii, and Nevada |
| George Abel, Chief, Air & Radiation Branch, EPA Region X, 1200 Sixth Ave., Seattle, WA 98101, (206) 553-4166; FTS 349-4166. | Alaska, Idaho, Oregon, and Washington |

FOR FURTHER INFORMATION CONTACT:**Ozone/CO Issues:**Barry Gilbert or Valerie Broadwell,
Ozone/CO Programs Branch,
(919) 541-5238/3310; FTS 629-5238/
3310.**Lead, SO₂ Issues:**Laurie Ostrand,
SO₂/Particulate Matter Programs
Branch,
(919) 541-3277; FTS 629-3277.**Particulate Matter Issues:**Larry Wallace,
SO₂/Particulate Matter Programs
Branch,
(919) 541-0906; FTS 629-0906.**Issues of a general nature:**Hank Young,
Regional Operations Branch,
(919) 541-5543; FTS 629-5534.
Air Quality Management Division
(MD-15), Office of Air Quality Planning
and Standards, U.S. EnvironmentalProtection Agency, Research Triangle
Park, NC 27711.**SUPPLEMENTARY INFORMATION:**
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I. Background

A. Purpose

The purpose of this document is to announce and promulgate designations, classifications, and boundaries for areas of the country with respect to the NAAQS for ozone, CO, particulate matter with an aerodynamic diameter less than or equal to a nominal 10 micrometers (PM-10), and lead in accordance with the requirements of the Clean Air Act (CAA).

B. Preenactment Status and Clean Air Act Amendments (CAAA) of 1990

The nation's first Federal efforts at controlling air pollution began in 1963 with passage of the CAA. Four amendments followed in 1967, 1970, 1977 and 1990. The 1967 Amendments directed the previous Department of Health, Education and Welfare to identify regional areas with common air

masses throughout the nation [Air Quality Control Regions (AQCR's)]. By 1970, 57 AQCR's were named. Later that year, 34 additional areas were announced.

The 1970 Amendments authorized the Administrator of the newly created EPA to identify additional areas, but only at the States' initiative. As of January 1972, 247 AQCR's were listed.

Section 107(d) of the 1977 Amendments gave the EPA the authority to designate areas nonattainment without a State's request. After EPA's initial designation of areas as attainment/unclassifiable or nonattainment in 1978, however, subsequent designations could be made only at a State's request. In that same year, EPA published, for the first time, a list of all section 107(d) nonattainment areas in 40 CFR part 61.

C. CAAA and Subsequent EPA Actions

This section summarizes the relevant provisions of the CAAA as applicable to ozone and CO areas. A discussion of the provisions applicable to PM-10, SO₂, and lead areas is found in sections II, B, C., and D. of this document.

The CAAA of 1990 authorized EPA to designate areas nonattainment and to classify them according to degree of severity. Classification, in turn, triggers a set of control requirements designed to bring areas into attainment by their specified attainment dates.

Under the CAAA of 1990, preenactment ozone and CO nonattainment areas were classified on the date of enactment according to the severity of their problem. States were required, by 120 days after enactment, to submit lists designating all areas of the State as attainment, unclassifiable, or nonattainment for ozone and CO. The EPA was required to promulgate these lists by 240 days after enactment, making revisions, including boundary modifications, as appropriate. Ozone or CO areas classified serious or higher are subject to a separate process for determining boundaries which places a strong presumption in favor of expanding boundaries to the Metropolitan Statistical Area (MSA) [or Consolidated Metropolitan Statistical Area (C/MSA)].

D. Chronology of EPA and State Actions

1. CAAA of 1990. The CAAA of 1990 reaffirm the major role of the States in developing and implementing State implementation plans (SIP's) to attain the NAAQS. On November 15, 1990, the day the CAAA were signed into law, EPA Administrator William K. Reilly sent a letter to State Governors alerting them to the significance of the

legislation and summarizing the Amendments.

One month later, William C. Rosenberg, Assistant Administrator for Air and Radiation, followed up the November 15, 1990 letter with a second letter to State Governors. This letter notified Governors of those initial State actions or submittals required of States, particularly those actions needed within a very short time period.

In January 1991, a third letter to States went out from each Regional Administrator providing more detailed information on determining designations, classifications, and boundaries; notification of SIP deficiencies; and information about other early State actions. Attached to the letter was a list of current and planned guidance materials that would be provided by EPA to support State activities.

2. Chronology of events. The first official actions the States took came 45 days after enactment of the CAAA (December 30, 1990). Preenactment ozone and/or CO nonattainment areas classified under section 107(d)(1)(A)(iv) as serious, severe, or extreme would take as their nonattainment area boundaries the boundary of their respective C/MSA unless the State notified the Administrator, no later than 45 days after enactment, of its intent to study the boundaries further (the 45-day letter).

In addition, under sections 181(a)(4) and 186(a)(3), EPA was authorized to reclassify an area upward or downward (a "bump down") if the design value of an area placed it within 5 percent of the next classification. The EPA requested that States seeking a bump down make the request within 45 days of enactment. (Section 181(b)(3) provides that EPA shall automatically grant the request of any State to reclassify an ozone nonattainment area to a higher classification.)

The next major event occurred 90 days after enactment, February 13, 1991, when the EPA responded to States' bump down requests.

On March 15, 1991 (120 days after enactment), States were required to submit to EPA a list of all their ozone and CO nonattainment areas, including boundary recommendations. States were urged to submit at the same time SO₂, PM-10, and lead nonattainment areas, including boundary recommendations. States were encouraged to provide at this time the additional boundary studies and recommendations for the serious, severe, and extreme ozone and CO areas covered by the 45-day letters. By

May 14, 1991 (180 days after enactment). EPA Regional Administrators notified States of any potential modifications to the States' recommendations. States were encouraged in the 180-day letter to respond to EPA's proposal within 20 days (by June 3, 1991, which is 200 days after enactment) for ozone and CO areas, and within 60 or 120 days, depending on the type of modification, for lead. Many States did so.

With respect to ozone and CO, today's action is final except for the following counties for ozone: Orange and Putnam (New York, New Jersey-Long Island CMAA); Muskegon (Muskegon, MI); Washington (Parkersburg-Marietta, OH) and Pasco (Tampa, FL); and the following counties for CO: Hancock, Brooke, and Jefferson (Steubenville); and Utah (Provo, UT).

With respect to lead, PM-10, and SO₂, refer to the appropriate section below for a description of the specific action being taken.

3. *Presentation of technical information.* Copies of all of the above mentioned correspondence and other correspondence between the States, interested parties, and EPA regarding this process are available for review in the Air Docket No. A-90-42 maintained in Rm. M-1500, 401 M St., SW., Washington, DC 20460 (first floor of the EPA Washington DC, Waterside Mall Office). Identical information is also available for review at the EPA Regional Offices listed above in the addresses section of this rulemaking package.

Detailed discussions concerning the basis for EPA's actions and decisions are excluded from this rulemaking and are included in a Technical Support Document (TSD). The TSD is also available in the Air Docket and respective Regional Offices. Where appropriate in this rule, the reader is directed to the TSD for additional information.

II. Summary of Today's Action

A. Ozone/CO

1. *Introduction.* This section will describe EPA's interpretation of the designations/classifications/boundaries requirements applicable to ozone/CO areas; and it will describe EPA's actions in promulgating or announcing these decisions.

This section is organized chronologically. The reader is invited to refer to the chronology of CAAA requirements and EPA/State administrative actions described above. The most important submissions by the States, and preliminary and final EPA actions, are summarized in tables included as part of this rule.

2. *Enactment—*a. Designations/boundaries/classifications—i.**

Designations. As described in this section, at the date of enactment, all areas of the country were designated with respect to ozone and CO by operation of law in accordance with the pre-enactment designations. For areas that were designated nonattainment before enactment, EPA interprets the CAAA to maintain the pre-enactment designation for the area and to begin a process for determining the boundaries for the area.

Section 107(d)(1)(C) provides that each ozone and CO area designated nonattainment, attainment, or unclassifiable immediately before the date of enactment of the CAAA "is designated, by operation of law," as a nonattainment, attainment, or unclassifiable area, respectively.

Section 107(d)(2)(A) requires EPA to publish a Federal Register notice with respect to this designation, but does not specify a time for doing so. Accordingly, this rulemaking serves the purpose of fulfilling this requirement to promulgate the date-of-enactment designations, coupled with the requirements discussed below, to promulgate the classifications and boundaries for these areas.

ii. *Boundaries.* As noted above, section 107(d)(1)(C) requires that each area designated pre-enactment of the CAAA be designated again, by operation of law, in the same fashion. Because the specific boundaries of the areas are to be determined subsequently, as described below, EPA interprets the section 107(d)(1)(C) requirement as generally specifying that the appropriate areas be designated, but not necessarily as solidifying their pre-enactment boundaries. For example, as of the date of enactment, the Tampa, Florida, area became designated nonattainment, but the specific boundaries of that area were to be determined subsequently.

Nevertheless, for certain purposes, each area designated by operation of law under section 107(d)(1)(C) retained its pre-enactment boundaries at the date of enactment. For example, locations within a metropolitan area that were designated nonattainment at enactment remained subject to the nonattainment new source review (NSR) requirements of the NSR programs EPA had previously approved for the nonattainment areas (under Part D of Title I of the Clean Air Act prior to the CAAA). The pre-enactment boundaries are identified in the version at 40 CFR part 81, Subpart C-Section 107 Attainment Status Designations (part 81 tables), preceding the enactment of the CAAA.

iii. *Classifications/other treatments—*

(a) *General.* As described in this section, all areas (with certain exceptions) designated nonattainment by operation of law as of the date of enactment were classified as of the date of enactment in accordance with air quality.

Section 181(a)(1) provides:

Each area designated nonattainment for ozone pursuant to section 107(d) shall be classified at the time of such designation under table 1, by operation of law, as a Marginal Area, a Moderate Area, a Serious Area, a Severe Area, or an Extreme Area based on the design value for the area.

Section 186(a)(1) includes an identical provision for CO areas (except that the classifications are limited to moderate or serious).

Based on these provisions, EPA has taken the position that classifications for areas designated nonattainment prior to enactment occurred at the same time that those areas were designated by operation of law as nonattainment under section 107(d)(1)(C)(i), which was the date of enactment. As discussed below, EPA has taken the position that, for metropolitan areas that included at least some locations designated nonattainment at enactment, such classification is not delayed until the time of the designations required to be promulgated 240 days after enactment under section 107(d)(4)(A)(ii).

For ozone, classification is to be based on the following table of design values (section 181(a)(1), table 1):

| Area classification | Design value (parts per million) |
|---------------------|---------------------------------------|
| Marginal..... | 0.121 up to (but not including) 0.138 |
| Moderate..... | 0.138 up to (but not including) 0.160 |
| Serious..... | 0.160 up to (but not including) 0.180 |
| Severe-15..... | 0.180 up to (but not including) 0.190 |
| Severe-17..... | 0.190 up to (but not including) 0.280 |
| Extreme..... | 0.280 and above |

Severe-15 and -17 areas (EPA's nomenclature) face the same requirements but differ in their attainment dates (15 years for severe-15; 17 years for severe-17). Severe-17 applies to areas with a design value of .190 to .280 for ozone years 1986-1988.

For CO, classification is to be based on the following table of design values (section 186(a)(1), table 3):

| Area classification | Design value (ppm) |
|---------------------|--------------------|
| Moderate-1..... | 9.1-12.7 |
| Moderate-2..... | 12.8-16.4 |

| Area classification | Design value (ppm) |
|---------------------|--------------------|
| Serious | 15.5 and above |

EPA is distinguishing moderate-1 from moderate-2 (EPA's nomenclature) because of the significant additional regulatory requirements for those areas with a design value above 12.7 ppm.

For both ozone and CO, the design value is to be calculated according to "the interpretation methodology issued by the Administrator most recently before the date of the enactment" of the CAAA. This methodology is contained for the most part in a memorandum from William Laxton, Director, Technical Support Division, the Office of Air Quality Planning and Standards, dated June 18, 1990 ("Laxton Memorandum"). This memorandum is contained in the TSD, item #1.

Section 181(a)(3) requires the publication in the *Federal Register* of ozone classifications at the time of the publication of the notice under section 107(d)(4) (concerning designations). Section 186(a)(2) includes a comparable requirement for CO. This rulemaking fulfills those requirements.

A listing of the classifications as they stood at the date of enactment can be found in the pre-CAAA 40 CFR part 81 tables mentioned previously.

(b) *Years of data.* The primary years the EPA used for purposes of designations and classifications pursuant to this notice were 1987-1989 (3-year period) for ozone and 1988-1989 (2-year period) for CO.

In some cases, the EPA used complete 1988-1990 (ozone) or 1989-1990 (CO) data if they were quality assured and publicly available in the AIRS [Aerometric Information Retrieval System (EPA's National Air Quality Database)] by February 13, 1991, and the State requested the EPA to use it.

For areas designated attainment prior to enactment, the EPA relied on 1990 data (if quality assured and in AIRS by February 13, 1991) to continue an attainment designation in cases where an area violated the standard during the primary ozone or CO years, but then revealed attainment once again using 1990 data.

There are several reasons why the EPA began with the data years 1987-1989 for ozone and 1988-1989 for CO. The CAA required the Administrator to make a determination for 5 percent classification downshifts no later than 90 days after enactment (February 13, 1991). No later than 180 days after enactment (May 15, 1991), the EPA was required to notify States of its intent to designate areas. Although some areas

had 1990 data available as early as February 13, 1991 and EPA considered it, most areas did not. Thus, in order to meet the deadlines set forth in the Act the EPA was compelled for timing purposes to use 1987-1989 for ozone and 1988-1989 for CO as primary data years in determining designations and classifications pursuant to this notice.

(c) *Other treatment.* Some nonattainment areas were not classified in accordance with the classification tables under section 181(a)(1) or 186(a)(1) because of specific statutory provisions or because their air quality values did not accord with the classification tables.

(1) *Submarginal.* The EPA has determined to treat certain ozone nonattainment areas as "submarginal." This category includes areas that violated the ozone standard during 1987-1989 and that had a design value during the relevant period of less than .121 ppm. The submarginal category can occur when there is not a complete set of data so that the expected exceedance rate is higher than the NAAQS exceedance rate of 1.0 per year even though the estimated design value is less than the level of the standard. More discussion of EPA's data requirements is contained in the TSD, item #2.

The SIP submittal requirements of section 182 (concerning ozone) do not apply to these areas. A detailed discussion of these requirements will appear in the Title I General Preamble in a *Federal Register* scheduled for January 1992 publication.

(2) *Transitional.* Section 185A provides that an area designated nonattainment by operation of law under section 107(d)(1)(C)(i) (by virtue of its designation as nonattainment prior to enactment of the CAAA), which "has not violated the [NAAQS]" for ozone during the 1987-1989 period is to be treated as a transitional area. Section 185A further requires EPA to determine, by June 30, 1992, based on the transitional area's "design value as of the attainment date" whether the area attained the NAAQS by December 31, 1991.

The EPA interprets this provision to require EPA to use its standard methods for determining attainment or nonattainment to ascertain whether an area is a transitional area and to determine whether the area attained the NAAQS by December 31, 1991. There must be sufficient data (75 percent completeness for each year) to determine that the area has not violated the standard. A brief discussion of these procedures is included in the TSD, item #3.

(3) *Ozone incomplete data areas.* Certain ozone areas designated nonattainment prior to enactment do not have sufficient air quality monitoring data to determine whether they are or are not violating the NAAQS. Under these circumstances, the EPA does not believe sufficient data (75 percent completeness for each year) exist to warrant a classification for the area. The EPA terms these areas "Incomplete Data Areas."

As a result, the SIP submittal requirements of section 182 (concerning ozone) do not apply to these areas. A detailed discussion of these requirements will appear in the Title I General Preamble in a *Federal Register* scheduled for January 1992 publication.

(4) *CO "not classified" areas.* Certain CO areas are designated nonattainment by operation of law as of the date of enactment by virtue of their pre-enactment designation of nonattainment. These areas did not experience a violation of the 1988-1989 NAAQS. Where there was inadequate monitoring or insufficient data, EPA looked at historical trends to determine whether the area would have violated the NAAQS in 1988-1989. Where EPA concluded there would have been a violation, the area was classified appropriately. Where EPA believed there would not have been a violation, the area was "not classified."

As a result, the SIP submittal requirements of section 187 (concerning CO) do not apply to these areas. A detailed discussion of these requirements will appear in the Title I General Preamble in a *Federal Register* scheduled for January 1992 publication.

(5) *Rural transport areas (ozone).* Section 182(h) sets out general criteria for determining whether an area qualifies as a rural transport area. The statute defines it as an area which is designated nonattainment and neither includes nor is adjacent to any part of a C/MSA. In such cases, the Administrator in his discretion may treat the area as a rural transport area based on a finding that the emissions within the area do not make a significant contribution to the ozone concentrations measured in the area or in other areas.

For specific criteria in determining when an area is a rural transport area, refer to the procedures contained in technical document # EPA 450/4-91-015, "Criteria for Assessing the Role of Transported Ozone/Precursors in Ozone Nonattainment Areas."

This section also provides that a rural transport area, regardless of its classification, is treated as meeting the

applicable requirements of section 182 (generally relating to submissions required for ozone areas classified from marginal to extreme) if the area meets the submission requirements of a marginal area.

The thrust of this provision is to allow a rural transport area, the design value of which would otherwise indicate a classification for the area of moderate or higher, to be treated as a marginal area.

3. Enactment + 45 days: C/MSA boundary process begins—general requirements. Section 107(d)(4)(A)(iv) provides that areas designated nonattainment at the date of enactment, and classified as serious or higher, would, by operation of law 45 days after the classification, take as their boundaries the MSA or C/MSA, unless the State submitted a letter before that date indicating that it wished to study the boundary question further. Because areas designated nonattainment by operation of law at the date of enactment were also classified at that time, as described above, this 45-day period began from the date of enactment and ended on December 30, 1990.

Areas for which no 45-day letter was submitted took as their boundary the larger of their pre-enactment boundaries or the C/MSA. These areas are identified in section 8a(1) of this document.

Areas for which a 45-day letter was submitted are identified in the TSD, item #4, and copies of the letters are in Docket A-90-42. For these areas, the State was given the opportunity to submit to EPA a study describing why parts of the C/MSA should not be included in the nonattainment area. In letters from EPA to the relevant State air agency directors, EPA urged that the States submit their analyses by March 15, 1991, and requested that the study be completed by, at the latest, August 13, 1991. If EPA concurs in the finding, based on the State study, by 14 months after classification (January 15, 1992), the boundaries will be reduced accordingly. If EPA does not concur by that date, the boundaries will become the C/MSA by operation of law.

4. Enactment + 90 days: 5 percent classification adjustment—a. General. Under sections 181(a)(4) and 186(a)(3), an ozone or CO nonattainment area may be reclassified to the next higher or lower classification if its design value places it within 5 percent of the next classification. For ozone, section 181(a)(4) provides that such reclassification must occur no later than 90 days after the initial classification, which is (1) 90 days after the date of enactment (by February 13, 1991) for areas designated nonattainment by

operation of law under section 107(d)(1)(C) (by virtue of their designation as nonattainment pre-enactment); or (2) 90 days after the effective date of this rule for areas designated nonattainment for ozone for the first time pursuant to this rule (by virtue of their designation as attainment pre-enactment). For CO, section 189(e)(3) provides that such reclassification must occur no later than 90 days after enactment. The provisions grant the Administrator broad discretion in making, or determining not to make, the reclassification.

b. EPA criteria. Section 181(a)(4) provides general guidelines in determining whether an area qualifies for a classification adjustment:

In making such adjustment, the Administrator may consider the number of exceedances of the national primary ambient air quality standard for ozone in the area, the level of pollution transport between the area and other affected areas, including both intrastate and interstate transport, and the mix of sources and air pollutants in the area.

The EPA has developed more specific criteria (discussed below) to evaluate whether it is appropriate to reclassify a particular area. These criteria are primarily applicable to downshifts. The EPA approved downshifts when the area met the first requirement (a request by the State to EPA) and at least some of the other criteria (emissions, reductions, trends, etc.) and did not violate any of the criteria.

Request by State: EPA did not exercise its authority to downclass (or upclass) areas on EPA's own initiative. Rather, EPA requested that the State submit a request for a downshift.

Discontinuity: A 5-percent downshift must not result in an illogical or excessive discontinuity relative to surrounding areas. In particular, in light of the area-wide nature of ozone formation, a downshift should not create a "donut hole" where an area of one classification is surrounded by areas of higher classification.

Attainment: Evidence should be available that the proposed area would be able to attain by the earlier date specified by the lower classification.

Emissions reduction: Evidence should be available that the area would be very likely to achieve the appropriate total percent emission reduction necessary in order to attain in the shorter time period.

Trends: Near- and long-term trends in emissions and air quality should support a downshift. Historical air quality data should indicate substantial air quality improvement. Growth projections and emission trends should support a downshift. Vehicle miles traveled (VMT)

and other indicators of emissions should not be increasing at higher than normal rates.

Years of data: For ozone, the 1987-1989 period is central to determining classification. Years of data after 1989 may be employed to corroborate the validity of a downshift. However, later years of data should not be the sole foundation for downshifts.

Only one downshift is allowed, meaning, if downclassified, an area cannot present data from other years as justification for a second downclass.

Under no circumstances can the use of 1990 air quality data be used to redesignate an area from nonattainment to attainment. For redesignation to attainment, the area must meet all of the requirements of section 107(d)(3) (including a maintenance plan).

c. EPA action. Areas requesting a downshift per section 181(a)(4) and EPA's response to those requests are contained in the TSD, item #5.

d. Reclassifications upward. Section 181(b)(3) provides that EPA shall automatically grant the request of any State to reclassify an ozone nonattainment area to a higher classification. This requirement requires EPA to "publish a notice in the Federal Register of any such request and of any action by the Administrator in granting such request."

On December 27, 1990, EPA received a request from the State of Maine to reclassify Lincoln County upward from marginal to moderate. By this notice, EPA is granting that request.

On December 28, 1990, EPA received a request from the State of California to reclassify Ventura County from serious to severe. Ventura County is part of the Los Angeles C/MSA, which is classified as extreme, and California has requested (pursuant to the 45-day/14-month process described above) that Ventura County be treated as a separate nonattainment area. California's request to reclassify Ventura County to severe is based on an assumption that Ventura County would be treated as a separate nonattainment area. As discussed below, EPA is, by this notice, approving California's request to treat Ventura County as a separate area classified as severe.

Section 182(b)(3) does not by its terms place time limits on the opportunity of a State to request a voluntary reclassification upward. Accordingly, States may continue to submit such requests. However, such reclassification will not delay the SIP/submittal dates otherwise applicable under subpart 2 of Title I of the CAAA.

5. *Enactment + 120 days: State submits list of all areas—general.* Section 107(d)(4)(A)(i) requires States to submit a list designating, redesignating, or affirming the designation of all areas of the State as nonattainment, attainment, or unclassifiable for ozone and CO by 120 days after enactment.

Virtually all the States met this requirement on a timely basis. Copies of the States' 120-day letters are included in Air Docket A-90-42.

For areas designated nonattainment at the date of enactment of the CAAA, and classified as marginal or moderate, this list must include the boundaries of the areas.

For areas designated nonattainment at the date of enactment of the CAAA, and classified serious or above, and for which the Governor submitted a 45-day letter, EPA encouraged the States to submit their supporting analyses as soon as possible, and EPA stated that if possible, EPA would make a determination by this notice instead of by January 15, 1992 (the statutorily prescribed deadline). Several States did submit their boundary analyses sufficiently early to allow EPA to take action in this document. The actions EPA is taking on the boundaries for these States are discussed later in this document and in more detail in the TSD.

For areas designated attainment or unclassifiable at the date of enactment, States were required to redesignate these areas to nonattainment if their current air quality revealed nonattainment. These areas are identified in Part III. The applicability to these areas of the opportunity for the 5 percent reclassification and, in the case of areas classified serious or higher, the C/MSA boundaries procedure, is described below. Although for these areas this procedure for reclassification and boundary determinations may take place after the classification, which is occurring by this notice, EPA requested in letters sent to the States in January that any affected States submit with their 120-day (March 15) submittals any analyses supporting a reclassification or boundary revision, and EPA would consider taking final action on these issues with today's notice.

6. *Enactment + 180 days: EPA notifies States of intent to modify suggested designations for certain areas.* Section 107(d)(4)(A)(ii) and (1)(B)(ii) provides that EPA may modify the designations, classifications, and boundaries submitted by the State at 120 days, but that if EPA intends to do so, it must notify the State of EPA's proposed modifications at least 60 days prior to EPA promulgation.

By letters dated on or about May 14, 1991 (at least 60 days before the promulgations and announcements set forth in this document), EPA proposed modifications to various State submissions. These modifications are summarized later in this document and/or in more detail in the TSD.

7. *Enactment + 200 days: States respond to EPA's proposed modifications.* Consistent with section 107(d)(4)(A)(ii) and (1)(B)(ii), EPA provided the affected States with an opportunity to demonstrate why any of EPA's proposed modifications were inappropriate. The EPA requested that the affected States submit such demonstrations by June 3, 1991, so that EPA could meet the statutory deadline for promulgation of final designations, classifications, and boundaries. The States' responses are included in Air Docket A-90-42.

8. *Enactment + 240 days.* This section describes the actions EPA is taking with this notice.

Under section 107(d)(4)(B)(ii), EPA is required to promulgate the new, affirmed, and reaffirmed designations, including boundaries, for areas designated nonattainment, attainment, or unclassifiable with respect to ozone and CO. The EPA is taking that action with this notice. This section discusses these actions in several separate parts:

(1) Areas designated nonattainment at date of enactment—classified serious and higher.

(2) Areas designated nonattainment at date of enactment—ozone areas classified marginal or moderate and CO areas classified moderate.

(3) Other areas designated nonattainment at the date of enactment—treated separately from the classified areas.

(4) Areas designated entirely attainment/unclassifiable at enactment, but now redesignated to nonattainment.

(5) Areas designated attainment/unclassifiable at enactment and that now retain that designation.

a. *Ozone and CO areas designated nonattainment at date of enactment—classified serious and higher.* With respect to areas designated nonattainment for ozone or CO at enactment and classified serious or higher, and for which the Governor did not submit a 45-day letter, the area took as its boundaries, 45 days after enactment, the larger of their pre-enactment boundaries or the C/MSA boundary. Today's notice affirms those boundaries. Any areas not included in the boundaries of these nonattainment areas pre-enactment, but now included within the nonattainment boundaries by virtue of the expansion of the

nonattainment area to include the C/MSA, are generally treated as having been designated and classified on the date of enactment, as described below.

With respect to areas designated nonattainment for ozone or CO at enactment, classified serious or higher, for which the Governor submitted a 45-day letter (thereby beginning the C/MSA boundary-determination process) and has submitted the relevant boundary data, this notice promulgates these boundaries.

(1) EPA Actions:

Following are the serious and higher classified areas for which the entire C/MSA was already designated at enactment by operation of law (because the pre-enactment boundaries of the nonattainment area included the C/MSA), or the remaining attainment areas were added by the State. (See Air Docket No. A-90-42 for official designation correspondence between the States and EPA on each area.) In addition, for two areas, the Washington, DC, MSA and Philadelphia CMSA, the entire C/MSA is designated due to absence of a 45-day letter from the State requesting more time to evaluate boundaries (Stafford Co., VA, became part of the Washington, DC, nonattainment area and Cecil Co., MD, became part of the Philadelphia nonattainment area).

San Diego, CA
San Joaquin Valley, CA
Philadelphia, PA-NJ-MD-DE
Washington, DC-MD-VA
Baton Rouge, LA
Boston, MA
Greater Connecticut (New London portion)
New York City (New Jersey portion)
Springfield, MA
Beaumont, TX
El Paso, TX
Houston, TX
Milwaukee, WI
Sheboygan, WI

The San Joaquin Valley, CA, area includes the MSAs of Bakersfield, Fresno, Visalia-Tulare-Porterville, Modesto, Merced, and Stockton, and the counties of Kings and Madera. The Greater Connecticut nonattainment area consists of the Hartford-New Britain-Middletown CMSA, the Waterbury, CT, MSA, the New London-Norwich, CT-RI, MSA, and the New Haven-Meriden, CT, MSA, including some of the previous planning areas in the State.

By this notice EPA is promulgating the boundaries of the following seven areas as smaller than the C/MSA. For these areas, the portions of the C/MSA not included in the nonattainment area

become either (1) separate nonattainment areas with a lower classification, or (2) adjoined to another, contiguous nonattainment area with the same or lower classification. The States and EPA are in agreement with respect to these actions. Under section 107(d)(4)(A)(v), EPA may promulgate boundaries smaller than the C/MSA if it concurs with a State finding that sources in the excluded portion "do not contribute significantly" to the violation of the NAAQS. This provision identifies several factors that may be considered.

In general, EPA supports its decision to concur with the State's finding with respect to these areas on the basis of a facts-and-circumstances test that focused on whether sources in the area at issue contributed significantly to NAAQS violations in the C/MSA. The EPA did not develop bright-line criteria, but instead, examined such factors as the amount of emissions from within the area at issue and its percentage contribution to the C/MSA (or surrogates for emissions data, such as population) and if available, the results of modeling studies.

Baltimore, MD—Kent and Queen Annes Counties become a separate marginal nonattainment area.

Los Angeles, CA—Ventura County becomes a separate severe-15 area. Southeast desert modified (AQMA) becomes a separate severe-17 area.

Portsmouth, NH—ME—The Maine portions of Portsmouth become part of the Portland, Maine, nonattainment area.

Chicago, IL—Kenosha County becomes part of the Milwaukee-Racine nonattainment area.

New London-Norwich MSA (Rhode Island portion)—Westerly and Hopkington become part of the Providence nonattainment area.

New York City (Connecticut portion)—Ansonia City, Beacon Falls Town, Derby City, Milford City, Oxford Town, Seymour Town and Shelton City become part of the Greater Connecticut nonattainment area.

Boston, MA—All Massachusetts towns which were previously part of the Providence CMSA become part of the Boston nonattainment area.

In addition, EPA believes that it may concur in reassignment of a portion of the C/MSA to another nonattainment area when that reassignment results in the same, or essentially the same, classification—under the *de minimis* authority of Alabama Power Co. v. Costle, 636 F.2d 323, 360-61, 404-05 (DC Cir. 1980). This case held that EPA may exempt *de minimis* situations from a

statutory requirement when the burden of regulation would yield little or no value. In these cases, EPA believes that applying the "contributes significantly" test to these areas would yield no gain in air quality since control requirements remain the same despite the reassignment, and thus neither area's prospects for reaching attainment and maintenance is jeopardized. Applying *de minimis* authority to these cases remains consistent with the underlying purpose of the nonattainment provisions, which is to assure attainment and maintenance of the NAAQS. (See the TSD, item #6, for technical documentation supporting these determinations.)

In addition, by this notice EPA is promulgating the boundaries of the following five areas as smaller than the C/MSA. For these areas, the removed portions of the C/MSAs remained attainment. (See the TSD, item #7, for technical documentation supporting these determinations.) Following is a listing of the C/MSAs and the counties which remain attainment. The States and EPA are in agreement with respect to these actions.

Ozone

Atlanta, GA—Butts, Barrow, Newton, Spaulding and Walton Counties remain attainment.

Los Angeles, CA—The southeast desert portion (eastern Riverside County and northern and eastern San Bernardino County) of the LA CMSA remains attainment.

Sacramento, CA—The Lake Tahoe Air Basin portions of El Dorado and Placer Counties remain attainment.

Chicago, IL—Portions of Kendall and Grundy Counties remain attainment.

CO

Los Angeles, CA—All of Ventura County and the southeast desert portions of Los Angeles, Riverside, and San Bernardino Counties remain attainment.

For the following serious areas, States requested in a letter (45-day letter) more time to evaluate their boundaries per section 107(d)(4)(A)(iv). The Administrator has not yet made a finding on these two areas.

Muskegon, MI.

New York City (Orange and Putnam Counties, NY).

In a May 14, 1991 letter to these States, EPA requested that all documentation pertaining to any proposed boundary changes be submitted as soon as possible, but no later than August 12, 1991.

New York State followed with a letter on June 4, 1991, requesting more time to

evaluate the boundaries of Orange and Putnam Counties and informed EPA that the appropriate documentation would be submitted no later than the August 12, 1991 deadline.

The State of Michigan confirmed its intent to continue studying its Muskegon boundary issue in a June 18, 1991 letter to EPA.

On January 15, 1992, nonattainment boundaries will become the entire C/MSA for both the New York and Michigan areas discussed above unless the Administrator has concurred with the Governors' finding that a smaller boundary is more appropriate. The EPA is awaiting the State's studies. The final determinations will be promulgated in a separate Federal Register notice.

b. *Ozone and CO areas designated nonattainment at date of enactment—classified marginal or moderate—4. Designations.* For areas designated nonattainment for ozone or CO by operation of law under section 107(d)(1)(C) at the date of enactment, EPA, with today's action, reaffirms that designation. Section 107(d)(4)(A)(iii) precludes redesignating an area to attainment under this 340-day process.

ii. *Boundaries.* At a minimum, the nonattainment boundaries should include those areas designated nonattainment prior to enactment. For purposes of determining sources subject to new source review, this pre-enactment boundary applies. Where it may be appropriate to expand the nonattainment boundary beyond the existing boundary, States should treat these additional areas as subject to the appropriate other CAA requirements. —

Section 107(d)(4)(A)(i)-(ii) authorizes EPA to promulgate a designation of "nonattainment" for an area. Section 107(d)(1)(A)(i) defines a nonattainment" area as—

any area that does not meet for that contributes to ambient air quality in a nearby area that does not meet) the [NAAQS].

This provision bases the determination of whether an area is nonattainment on air quality considerations—if the air quality of an area violates the NAAQS, or if sources in that area contribute to NAAQS violations in a nearby area, the area must be designated nonattainment. However, the provision does not by its terms specify criteria for determining the extent to which source contributions mandate designation as nonattainment. Accordingly, the statute grants EPA discretion in making this determination. Section 107(d)(1)(A) and (B)(i) and (ii) and 107(d)(4)(A)(i) and (ii) requires the State to submit a list of all areas in the State, with its designations, and

authorizes EPA to make "such modifications as the Administrator deems necessary to the designations of the areas (or portions thereof) * * * (including to the boundaries of such areas or portions thereof)."

These statutory provisions provide guidance for the determination of whether an area is to be designated nonattainment. They do not, however, provide explicit criteria for determining the specific boundaries of the nonattainment area. They do not specifically address the issue of whether a geographic area designated nonattainment must be one nonattainment area, or whether the State or EPA may divide that area into two or more nonattainment areas. Accordingly, the statute grants EPA discretion in making this determination.

The EPA will grant a strong presumption in favor of the designations and boundaries put forth by the States. The EPA believes that this is an acceptable approach since by definition, the nonattainment areas classified as marginal and moderate have less severe ozone or CO problems and are likely to reach attainment through Federal measures which generally apply independent of boundaries.

Accordingly, EPA has determined in most cases to accept the State-proffered designations and boundaries. In general, EPA is not discussing in this document or in the TSD, designations, boundaries, and/or classifications issues where EPA is in agreement with the State's request. However, where EPA is disagreeing with a State's proposed action, a detailed discussion of the issue, including EPA's reasons, follows.

The EPA, in several instances, is still studying whether to expand ozone nonattainment areas within a C/MSA to include additional counties in that C/MSA when those counties may be of such great population or such a large percentage of the C/MSA's population that sources in those counties may be contributing to the nonattainment problem in the C/MSA. These counties are: Pasco County, in the Tampa, Florida, MSA; Washington County in the Parkersburg-Marietta, Ohio, MSA. For these areas, as noted in the accompanying tables of this document, the listed designation does not reflect EPA action under section 107(d)(4)(A). At the date of enactment of the CAAA, these two counties were designated attainment, by operation of law, under section 107(d)(1)(C). The State and EPA are reviewing whether to confirm or reverse their present designation under the process set out under section 107(d)(4)(A) and will publish a separate notice to that effect.

In a number of instances occurring across the nation, counties that may generally be considered to be rural due to relatively small populations and a relatively low degree of urbanization have contained a monitor that has recorded an ozone NAAQS violation. In some of these instances, the States, in the 120-day submissions of the lists of areas, elected not to designate these areas as nonattainment. In these cases, EPA informed the State in EPA's 180-day letter that such counties (or subcounties) must be designated as nonattainment on the grounds that section 107(d)(1)(A)(i) defines a nonattainment area as, among other things, "any area that does not meet... the [NAAQS]."

Some States did not wish to designate the entire county. In these cases, EPA generally agreed to designate only a portion of the county nonattainment. To determine the boundaries of these nonattainment areas, or the extent to which neighboring nonattainment areas should be expanded to include all or part of these counties, EPA has determined to apply the following criteria.

Presumptively, the nonattainment area should include the entire county. If the county does not adjoin any nonattainment area, the presumption in favor of an entire county is stronger. The boundaries may be reduced to less than an entire county if it is possible to delineate the boundaries of the area involving the NAAQS violation, and if it can be shown that certain other areas within the county likely do not contribute to the NAAQS violation.

In particular, if a county adjoins a nonattainment area, the presumption in favor of designating the entire county nonattainment may be rebutted, and EPA will designate boundaries narrower than the entire county, in accordance with the following criteria.

The portion of the county designated nonattainment must be contiguous with the adjoining nonattainment area, include the area surrounding the monitor, and include all adjoining areas with populations of sufficient density such that these areas are likely to contribute to the NAAQS violation. Further explanation of these criteria and of their application to individual cases is included in the TSD, item #8.

Based on these criteria, EPA is today promulgating the following nonattainment areas:

Ozone

North Carolina

On May 13, 1991, EPA Region IV wrote to Governor Martin (180-day

letter) recommending that a portion of Davie County (Greensboro MSA) and Granville County (Raleigh-Durham MSA) be designated nonattainment for ozone based on available monitoring data.

Based on population and emission data provided by the State of North Carolina, EPA believes that emissions originating in the counties of Davie and Granville do not merit inclusion of each entire county as nonattainment. However, since these counties have monitored violations of the NAAQS, at least a portion of the county must be designated nonattainment. The EPA is therefore designating areas smaller than the counties as nonattainment for Davie and Granville Counties. The boundaries chosen for each of the areas include the monitor and an area that includes the more urbanized portions of the county that is contiguous with the rest of the nonattainment area (the Greensboro-High Point-Winston-Salem MSA for Davie County; and the Raleigh-Durham MSA for Granville County). The rationale for this action is that this boundary includes the area in which the air quality is nonattainment and in which sources likely to contribute to the nonattainment problem are located.

South Carolina

The Cowpens monitor in the northwest corner of Cherokee County (non-MSA) measured violations of the NAAQS during the 1987-1989 period and therefore must be designated nonattainment. Since there is uncertainty at this time as to the origin of the source of the emissions causing the violations in Cherokee County, and EPA believes that there is no basis for designating the nonattainment area as less than a county, the entire county is being designated nonattainment. (Cherokee County is contiguous to the Charlotte MSA to the northeast and the Greenville-Spartanburg MSA to the southwest.)

Kentucky

The EPA is today designating portions of the following five counties in the Commonwealth of Kentucky for the same reasons as the North Carolina counties discussed above: Livingston County (Paducah, non-MSA); Greenup County (Huntington-Ashland MSA); Oldham County (Louisville MSA); Bullitt County (Louisville MSA); and Hancock County (Owensboro MSA).

Since there is uncertainty at this time as to the origin of the source of the emissions causing the violations in a sixth county—Edmonson County (Bowling Green non-MSA)—the entire

county is designated nonattainment and classified as a rural transport area. (See the TSD, item #9, for documentation supporting a rural transport classification.)

Virginia

Virginia proposed that Charles City County (Richmond MSA) and the City of Suffolk (Norfolk MSA) remain attainment. By today's notice, EPA is designating both of these counties as nonattainment because of monitored violations within them.

CO

New Jersey

The State of New Jersey stated in a letter dated June 28, 1991, that, while it is willing to accept EPA's nonattainment boundaries for CO, it requests that these nonattainment areas be classified as "low/moderate" (12.7 ppm and below).

The EPA believes that the nonattainment area is comprised of the contiguous jurisdictions of New York City, Nassau and Westchester Counties in New York, and Bergen, Hudson, Essex and Union Counties and the cities of Passaic, Clifton and Paterson in New Jersey. The highest CO concentrations measured within this area are in Manhattan, in the center of the metropolitan area. The measured concentration places the area in the "high/moderate" category. Since vehicles commute throughout the entire area and a certain proportion have Manhattan as their destination, these vehicles have the potential to contribute to the maximum measured levels.

The New Jersey counties in the area rank among the State leaders in such categories as vehicle miles traveled and population density per square mile. These New Jersey counties are not distinguishable from the New York counties surrounding Manhattan. Therefore, based on this rationale and the measured concentrations in Manhattan (13.5 ppm), the northern New Jersey portion of the New York-New Jersey-Long Island CMAA nonattainment area retains the same classification (high/moderate) as the CMAA, which includes northern New Jersey.

Tennessee

On March 12, 1991, Governor McWhorter and Commissioner Luna submitted the recommendation that the City of Memphis be designated as a moderate nonattainment area for CO. The City of Memphis was designated nonattainment for CO prior to enactment of the CAAA.

On May 13, 1991, in a letter to Governor McWhorter, EPA recommended that the CO nonattainment area be expanded from the City of Memphis to all of Shelby County. This designation is based on contribution to the mobile source CO emissions in the portion of Shelby County outside of the City of Memphis, and on the practical problems of attempting to administer a partial-county rather than countywide automobile inspection and maintenance (I/M) program.

The mobile source contribution from vehicles in the portion of Shelby County outside of the City of Memphis is 132 tons per day, or 26 percent of the total CO emissions from mobile sources in Shelby County. Currently, the I/M program is required only for the City of Memphis. Since automobile registration is done on a countywide basis without regard to whether or not the vehicle is located within the City of Memphis, it is difficult if not impossible to verify whether the appropriate vehicles are actually subject to the I/M program. The expansion of the nonattainment area to the entire county will give the State a basis for expanding coverage of the I/M program.

On May 31, 1991, Commissioner Luna wrote a letter to EPA Regional Administrator Greer Tidwell disagreeing with the Region's proposed boundaries for the ozone nonattainment areas in Tennessee. In that letter, there was no comment on EPA's proposal to expand the Memphis CO nonattainment area.

Utah

The EPA is still studying whether to expand the Provo CO nonattainment area. As noted in the accompanying tables of this document, the listed designation does not reflect EPA action under section 107(d)(4)(A). At the date of enactment of the CAAA, that portion of Utah County outside the city limits of Provo was designated attainment by operation of law under section 107(d)(1)(C). The State of Utah and EPA are reviewing whether to confirm or reverse their present designation under the process set out under section 107(d)(4)(A) and will publish a separate notice to that effect.

iii. *Classifications.* Areas designated nonattainment by operation of law at the date of enactment were classified at that time, and by today's notice, EPA is announcing the classifications as required under sections 107(d)(4)(A)(ii), 107(d)(2), 181(a)(3), and 186(a)(2). Areas designated nonattainment at the date of enactment are not being classified anew by today's notice; rather, that classification occurred at the date of

enactment, and EPA today is merely announcing and codifying in the CFR the classifications that occurred for these areas at enactment.

The EPA bases this approach primarily on the provisions of section 181(a)(1) and section 186(a)(1), each of which provides (in relevant part, using identical terms): "Each area designated nonattainment . . . pursuant to section 107(d) shall be classified at the time of such designation." Section 107(d)(1)(C)(i) provides that each ozone and CO pre-enactment nonattainment area is "designated, by operation of law, as a nonattainment area." This designation occurred at the date of enactment.

The fact that classification occurred at the date of enactment means that the clock began ticking on the date of enactment for certain events triggered by the classification, specifically, the 90-day opportunity for 5 percent reclassification, and the 45-day period for States to submit requests to study the boundaries of areas classified serious and higher. For CO nonattainment areas, section 186(a)(3) provides that the 5 percent reclassification must occur "within 90 days after the date of the enactment," thereby confirming that classification for CO under section 186(a)(1) occurred on the date of enactment. Because the relevant provisions of section 181(a)(1) for ozone are identical to the section 186(a)(1) CO provisions, section 186(a)(3) implies that classification for ozone also occurred on the date of enactment, at least for areas containing locations designated nonattainment at enactment. The House Committee Report confirms this view by stating that the 5 percent reclassification adjustment for ozone may occur "[w]ithin 90 days of enactment" [H.R. No. 101-490, 101st Cong., 2d Sess. 231-32 (1990)].

Areas classified at the date of enactment are not reclassified again by virtue of the fact that today's notice reaffirms the designation of those areas and includes certain nearby locations within the boundaries of those areas. The EPA takes the position that because they are not again classified, they are not again given the opportunity to make a 5 percent reclassification, or, in the case of areas classified serious or higher, to initiate new efforts to adjust the boundaries to smaller than the C/MSA. Interpreting the CAA to allow such opportunities would be inconsistent with congressional intent to expedite the preliminary questions of designations, classifications, and boundaries in order to assure that the heart of the program—the pollution

controls themselves—are in place as quickly as possible [see F.R. No. 101-490, 101st Cong., 2d Sess., 232 (1990)] (stating that a period of only 90 days is provided for the 5 percent reclassification "to assure that State and EPA resources are devoted to efforts to attain the standard, and not to changes in the classification of areas").

Although in some cases the boundaries for an area remained undetermined until today's notice (i.e., areas containing at least some portion which was attainment at enactment), all areas ultimately determined to be within those boundaries and promulgated in this document are considered to be part of the nonattainment area designated and classified at the date of enactment. As a result, with respect to any neighboring area that is ultimately included in the nonattainment area, no new classification has occurred with today's notice, and there is no opportunity for a 5 percent reclassification or a 45-day C/MSA process.

The following are specific actions EPA is taking with respect to classifications.

Arizona

In a May 15, 1991 letter, Governor Symington of the State of Arizona recommended an ozone classification of transitional for Maricopa County (Phoenix area) pending verification of ozone data for calendar year 1990 and additional studies to be conducted during 1991 to determine the appropriate design value. Additional quality-assured monitoring data for 1990 from two monitoring sites in Maricopa County (Papago Park and Vehicle Emissions Lab) made available since receipt of the Governor's original recommendation indicate that a classification of moderate is more appropriate for the Phoenix area. Based on this additional, quality-assured data, EPA is classifying Phoenix as a moderate area for ozone.

Ohio

On March 15, 1991, the State of Ohio recommended that Mahoning and Trumbull Counties be redesignated from nonattainment to attainment. The EPA previously disapproved a redesignation request for this area on July 10, 1990 (see 55 FR 28199). Mahoning and Trumbull Counties will remain nonattainment because section 107(a)(4)(A)(iii) does not permit redesignations to attainment as part of this general review of designations and classifications.

Mahoning and Trumbull Counties are being classified as a marginal ozone nonattainment area along with Mercer County, Pennsylvania. There are two

ozone monitors located in this area. One is located in Youngstown (Mahoning County, Ohio). This monitor is located in the urban area of Youngstown and may not represent the worst-case ozone concentration in the area. This is due to the suppression of ozone formation by NOx in the urban area. The monitor in Youngstown has not recorded a violation of the ozone NAAQS based on 1987 through 1989 monitoring data. The second monitor is located downwind in Farrell, Pennsylvania (Mercer County, Pennsylvania). This monitor has recorded a violation of the ozone NAAQS based on 1987 through 1989 air quality data (2.1 average expected exceedances per year). A violation of the NAAQS occurs when the average expected exceedances per year is greater than 1.0. The monitoring site in Farrell, Pennsylvania, is approximately 1 to 2 miles to the east of Trumbull County, Ohio. The EPA has determined that the monitoring site in Farrell, Pennsylvania, may have been adversely impacted by emissions from Mahoning and Trumbull Counties (see 55 FR 28199, July 10, 1990). This is based on the prevailing warm weather (ozone conducive) winds in the upper midwest. Since the winds typically blow from the quadrant bounded by the directions south and west, the Farrell site is expected to be downwind on these days. Based on this information Mahoning and Trumbull Counties, Ohio, are being classified, along with Mercer County, Pennsylvania, as a marginal ozone nonattainment area with a design value of .134 ppm.

Pennsylvania

In a March 18, 1991 letter, Pennsylvania proposed that Lawrence County be designated "cannot be classified or better than primary standards" for ozone. To support its recommendation, the State pointed out that ozone NAAQS attainment has been monitored at a location in that county. Per section 107(d)(1)(C)(i), an area designated nonattainment pre-enactment of the CAAA of 1990 must be nonattainment post-enactment.

In the same letter, Pennsylvania proposed that Allegheny County be designated "cannot be classified or better than primary standards" for carbon monoxide. The State bases its recommendation on the fact that the county is monitoring attainment. Again, as Allegheny County was designated nonattainment prior to passage of the CAAA, the area remains nonattainment by operation of law until a carbon monoxide NAAQS maintenance plan is developed and approved by EPA. In the tables section of the 107 classification/

designation notice EPA recognizes the fact that Allegheny County is not violating the NAAQS, i.e., that it is monitoring attainment.

c. *Other treatment.* With today's notice, EPA is also promulgating the affirmed or reaffirmed designations (and new, affirmed, or reaffirmed boundaries) of nonattainment areas to be treated as transitional (ozone), submarginal (ozone), incomplete data (ozone), not classified (CO), and rural transport areas (ozone); and codifying its conclusion that those areas should be accorded that treatment. These areas are listed in the TSD, item #10.

d. *Areas designated entirely attainment/unclassifiable at enactment but now subject to redesignation to nonattainment—1. Serious and higher.*

Ohio and West Virginia

As noted in the accompanying tables of this document, the listed designation for the Steubenville, OH-WV nonattainment area does not reflect EPA action under section 107(d)(4)(A). At the date of enactment of the CAAA, the three counties which make up the Steubenville MSA—Jefferson County, Ohio; Brooke County, West Virginia; and Hancock County, West Virginia—were designated attainment, by operation of law, under section 107(d)(1)(C). The States and EPA are reviewing whether to confirm or reverse this present designation under the process set out under section 107(d)(4)(A). The EPA will publish a separate notice to that effect.

ii. *Marginal/moderate.* With today's notice, EPA is promulgating the designations, classifications, and boundaries for three areas, Smyth County, Virginia; Essex County, New York; and Jefferson County, New York. These areas were designated entirely attainment as of the date of enactment; however, current air quality necessitates a designation of nonattainment under section 107(d)(4)(A)(i)-(ii). For new ozone nonattainment areas, because they are classified as of the effective date of today's notice, any reclassification based on the 5 percent provision of section 181(a)(3) must occur within 90 days of that effective date. The criteria for making the 5 percent reclassification will be the same as discussed above. Smyth and Essex Counties are rural transport areas. Therefore, a 5 percent downshift is not applicable to either area.

On March 21, 1991, the Governor of New York requested a 5 percent downshift for Jefferson County since its design value of .143 ppm fell within 5 percent of the marginal classification.

Today's notice approves this request and reclassifies Jefferson County as a marginal nonattainment area per section 181(a)(4).

Essex County, New York

New York State requested in its March 21, 1991 letter that Essex County (non-MSA) be designated attainment. The State based this request on the fact that the monitoring station on which the designation is based is part of an atmospheric research station on the top of Whiteface Mountain, and on the belief that the measurements taken at this station do not reflect general air quality in the region. New York State further commented in a June 4, 1991 letter that the exceedances all occurred at night when the public could not be exposed. New York noted that the time of the exceedances indicate that long-range transport of ozone is the cause of the violations.

It is EPA's position that the violations of the ozone NAAQS recorded on Whiteface Mountain are based on valid measurements and the State does not dispute this. However, the fact that the ozone violations do not originate in Essex County is not sufficient basis for designating the area attainment.

Furthermore, the area where the violations are observed is accessible to the public. The Whiteface Mountain area is part of the Lake Placid recreational area, Adirondack Park, a year-round resort location. Since the State's June 4, 1991 letter, additional exceedances of the ozone standard, including some day-time readings, have been recorded at this location.

The EPA does agree that long range transport appears to be a substantial contributor to the NAAQS violations on Whiteface Mountain. Given violations have occurred only at a higher elevation while attainment is measured at the base of Whiteface Mountain, EPA has determined that a smaller boundary, as defined by those areas on Whiteface Mountain above an elevation of 4,500 feet, is more appropriate and a classification of rural transport accurately characterizes Whiteface Mountain (as proposed in an October 4, 1991 letter from New York State to EPA).

The EPA accepts this boundary to define the nonattainment area on Whiteface Mountain, allowing the rest of Essex County to remain attainment. The EPA believes this boundary adequately includes the monitor, located at an elevation of 4,067 feet, and a reasonable surrounding area.

By selecting 4,500 feet as the boundary marking the nonattainment area of Whiteface Mountain, EPA also believes that the air quality in the

Adirondack Park area, an area frequented by the public, will benefit by designating this portion of Essex County as nonattainment.

The EPA also agrees with the State that a rural transport status more accurately reflects the ozone nonattainment problem in Essex County at Whiteface Mountain. Documentation supporting a classification of rural transport is contained in the TSD, item #11.

Smyth County, Virginia

In a March 15, 1991 letter to EPA, Governor Wilder of the Commonwealth of Virginia proposed that Smyth County (non-MSA) remain attainment for ozone.

On May 14, 1991, the EPA opposed this request and notified the Governor of Virginia that, while acknowledging strong evidence of long-range ozone transport, at least a portion of Smyth County must be designated nonattainment.

In a June 3, 1991 letter to EPA Region III, the State of Virginia recommended designating the area in Smyth County above 4,500 feet as nonattainment and continued to request a classification of rural transport.

The EPA recognizes the monitored violations by designating the area in Smyth County above 4,500 feet elevation as nonattainment, as recommended by the State of Virginia in their June 3, 1991 letter to EPA. The EPA accepts this elevation as a boundary to define the nonattainment area as EPA believes it adequately includes the monitor, located at 5,520 feet, and a reasonable area surrounding it.

Selecting 4,500 feet as the boundary marking the nonattainment area of Smyth County also ensures that the Appalachian Trail, an area frequented by the public, is included in the nonattainment area.

The EPA agrees with the State that a rural transport status more accurately reflects the ozone nonattainment problem in Smyth County. Documentation supporting Smyth County as a rural transport area is contained in the TSD, item #12.

iii. *Other treatment.* The City of Oshkosh, attainment for CO prior to enactment, is hereby designated unclassifiable for CO. (See the TSD, item #13, for documentation supporting this designation.)

9. *Procedural requirements.* As described above, today's notice promulgates designations, classifications, and boundaries for ozone and CO areas. This section describes the procedural requirements concerning notice- and comment and

judicial review applicable to these actions. —

a. *Designations and boundaries—i. Notice-and-comment rulemaking.* Today's notice announces and promulgates the designations that occurred under section 107(d)(1)(C) (designations by operation of law at the date of enactment of the CAAA) and the designations (including boundary determinations) under section 107(d)(4) (designations submitted by the States and promulgated by EPA). The EPA takes this action in accordance with section 107(d)(2)(A), which requires publication in the *Federal Register* of a notice announcing or promulgating designations under, among other things, section 107(d)(1) and (4). Beyond that, however, section 107(d)(2)(B) provides:

Promulgation or announcement of a designation under paragraph (1), (4) or (5) shall not be subject to the provisions of sections 553 through 557 of title 5 of the United States Code (relating to notice and comment), except nothing herein shall be construed as precluding such public notice and comment whenever possible.

By its terms, this provision exempts the designations announced and promulgated by this notice from the notice-and-comment procedures under the Administrative Procedures Act. Through various publicly available letters to the States, EPA described its preliminary views at various points in time as to the designation and classification of areas, and interested persons had the opportunity to give their views on the subject to EPA. In addition, the tight timetables Congress set out in section 107(d)(4)(A)(i)-(ii) made it difficult to engage in notice-and-comment rulemaking. Therefore, as permitted under section 107(d)(2)(B), EPA is today taking final action without notice-and-comment rulemaking. In addition, section 307(h), added by the CAAA provides:

It is the intent of Congress that, consistent with the policy of the Administrative Procedures Act, the Administrator in promulgating any regulation under this Act, including a regulation subject to a deadline, shall ensure a reasonable period for public participation of at least 30 days, except as otherwise expressly provided in section 107(d), 172(a), 181(a) and (b), and 186(a) and (b).

The EPA is interested, however, in the public's views on whether EPA has made significant errors which could have been avoided had notice-and-comment rulemaking been possible. Accordingly, EPA will allow 30 days from the date of this document for public comment on any such errors, and, if such errors are brought to EPA's attention, EPA will correct any technical

errors made. In addition, if anyone raises significant new policy issues, EPA will pursue notice-and-comment rulemaking to resolve such issues. This notice will take effect 60 days from the date of publication, except to the extent, if any, that EPA determines corrections are necessary in light of errors elucidated by timely public comment. —

ii. *Judicial review.* The CAAA provide no additional limits on judicial review of the designations, including boundaries. Accordingly, if a party follows the appropriate administrative procedures under CAAA, section 307, the party is not barred from challenging EPA's action in this regard through litigation. —

b. *Classifications—i. Notice and comment.* Sections 181(a)(3) and 186(a)(2) provide that at the time EPA publishes the notice designating ozone and CO nonattainment areas:

The Administrator shall publish a notice announcing the classification of [such ozone or CO] nonattainment area. The provisions of section 172(a)(1)(B) [relating to lack of notice and comment and judicial review] shall apply to such classification.

Section 172(a)(1), which is found in subpart 1 of part D, deals primarily with classifications that EPA may make upon promulgating a new or revised NAAQS and designating areas in accordance with that new or revised NAAQS. Section 172(a)(1)(A) authorizes EPA to make classifications; section 172(a)(1)(B), which is referenced by sections 181(a)(3) and section 186(a)(2), provides, in relevant part: —

The Administrator shall publish a notice in the *Federal Register* announcing each classification under subparagraph (A), except the Administrator shall provide an opportunity of at least 30 days for written comment. Such classification shall not be subject to the provisions of sections 553 through 557 of title 5 of the United States Code (concerning notice and comment) and shall not be subject to judicial review until [specified times].

The EPA interprets the reference in sections 181(a)(3) and 186(a)(2) to "[t]he provisions of section 172(a)(1)(B) [relating to lack of notice and comment and judicial review]" to refer to the second sentence in section 172(a)(1)(B), not the first sentence. As a result, the provisions of the first sentence requiring a 30-day comment period do not apply to the classifications under section 181(a)(3) or section 186(a)(2), which are the subject of this document. The EPA interprets the parenthetical phrase in sections 181(a)(3) and 186(a)(2) to limit the applicable provisions of section 172(a)(1)(B) to those that eliminate the notice-and-comment requirement, which are found in the second sentence. This reading is consistent with the fact that

the first sentence in section 172(a)(1)(B) sets out the requirement for publishing a notice announcing a classification, a requirement that is separately incorporated in sections 181(a)(3) and 186(a)(2). This duplication suggests that the first sentence of section 172(a)(1)(B) does not apply.

Similarly, EPA takes the position that notice-and-comment rulemaking is not required for any decisions by EPA under section 181(a)(4) or section 186(a)(3) to make, or not to make, reclassifications on the grounds that the air quality of an ozone or CO nonattainment area is within 5 percent of the cut-off for a different classification. Sections 181(a)(4) and 186(a)(3) provide that EPA is to make these decisions "by the procedure required under paragraph [section 181(a)(3)]" for ozone, or "by the procedure required under paragraph [section 186(a)(2)]" for CO. As just discussed, those procedures eliminate the requirement for notice-and-comment rulemaking. —

ii. *Judicial review.* As noted above, sections 181(a)(3) and 186(a)(2) provide that the provisions concerning judicial review found in section 172(a)(1)(B) apply. Those provisions state that judicial review may occur only after:

[T]he Administrator takes final action under subsection (k) or (l) of section 110 [concerning action on plan submissions] or section 179 [concerning sanctions] with respect to any plan submissions required by virtue of such classification.

Accordingly, judicial review on the classification decisions [(including the decisions to make, or not to make, reclassifications under the 5 percent adjustment provisions of section 181(a)(4) and section 186(a)(3)] may be had only at those times.

B. PM-10

1. Initial PM-10 designations.

Previously, EPA published a *Federal Register* notice announcing the designations and classifications for PM-10 occurring by operation of law upon enactment of the CAAA (see 56 FR 11101, March 15, 1991). In addition, EPA has published a follow-up notice correcting the boundaries and designations of some areas in light of comments addressing the March 1991 notice (see 56 FR 37654, August 8, 1991). Both of these notices provide a detailed discussion of the history and current status of PM-10 areas nationwide. An abbreviated discussion is provided here.

Generally, EPA adopted a PM-10 SIP development policy "grouping" all areas of the country into three categories based on their probability of violating the standards when EPA revised the indicator for particulate matter to PM-10

(see generally 52 FR 24634, July 1, 1987) [revising particulate matter indicator from total suspended particulates to PM-10]. The EPA announced the initial groupings for PM-10 in a *Federal Register* notice published on August 7, 1987 (52 FR 29383). The EPA modified the groupings and boundaries in two subsequent *Federal Register* notices published on March 28, 1989 (54 FR 12620) and October 31, 1990 (55 FR 45799).

The CAAA provided designations for PM-10 for the first time, using EPA's grouping scheme as a starting point. Specifically, the amended law provides that each former Group I area identified in 52 FR 29383 (August 7, 1987), except to the extent modified before enactment of the CAAA (November 15, 1990), was designated nonattainment for PM-10 [see 107(d)(4)(B)(i) of the amended Act]. The *Federal Register* notice published on October 31, 1990 (55 FR 45799) clarified or "modified" EPA's identification of the Group I areas listed in the August 1987 notice. Thus, as a general matter, the former Group I areas listed in the October 1990 notice became nonattainment for PM-10 by operation of law upon enactment of the CAAA [the October 31, 1990 notice reflects the revisions announced in the notice published on March 28, 1989 (54 FR 12620)]. Any other area (i.e., Group II or III) violating the PM-10 NAAQS (as determined by 40 CFR part 50, Appendix K) prior to January 1, 1989, also was designated nonattainment for PM-10 by operation of law upon enactment of the CAAA [see section 107(d)(4)(B)(ii) of the amended Act]. All other areas were designated unclassifiable for PM-10 by operation of law upon enactment of the CAAA [see section 107(d)(4)(B)(iii) of the CAAA]. Finally, all of those areas designated nonattainment for PM-10 were classified as moderate by operation of law at the time of the designation [see section 188(a) of the CAAA]. The EPA will be reclassifying some of these initial PM-10 nonattainment areas from moderate to serious if EPA determines they cannot practicably attain the PM-10 air quality standards by December 31, 1994 [see section 188(b)(1)].

In the *Federal Register* notices published on March 15, 1991 (56 FR 11101) and August 8, 1991 (56 FR 37654) the EPA applied sections 107(d)(4)(B) and 188(a), and other operative legal provisions, and announced the designations and classifications for PM-10. In today's notice, EPA formally codifies the designations and classifications for PM-10 announced in these prior two notices. — in a

letter dated October 2, 1991, Governor Stephens of the State of Montana informed EPA that the August 8, 1991 corrections notice contained an editorial error in the boundary for Libby, Montana. The EPA has reviewed the Governor's letter and the boundary for Libby. The EPA concurs with the Governor's comment and has corrected the boundary for Libby. Thus, the codification of the initial designations and classifications for PM-10 are as set forth in the table below. Note that today's codification of the initial designations for PM-10 [under section 107(d)(4)(B)] in 40 CFR part 81 represents final agency action for the purpose of section 307(b) of the CAA.

2. *Additional PM-10 designations.* As discussed above, all areas of the country were designated either nonattainment or unclassifiable for PM-10 by operation of law upon enactment of the CAAA pursuant to section 107(d)(4)(B). Section 107(d)(3) of the CAAA authorizes the Administrator to redesignate as nonattainment those areas initially designated as unclassifiable for PM-10 [see section 107(d)(3)(A), (B), and (C)]. The EPA has initiated the redesignation process for some areas. Specifically, in January and February of 1991, EPA Regional Administrators provided letters to the Nation's Governors initiating the process of redesignating additional areas as nonattainment for PM-10, as called for in section 107(d)(3)(A) of the CAAA. In addition, in a Federal Register notice published on April 22, 1991 (58 FR 16274), the EPA identified those PM-10 areas for which EPA had notified the Governors of affected States that an area's PM-10 designation should be revised to nonattainment. (The need to revise the designation for the section in LaSalle County, Illinois, that EPA had identified in the April 22, 1991 notice has been rendered moot. In the correction notice for the initial nonattainment areas published in the Federal Register of August 8, 1991 (56 FR 37654), EPA indicated that this section was designated nonattainment and included as part of the initial Oglesby, Illinois, PM-10 nonattainment area.)

In a separate Federal Register notice, EPA will propose redesignations for these areas in light of comments received from the affected States. A more detailed discussion about the section 107(d)(3) redesignation process and the actions being proposed will be described in that notice. [Note that the section 107(d)(3) redesignation process is different from the section 107(d)(4)(B) designations occurring by operation of law upon enactment of the CAAA in

that the section 107(d)(3) redesignations are not exempt from the notice-and-comment rulemaking procedures of the Administrative Procedures Act (section 107(d)(2)(B) of the CAAA).]

As mentioned, EPA Regional Administrators have corresponded with some of the Nation's Governors, initiating the process to redesignate additional areas of the country as nonattainment for PM-10. In some of the responses to these letters, States requested that EPA expand the boundaries of former Group I areas and make the expansion area part of an initial nonattainment area. In the situations where EPA believed there was no legal basis to make such an adjustment, EPA has indicated that it would treat the State's request as an unsolicited request to redesignate the additional area as nonattainment within the meaning of section 107(d)(3)(D) of the CAAA (56 FR 37654, August 8, 1991). Accordingly, in a separate Federal Register notice, EPA will determine whether such submittals are complete and, if so, will propose to approve or deny the State's redesignations request [see section 107(d)(3)(D) of the CAAA].

3. *Total suspended particulates (TSP).* Section 107(d)(4)(B) of the CAAA provides that the designations for particulate matter measured in terms of TSP existing immediately prior to enactment of the CAAA (November 15, 1990) remain in effect. The TSP designations are to remain in effect until the Administrator determines that the designations are no longer necessary for implementing the maximum allowable increases in concentrations of particulate matter, measured in terms of TSP, pursuant to section 163(b) [section 107(d)(4)(B)].

Thus, by this notice, EPA announces that the TSP designations existing before enactment of the CAAA shall remain in effect for now. Further, EPA notes that it will review the need for these designations and provide notice at such time EPA determines these designations are no longer necessary for the purpose of implementing the increments in section 163(b).

C. Sulfur Dioxide (SO₂)

1. *Initial SO₂ designations.* Section 107(d)(1)(C) of the CAAA generally provides that those SO₂ designations existing before enactment of the CAAA were affirmed at enactment by operation of law. Thus, the designation of an SO₂ area existing just prior to enactment of the CAAA (November 15, 1990) become the designation of the area upon enactment and at this time. To avoid unnecessary duplication, EPA will not reprint the codification table for SO₂

in today's notice. For the status of SO₂ areas, readers should refer to the codification tables currently set forth in 40 CFR part 81 (July 1, 1991) and to any subsequent modifications to these SO₂ tables that have been published in the Federal Register.

2. *Additional SO₂ designations.* As with the additional PM-10 nonattainment areas, EPA has initiated the redesignation of some SO₂ areas pursuant to section 107(d)(3) of the CAAA [section 107(d)(3)(A), (B), and (C)]. In January and February of 1991, EPA Regional Administrators provided letters to the Nation's Governors initiating the process of redesignating additional areas as nonattainment for SO₂, as called for in section 107(d)(3)(A) of the CAAA. In addition, in a Federal Register notice published on April 22, 1991 (58 FR 16274), EPA identified those SO₂ areas for which EPA had notified the Governors of affected States that an area's SO₂ designation should be revised to nonattainment.

In a separate Federal Register, EPA will propose designations for these areas in light of comments received from the affected States. A more detailed discussion about the section 107(d)(3) redesignation process and the actions being proposed for particular areas will be described in that notice.

D. Lead

1. *Background.* In 1978, when EPA promulgated the lead NAAQS, the Agency believed that implementation and maintenance of the lead NAAQS should be in accordance with the SIP requirements set forth in section 110 of the CAA and not Part D. Therefore, EPA did not designate areas for lead. The Agency believed that section 107 and the Part D requirements were intended by Congress to apply only to NAAQS which were set prior to 1977. The CAA, as recently amended in 1990, clearly authorizes EPA to designate areas for the lead standard in effect at the date of enactment of the CAAA. Once an area is designated nonattainment for the lead standard in effect at the date of enactment, the SIP requirements for the area are as set forth in sections 191 and 192 of the CAAA.

Section 107(d)(5) of the CAAA authorizes EPA to require States to designate areas (or portions thereof) as nonattainment, attainment or unclassifiable with respect to the lead NAAQS in effect as of the date of enactment of the CAAA. As provided in section 107(d)(5), these lead areas are to be designated pursuant to the procedures outlined in section 107(d)(1)(A) and (B) of the amended

CAAA except that certain timeframes in subparagraph (B) have been modified by section 107(d)(5).

Section 107(d)(1)(A) of the amended CAAA permits EPA to require the Governors of affected States to submit their recommended designations for the areas EPA seeks designated in a timeframe that EPA deems reasonable. This timeframe, however, can be no sooner than 120 days, nor later than 1 year, after the date EPA notifies the State of the requirement to submit such designations. Section 107(d)(1)(B) of the CAAA requires EPA to promulgate these designations no later than 1 year after notifying the State of the requirement to designate areas for lead. The EPA may make any modifications deemed necessary to the suggested designations submitted by the State (see generally section 107(d)(1)(B) of the CAAA). However, no later than 120 days before promulgating a modified area, EPA must notify the affected State and provide an opportunity for the State to demonstrate why any proposed modification is inappropriate. If the Governor of an affected State fails to submit the required lead designations, in whole or in part, EPA is required to promulgate the designation that is deemed appropriate for any area (or portion thereof) not designated by the State.

In January and February 1991, EPA notified the Governors of affected States that they should proceed to designate as nonattainment those areas that had recorded violations of the lead NAAQS. In addition, EPA has requested the Governors to designate as unclassifiable those areas that contain stationary lead sources which EPA believes to be capable of violating the lead NAAQS, but for which existing air quality data are insufficient at this time to designate as attainment or nonattainment [section 107(d)(1)(A)(iii)]. For administrative efficiency reasons, in the January and February letters, EPA requested the States to submit the designations by March 15, 1991 [the date the lists of designations for all ozone and CO areas were due from the Governor of each State pursuant to section 107(d)(4)(A) of the CAAA]. In any event, EPA indicated to the States that they had to submit their designations not later than 120 days from the date EPA notified them of the requirement to submit such designations. In a Federal Register

notice published on April 22, 1991 (56 FR 19274), EPA identified those areas for which EPA had requested designations for lead.

The designation requests submitted by the Governors have created several different situations which require that EPA act on the designations in several actions. The EPA has termed the EPA-requested designations submitted by Governors as "solicited designations" and the designations submitted by Governors on his/her own initiative as "unsolicited designations." The different situations and when EPA intends to formally act on the designations are as follows:

(1) Solicited designation requests submitted within a timeframe sufficient enough for EPA to review and process, and which EPA does not intend to modify, are addressed in this document.

(2) Solicited designation requests which EPA intends to modify will be addressed at a later date. (As mentioned earlier, EPA must notify the affected State 120 days prior to the promulgation of a modified area and provide an opportunity for the State to demonstrate why any proposed modification is inappropriate. The EPA notified affected States in May 1991.)

(3) Unsolicited designation requests which EPA may or may not modify will be addressed at a later date. (Although the affected Governors have been notified within the required timeframes that EPA intends to modify the designation submittal, EPA has decided that in order to provide adequate time for the affected Governors to respond and for EPA to review any response, it would be more appropriate to address the unsolicited designation requests in a separate notice.)

2. *Today's action.* In today's notice, EPA is acting on those State submittals which were received by EPA in a timeframe sufficient enough to review and process, and which EPA does not intend to modify. The EPA is publishing these designations as called for in section 107(d)(2)(A) of the CAAA. The States affected by this notice include: Alabama, Florida, Georgia, Indiana, Louisiana, Minnesota, Missouri, Montana, Nebraska, New York, Ohio, Tennessee, and Texas. The States of Montana, New York, and Texas submitted both solicited and unsolicited designation requests. In this notice, EPA

is acting only on the solicited portion of the submittals for which EPA has determined modifications are not necessary. The unsolicited portion of the submittal will be addressed in a separate notice.

A brief description of the nonattainment and unclassifiable lead areas is provided below. The legally binding description of the nonattainment and unclassifiable area lead boundaries for each affected State is provided in the rulemaking tables at the end of this document.

A lead nonattainment area consists of that area which does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the lead NAAQS [see section 107(d)(1)(A)(i)]. A lead unclassifiable area consists of any area that cannot be classified on the basis of available information as meeting or not meeting the lead NAAQS [see section 107(d)(1)(A)(iii)]. Generally, EPA has recommended that the lead nonattainment and unclassifiable boundaries be defined by the county perimeter for the county in which the ambient lead monitor(s) recording the violation of the lead NAAQS and/or the lead source is located. In some situations, however, a boundary other than the county perimeter may be appropriate. States may seek to alternatively define the lead nonattainment or unclassifiable boundary by using one, or a combination, of the following techniques: (1) Qualitative analysis, (2) spatial interpolation of air monitoring data, or (3) air quality simulation by dispersion modeling. The techniques are described in more detail in "Procedures for Estimating Probability of Nonattainment of a PM-10 NAAQS Using Total Suspended Particulate or PM-10 Data," EPA-450/4-86-017, December 1986. If a State seeks to alternatively define a lead nonattainment area, EPA recommends that it submit a reasoned and documented justification for the boundary identified.

Finally, the air quality monitoring data and other technical information supporting today's action are available from the respective EPA Regional Office which serves the State where the affected area is located. The addresses of the Regional Offices are listed in the addresses section of this document.

| State | Brief Description of Lead Areas | Designation |
|---------|---------------------------------|----------------|
| Alabama | part of Jefferson County | nonattainment |
| Florida | part of Hillsborough County | unclassifiable |
| Georgia | Muscogee County | nonattainment |

| State | Brief Description of Lead Areas | Designation |
|-----------|--|----------------|
| Indiana | part of Marion County | unclassifiable |
| | part of Marion County | nonattainment |
| Louisiana | East Baton Rouge Parish | unclassifiable |
| Minnesota | part of Dakota County | nonattainment |
| Missouri | part of Iron County (two separate areas) | nonattainment |
| | part of Jefferson County | nonattainment |
| | Dart County | unclassifiable |
| | Holt County | unclassifiable |
| Montana | part of Lewis and Clark County | nonattainment |
| Nebraska | part of Douglas County | nonattainment |
| New York | Greensboro County | unclassifiable |
| Ohio | part of Cuyahoga County | unclassifiable |
| Tennessee | part of Shelby County | nonattainment |
| | part of Williamson County | nonattainment |
| | part of Fayette County | unclassifiable |
| Texas | part of Collin County | nonattainment |
| | part of Bexar County | unclassifiable |

As noted, this action is being taken pursuant to section 107(d)(5) of the CAAA. As with the section 107(d)(4) designations for ozone and CO areas, the designations under section 107(d)(5) are exempt from the Administrative Procedures Act requirements for notice-and-comment rulemaking (5 U.S.C. sections 553-557) [see section 107(d)(2)(B) of the CAAA]. Nevertheless, as with the ozone and CO designations in today's notice, EPA will entertain any comments on these actions that are received by December 6, 1991, for the purpose of correcting technical errors. The EPA's promulgation of these designations [for purposes of section 107(d)(2)(A)] will become effective on January 6, 1992. This is intended to provide EPA with time to make any technical corrections that are appropriate in light of the comments.

3. *Additional actions.* The EPA intends to modify some of the suggested designations submitted by States in response to EPA's request to designate areas for lead. As called for in section 107(d)(1)(B)(ii), EPA has notified the affected States that EPA believes modification is necessary and is providing them with an opportunity to demonstrate why EPA's proposed modification is inappropriate. The EPA will address the modified designations to the solicited submittals in a separate *Federal Register* notice, to be published in the near future.

Additionally, EPA has received unsolicited lead designation requests from some States. At this time, EPA intends to modify most of these requests and, accordingly, has notified the affected States and is providing them

with an opportunity to demonstrate why EPA's proposed modification is inappropriate. The EPA also will address these unsolicited designations in a separate *Federal Register* notice, to be published in the near future.

4. *Miscellaneous.* The EPA will continue to assess ambient monitoring data as they are received. Areas that record violations of the lead NAAQS will be reviewed. If EPA determines that a nonattainment designation for an area is appropriate, EPA will so inform the Governor of the affected State and require the Governor to submit a designation request [section 107(d)(5) of the CAAA and cross reference to section 107(d)(1)].

Additionally, section 107(d)(1)(A) of the CAAA authorizes Governors to submit, at any time the Governor deems appropriate, a list of areas designated as nonattainment, attainment, or unclassifiable for lead. Section 107(d)(1)(B)(iii) of the CAAA requires that EPA must then act on these designation requests in accordance with the procedures in section 107(d)(3).

III. Tables

The tables codified in today's action are significantly different from the tables now included in 40 CFR part 81. The current 40 CFR part 81 designation listings (revised as of July 1, 1990) include by State and NAAQS pollutant, a brief description of areas within the State and their respective designation. The EPA has modified this format in order to better describe the areas and their attainment status and to account for the pollutant classifications required by the CAAA. Today's action includes completely new tables for ozone and

CO. The SO₂, NO₂, and TSP tables are not modified by today's action but will in the future be revised, as appropriate, to this new format. Lead tables include the areas currently designated as nonattainment and unclassifiable. The PM-10 tables identify those areas currently designated as nonattainment for PM-10. As provided in section 107(d)(4)(B) of the CAAA, all of those areas in a State not designated nonattainment for PM-10 were designated unclassifiable for PM-10. The tables do not specify the PM-10 unclassifiable areas but by implication all those areas not currently designated nonattainment for PM-10 are designated unclassifiable.

IV. Other Regulatory Requirements

A. Executive Order 12291

Under E.O. 12291, EPA is required to judge whether an action is "major" and therefore subject to the requirement of a regulatory impact analysis. The Agency has determined that the attainment, nonattainment, and classified area designations and classifications made final today would result in none of the significant adverse economic effects set forth in section 1(b) of the E.O. as grounds for a finding that an action is "major." The Agency has, therefore, concluded that this action is not a "major" action under E.O. 12291. This rule was submitted to the Office of Management and Budget (OMB) for review under this E.O.

A copy of the draft rule as submitted to the OMB, any documents accompanying the draft, any written comments received from other agencies (including OMB), and any written

responses to these comments have been included in the Docket.

B. Regulatory Flexibility Act

Whenever an agency is required by law to publish a general notice of proposed rulemaking, the Regulatory Flexibility Act of 1980 (5 U.S.C. 601-612) generally requires that the agency prepare a Regulatory Flexibility Analysis describing the impact of the proposed rule on small entities. Because this rule is not required to be published first as a notice of proposed rulemaking under section 553 (the Administrative Procedures Act) or any other law, it is not subject to the requirements of the Regulatory Flexibility Act.

List of Subjects in 40 CFR Part 81

Air pollution control, National parks, Wilderness areas.

Dated: October 28, 1991.

William K. Reilly,
Administrator.

Therefore, 40 CFR part 81 is amended as follows:

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

Authority: 42 U.S.C. 7407, 7501-7515, 7601.

2. Section 81.300 is revised to read as follows:

§ 81.300 Scope.

(a) Attainment status designations as approved or designated by the Environmental Protection Agency (EPA) pursuant to section 107 of the Act are listed in this subpart. Area designations are subject to revision whenever sufficient data becomes available to warrant a redesignation. Both the State and EPA can initiate changes to these designations, but any State redesignation must be submitted to EPA for concurrence. The EPA has replaced the national ambient air quality

standards for particulate matter measured as total suspended particulate (TSP) with standards measured as particulate matter with an aerodynamic diameter less than or equal to a nominal 10 micrometers (PM-10). Accordingly, area designations for PM-10 are included in the lists in subpart C of this part. However, the TSP area designations will also remain in effect until the Administrator determines that the designations are no longer necessary for implementing the maximum allowable increases in concentrations of particulate matter pursuant to section 163(b) of the Act, as explained in paragraph (b) of this section.

(b) Designated areas which are listed below as attainment ("Better than national standards") or unclassifiable ("Cannot be classified") for total suspended particulate (TSP), sulfur dioxide (SO₂), and nitrogen dioxide (NO₂), represent potential baseline areas or portions of baseline areas which are used in determining compliance with maximum allowable increases (increments) in concentrations of the respective pollutants for the prevention of significant deterioration of air quality (PSD). With respect to areas identified as "Rest of State" it should be assumed that such reference comprises a single area designation for PSD baseline area purposes. However, for PM-10, the use of the term "Rest of State" is an interim measure to designate as unclassifiable all locations not originally designated nonattainment for PM-10 in accordance with section 107(d)(4)(B) of the Act.

(c) For PM-10 areas designated nonattainment, pursuant to section 107(d)(1)(b) by operation of law upon enactment of the 1990 Amendments to the Act, the boundaries are more fully described as follows:

(1) For cities and towns, the boundary of the nonattainment area is defined by

the municipal boundary limits as of November 15, 1990, the date the 1990 Amendments were signed into law, except for areas which were formerly categorized as "Group I areas", in which case the nonattainment area is defined by the municipal boundary limits as of October 31, 1990.

(2) Similarly, for planning areas, air quality maintenance areas, air basins, and urban growth boundaries the nonattainment area is defined by the entire planning area, air quality maintenance area, air basin, or urban growth boundary as of November 15, 1990, except for areas which were formerly "Group I", in which case the boundary is defined by the entire planning area, air quality maintenance area, air basin, or urban growth boundary as of October 31, 1990. The foregoing is true except to the extent the planning area, air quality maintenance area, air basin, or urban growth boundary is further defined, e.g., by township, range and/or section. Such geographical descriptors remain a fixed part of the nonattainment boundaries irrespective of whether they are included in the planning area, air quality maintenance area, air basin, or urban growth boundary.

(3) The boundaries of PM-10 areas subsequently redesignated pursuant to section 107(d)(3) of the Act will be defined by the city, town, planning area, air quality maintenance area, air basin, or urban growth boundary in effect the date the designation is promulgated.

3. Section 81.301 is amended by revising the tables for "Alabama—O₃" and "Alabama—CO", and by adding a new table titled "Alabama—Lead" to be inserted in alphabetical order immediately following the tabular entry for "Alabama—SO₂" to read as follows:

§ 81.301 Alabama.

Alabama—Carbon Monoxide

| Designated Area | Designation | | Classification | |
|-----------------|-------------------|---------------------------|-------------------|------|
| | Date ¹ | Type | Date ¹ | Type |
| Statewide | | Unclassifiable/Attainment | | |
| Autauga County | | | | |
| Baldwin County | | | | |
| Barbour County | | | | |
| Bibb County | | | | |
| Blount County | | | | |
| Bullock County | | | | |
| Butler County | | | | |
| Calhoun County | | | | |
| Chambers County | | | | |
| Cherokee County | | | | |
| Chilton County | | | | |
| Choctaw County | | | | |
| Clarke County | | | | |

Oklahoma—Ozone

| Designated Area | Designation | | Classification | |
|--|-------------------|---------------------------|-------------------|------|
| | Date ¹ | Type | Date ¹ | Type |
| Carter County Choctaw County Coal County Garvin County Haskell County Hughes County Johnston County Latimer County Love County Marshall County McIntosh County Murray County Okfuskee County Pittsburg County Pontotoc County Pushmataha County Seminole County AOCR 188 Southwestern Oklahoma Interstate | | Unclassifiable/Attainment | | |
| Beckham County Caddo County Comanche County Cotton County Greer County Harmon County Jackson County Jefferson County Kiowa County Stephens County Tillman County Washita County | | | | |

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

* * * * *

40. Section 81.338 is amended by revising the tables for "Oregon—O₃" and "Oregon—CO", and by adding a

new table titled "Oregon—PM-10" to be inserted in alphabetical order immediately following the tabular entry for "Oregon—SO₂" to read as follows:

§ 81.338 Oregon.

* * * * *

Oregon—Carbon Monoxide

| Designated Area | Designation | | Classification | |
|---|-------------------|---------------|-------------------|----------------|
| | Date ¹ | Type | Date ¹ | Type |
| Eugene - Springfield Area Lane County (part) | | Nonattainment | | Not Classified |

Oregon—Carbon Monoxide

| Designated Area | Designation | | Classification | |
|---|-------------------|---------------------------|-------------------|-------------------------|
| | Date ¹ | Type | Date ¹ | Type |
| <p>The Eugene-Springfield Nonattainment Area is described as: The area within the bounds beginning at the Northwest corner of T17S, R4W; extending South to the Southwest corner of Section 8, T17S, R4W; thence East to the Northwest corner of Section 8, T17S, R4W; thence South to the Southwest corner of Section 32, T17S, R4W; thence East to the Northeast corner of Section 4, T18S, R4W; thence South to the Southwest corner of Section 3, T18S, R4W; thence East to the Northwest corner of Section 12, T18S, R4W; thence South to the Southwest corner of Section 13, T18S, R4W; thence East to the Northeast corner of Section 24, T18S, R4W; thence South to the Southeast corner of Section 24, T18S, R4W; thence East to the Northeast corner of Section 21, T18S, R3W; thence North to the Northeast corner of Section 21, T18S, R3W; thence East to the Northeast corner of Section 22, T18S, R3W; thence South to the Southwest corner of Section 23, T18S, R3W; thence East to the Southeast corner of Section 24, T18S, R3W; thence North to the Southeast corner of Section 1, T18S, R3W; thence East to the Southeast corner of Section 2, T18S, R2W; thence North to the Northeast corner of Section 26, T17S, R2W; thence West to the Southwest corner of Section 20, T17S, R2W; thence North to the Northwest corner of Section 20, T17S, R2W; thence West to the Southwest corner of Section 13, T17S, R3W; thence North to the Northwest corner of Section 13, T17S, R3W; thence West to the Southwest corner of Section 11, T17S, R3W; thence North to the Northwest corner of Section 11, T17S, R3W; thence West to the Southwest corner of Section 6, T17S, R3W; thence North to the Northwest corner of Section 31, T16S, R3W; thence West to the Northwest corner of Section 34, T16S, R4W; thence South to the Southwest corner of Section 34, T16S, R4W; thence West to the point of beginning.</p> | | | | |
| Cranis Pass Area | | | | |
| Josephine County (part) | | Nonattainment | | Moderate \leq 12.7ppm |
| Central Business District | | | | |
| Klamath Falls Area | | | | |
| Klamath County (part) | 1/6/92 | Nonattainment | 1/6/92 | Moderate \leq 12.7ppm |
| Urban Growth Boundary | | | | |
| Madford Area | | | | |
| Jackson County (part) | | Nonattainment | | Moderate \leq 12.7ppm |
| Madford-Ashland Urban Growth Boundary | | | | |
| Portland-Vancouver Area | | | | |
| Portland Metro Service District Boundary | | | | |
| Clackamas County (part) | | Nonattainment | | Moderate \leq 12.7ppm |
| Multnomah County (part) | | Nonattainment | | Moderate \leq 12.7ppm |
| Washington County (part) | | Nonattainment | | Moderate \leq 12.7ppm |
| Salem Area | | | | |
| City of Salem | | | | |
| Marion County (part) | | Nonattainment | | Not Classified |
| Polk County (part) | | Nonattainment | | Not Classified |
| AOCR 190 Remainder of Central Oregon Infrastate | | Unclassifiable/Attainment | | |
| Crook County | | | | |
| Deschutes County | | | | |
| Hood River County | | | | |
| Jefferson County | | | | |
| Klamath County (part) | | | | |
| area outside Urban Growth Boundary | | | | |
| Lake County | | | | |
| Sherman County | | | | |
| Wasco County | | | | |
| AOCR 191 Eastern Oregon Infrastate | | Unclassifiable/Attainment | | |
| Baker County | | | | |
| Gillem County | | | | |
| Grant County | | | | |
| Harney County | | | | |
| Malheur County | | | | |
| Monroe County | | | | |
| Umatilla County | | | | |
| Union County | | | | |
| Walla Walla County | | | | |
| Wheeler County | | | | |
| AOCR 192 Northwest Oregon Infrastate | | Unclassifiable/Attainment | | |

Oregon—Carbon Monoxide

| Designated Area | Designation | | Classification | |
|---|-------------------|---------------------------|-------------------|------|
| | Date ¹ | Type | Date ¹ | Type |
| Clatsop County | | Unclassifiable/Attainment | | |
| Lincoln County | | | | |
| Tillamook County | | | | |
| AQCR 193 Remainder of Portland Interstate | | | | |
| Benton County | | | | |
| Clackamas County (part) | | | | |
| area outside Portland Metro Service District Boundary | | | | |
| Columbia County | | | | |
| Lane County (part) | | | | |
| area outside of Air Quality Maintenance area | | | | |
| Linn County | | | | |
| Marion County (part) | | | | |
| area outside the city of Salem | | | | |
| Multnomah County (part) | | | | |
| area outside Portland Metro Service District Boundary | | | | |
| Polk County (part) | | | | |
| area outside of Salem | | | | |
| Washington County (part) | | | | |
| area outside Portland Metro Service District Boundary | | | | |
| Yamhill County | | Unclassifiable/Attainment | | |
| AQCR 194 Remainder of Southwest Oregon | | | | |
| Coos County | | | | |
| Curry County | | | | |
| Douglas County | | | | |
| Jackson County (part) | | | | |
| area outside Medford-Ashland Urban growth boundary | | | | |
| Josephine County (part) | | | | |
| area outside of Central Business District | | | | |

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

Oregon—Ozone

| Designated Area | Designation | | Classification | |
|---|-------------------|---------------------------|-------------------|-----------------|
| | Date ¹ | Type | Date ¹ | Type |
| Portland-Vancouver AQMA Area | | Nonattainment | | Marginal |
| Air Quality Maintenance Area | | | | |
| Clackamas County (part) | | | | |
| Multnomah County (part) | | | | |
| Washington County (part) | | Nonattainment | | Marginal |
| Salem Area | | Nonattainment | | Incomplete Data |
| City of Salem | | | | |
| Marion County (part) | | | | |
| Polk County (part) | | Nonattainment | | Incomplete Data |
| AQCR 190 Central Oregon IntraState (Remainder of) | | Unclassifiable/Attainment | | |
| Crook County | | Unclassifiable/Attainment | | |
| Deschutes County | | | | |
| Hood River County | | | | |
| Jefferson County | | | | |
| Klamath County | | | | |
| Lake County | | | | |
| Sherman County | | | | |
| Wasco County | | | | |
| AQCR 191 Eastern Oregon IntraState | | | | |
| Baker County | | | | |
| Gilliam County | | Unclassifiable/Attainment | | |
| Grant County | | | | |
| Harney County | | | | |
| Malheur County | | | | |
| Morrow County | | | | |
| Umatilla County | | | | |
| Union County | | | | |
| Wallowa County | | | | |
| Wheeler County | | | | |
| AQCR 192 Northwest Oregon IntraState | | | | |
| Clatsop County | | Unclassifiable/Attainment | | |
| Lincoln County | | | | |
| Tillamook County | | | | |
| AQCR 193 Portland Interstate (part) | | Unclassifiable/Attainment | | |
| Lane County (part) | | | | |
| Eugene Springfield Air Quality Maintenance Area | | Unclassifiable/Attainment | | |
| AQCR 193 Portland Interstate (Remainder of) | | | | |

Oregon—Ozone

| Designated Area | Designation | | Classification | |
|---|-------------------|---------------------------|-------------------|------|
| | Date ¹ | Type | Date ² | Type |
| Benton County | | | | |
| Clackamas County (part) | | | | |
| Remainder of county | | | | |
| Columbia County | | | | |
| Lane County (part) | | | | |
| Remainder of county | | | | |
| Linn County | | | | |
| Marion County (part) | | | | |
| area outside the city of Salem | | | | |
| Multnomah County (part) | | | | |
| Remainder of county | | | | |
| Polk County (part) | | | | |
| area outside the city of Salem | | | | |
| Washington County (part) | | | | |
| Remainder of county | | | | |
| Yamhill County | | | | |
| AQCR 194 Southwest Oregon Intrastate (part) | | | | |
| Jackson County (part) | | | | |
| Medford-Ashland Air Quality Maintenance Area | | Unclassifiable/Attainment | | |
| AQCR 194 Southwest Oregon Intrastate (Remainder of) | | Unclassifiable/Attainment | | |
| Coos County | | | | |
| Curry County | | | | |
| Douglas County | | | | |
| Jackson County (part) | | | | |
| Remainder of county | | | | |
| Josephine County | | | | |

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

Oregon—PM-10 Initial Nonattainment Areas

| Designated Area | Designation | | Classification | |
|---|-------------|---------------|----------------|----------|
| | Date | Type | Date | Type |
| Jackson County | | | | |
| Medford-Ashland air quality maintenance area (including White City) | 11/15/90 | Nonattainment | 11/15/90 | Moderate |
| Josephine County | | | | |
| Grants Pass | 11/15/90 | Nonattainment | 11/15/90 | Moderate |
| The area within the urban growth boundary | | | | |
| Lane County | | | | |
| Eugene/Springfield | 11/15/90 | Nonattainment | 11/15/90 | Moderate |
| The area within the urban growth boundary | | | | |
| Klamath County | | | | |
| Klamath Falls | 11/15/90 | Nonattainment | 11/15/90 | Moderate |
| The area within the urban growth boundary | | | | |
| Union County | | | | |
| LaGrande | 11/15/90 | Nonattainment | 11/15/90 | Moderate |
| The area within the urban growth boundary | | | | |

41. Section 81.339 is amended by revising the tables for "Pennsylvania—Ozone (O₃)" and "Pennsylvania—CO",

and by adding a new table titled "Pennsylvania—PM-10" to be inserted in alphabetical order immediately

following the tabular entry for "Pennsylvania—SO₂" to read as follows:

§ 81.339 Pennsylvania.

Pennsylvania—Carbon Monoxide

| Designated Area | Designation | | Classification | |
|--|-------------------|---------------|-------------------|-------------------------|
| | Date ¹ | Type | Date ² | Type |
| Philadelphia-Camden County Area | | | | |
| Philadelphia County (part) | | | | |
| City of Philadelphia—high traffic areas within the Central Business District and certain other high traffic density areas. | | Nonattainment | | Moderate \leq 12.7ppm |

APPENDIX L - Federal Register Notice Separation of the Portland, Oregon-Vancouver, Washington Interstate Carbon Monoxide (CO) Non-Attainment Area



Federal Register / Vol. 60, No. 189 / Friday, September 29, 1995 / Rules and Regulations 50423

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 81

[OR-A-95-01a; FRL-5302-1]

Approval and Promulgation of Definition of Areas for Air Quality Planning Purposes; Oregon- Washington

AGENCY: Environmental Protection
Agency.

ACTION: Direct-Final rule.

SUMMARY: The Environmental Protection Agency (EPA) approves the separation of the Portland, Oregon-Vancouver, Washington interstate carbon monoxide (CO) nonattainment area into two distinct nonattainment areas. The Oregon Department of Environmental Quality (ODEQ) has submitted sufficient technical documentation to adequately assure EPA that Vancouver and Portland are two separate CO airsheds. EPA believes any future problems will be hotspot in nature and therefore, EPA believes the CO national ambient air quality standards (NAAQS) will be protected in each state. This boundary correction will change the boundary description published in the November 6, 1991 Federal Register document.

DATES: This action will be effective on November 28, 1995 unless adverse or critical comments are received by October 30, 1995. If the effective date is delayed, timely notice will be published in the Federal Register.

ADDRESSES: Written comments should be addressed to: Montel Livingston, SIP Manager, Air & Radiation Branch (AT-082), EPA, Docket OR-A-95-01, 1200 Sixth Avenue, Seattle, Washington 98101. Documents which are incorporated by reference are available for public inspection at the Air and Radiation Docket and Information Center, Environmental Protection Agency, 401 M Street, SW, Washington, D.C. 20460. Copies of material submitted to EPA may be examined during normal business hours at the following locations: EPA, Region 10, Air & Radiation Branch, 1200 Sixth Avenue (AT-082), Seattle, Washington 98101, and Oregon Department of Environmental Quality, 811 S.W. Sixth Avenue, Portland, Oregon 97204-1390.

FOR FURTHER INFORMATION CONTACT: Christi Lee, Air and Radiation Branch (AT-082), EPA, Seattle, Washington 98101, (206) 553-1814.

SUPPLEMENTARY INFORMATION

I. Background

In the November 6, 1991 Federal Register notice, 56 FR 56847, the Portland-Vancouver area was designated as a nonattainment area for CO. The boundary for the Portland portion of the interstate nonattainment area is the Portland Metro Service District Boundary which includes Clackamas County (part), Multnomah County (part) and Washington County (part). The boundary for the Vancouver portion of the interstate nonattainment area is Clark County (part) Air Quality Maintenance Area (AQMA). The Portland-Vancouver interstate CO nonattainment area is classified as moderate less than or equal to 12.7 parts per million (ppm).

Prior to the boundary being set, the 1990 Clean Air Act required the Governor of each state to submit boundary descriptions for those areas which were to be designated nonattainment. The Governor of Oregon and the Governor of Washington each submitted a letter dated March 15, 1991, that listed and described the nonattainment area boundaries for their respective states. For CO, Oregon listed the Portland Metropolitan Area as nonattainment with the boundary being the Metropolitan Service District (METRO) which surrounds the urban growth boundaries of cities within the greater Portland Metropolitan Area¹. The Washington letter listed Vancouver as nonattainment with the boundary being the Washington portion of the Portland-Vancouver Interstate AQMA. In the November 6, 1991, notice EPA identified Portland-Vancouver as an interstate nonattainment area with the Portland portion of the nonattainment area boundary being METRO and the Vancouver portion of the nonattainment boundary being the AQMA (Vancouver portion).

The ODEQ contends that the November 6, 1991, Federal Register notice is in error. The ODEQ has written EPA that it never recommended nor acknowledged an interstate CO nonattainment area or a contiguous boundary with Vancouver, Washington.

EPA considered ODEQ's request, and finds that the designations were properly promulgated. However, EPA acknowledges ODEQ's position in that there are two distinct airsheds that should be separately regulated. EPA requested a technical justification be

submitted by the state of Oregon to demonstrate that the Portland and Vancouver CO airsheds are distinct and that there is an acceptably minimal CO transport between the two cities.

On August 5, 1994, and January 3, 1995, the State of Oregon, through the ODEQ, submitted technical justification which supports the separation of the Portland-Vancouver CO interstate nonattainment area into two distinct nonattainment areas (Portland, Oregon and Vancouver, Washington).

Of significance in EPA's review is that both areas have been successful in attaining the CO standard. Portland has been in attainment of the CO standard since 1990, and Vancouver has been in attainment since 1991. Both cities are currently in the process of preparing CO maintenance plans for redesignation.

Technical Justification Conclusions

EPA requested ODEQ submit documentation which demonstrates that the Portland and Vancouver airsheds are distinct, and that the CO NAAQS which have been attained will be maintained despite any differences in the prospective maintenance plans. EPA also requested ODEQ discuss the potential CO impacts of the interstate commute.

To address EPA's technical concerns, ODEQ completed a monitoring data analysis which compared Portland and Vancouver CO data, taking into consideration meteorological impacts (wind direction and wind speed) for pollutant transport. The results of this analysis demonstrated that elevated CO concentrations in either city were not influenced by meteorological transport of the pollutant between the two airsheds.

To further support this conclusion, ODEQ also conducted a statistical analysis which compared Portland and Vancouver CO monitored data to investigate whether a correlation existed between measured concentrations at the Portland and Vancouver monitoring sites. The analysis demonstrated no correlation in measured CO concentrations between the two cities.

In addition, special studies were performed in both Portland (September 1991, the 1994 report is in development) and Vancouver (May 1994) that demonstrated that CO impacts in each area are limited to intersections with steep gradients of decreasing CO concentration away from the intersections.

To address EPA's interstate commuting concerns, ODEQ conducted a CO impact analysis of the interstate commute traffic focusing on high volume intersections. Since vehicles

registered in both nonattainment areas are subjected to essentially identical control strategies (oxygenated fuel, basic I/M), the impact of either the Portland or Vancouver vehicles on the contiguous CO nonattainment areas concentrations is insignificant.

The ODEQ has written EPA of its commitment to providing long-term maintenance of the CO national ambient air quality standard not only in its own jurisdiction but in other contiguous areas. Any future change in the CO control strategies for either Portland or Vancouver will be addressed in their future CO redesignation/maintenance plans which have to be evaluated and approved by EPA.

The technical justification submitted to EPA contains an adequate demonstration that Vancouver's and Portland's airsheds are distinct, relative to CO, and that Oregon and Washington are firmly committed to air quality maintenance in both Portland and Vancouver despite potential differences in the prospective maintenance plans.

II. This Action

With this action EPA is approving the technical correction to the CO nonattainment boundary description for Portland-Vancouver under section 110(k)(6). EPA believes that any future problems will be hotspot in nature and therefore EPA believes that the CO NAAQS will be protected in each state. This action will separate the Portland-Vancouver Interstate CO nonattainment area into two separate nonattainment areas; Portland, Oregon and Vancouver, Washington.

In separating the Portland-Vancouver nonattainment area, the METRO boundary will be recognized as the CO nonattainment boundary for Portland, and the Vancouver portion of the AQMA will remain Vancouver's CO nonattainment boundary. Both areas will remain classified as moderate nonattainment (less than or equal to 12.7 ppm) for CO. Vancouver's design value will remain at 10.0 ppm and Portland's design value has been determined to be 9.8 ppm.

The separated Portland, Oregon and Vancouver, Washington CO nonattainment designations are listed under "Designated Area" in the table at the end of this rulemaking action. The additional language is highlighted for easy reference.

III. Administrative Review

Under the Regulatory Flexibility Act, 5 U.S.C. 600 et seq., EPA must prepare a regulatory flexibility analysis assessing the impact of any proposed or final rule on small entities. 5 U.S.C. 603

¹ The Portland portion of the Air Quality Maintenance Area had been designated as a CO nonattainment area prior to the 1990 Clean Air Act Amendments, 43 FR 8962, (March 3, 1978), listed as Portland-Vancouver (Oregon Portion).

WASHINGTON—CARBON MONOXIDE—Continued

| Designated area | Designation | | Classification | |
|---|-------------------|---------------------|-------------------|---------------------------|
| | Date ¹ | Type | Date ¹ | Type |
| Clark County (part) Air Quality Maintenance Area. | | Nonattainment ..... | ..... | Moderate ≤ 12.7 ppm. |
| * | * | * | * | * |

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

* * * * *

[FR Doc. 95-24041 Filed 9-28-95; 8:45 am]
BILLING CODE 6560-50-P

40 CFR Parts 264 and 265

[IL-64-2-5807; FRL-5306-9]

Hazardous Waste Treatment, Storage, and Disposal Facilities and Hazardous Waste Generators; Organic Air Emission Standards for Tanks, Surface Impoundments, and Containers

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule; stay.

SUMMARY: The EPA is issuing a stay subject to conditions for air standards applicable to hazardous waste treatment, storage, and disposal facilities (TSDF). This stay is applicable to tanks and containers used for the management of certain hazardous wastes generated by organic peroxide manufacturing processes. Certain organic peroxide manufacturing wastes are inherently unstable and can not safely be confined in closed units or systems. Therefore, the EPA is staying the applicability of the subpart CC technical requirements for units managing these specific organic peroxide compounds.

EFFECTIVE DATE: December 6, 1995.

ADDRESSES: Docket. Docket entries cited in this notice may be found in RCRA docket number F-94-CE2A-FFFFF. Other RCRA docket numbers that pertain to the final rule are F-91-CESP-FFFFF, F-92-CESA-FFFFF, and F-94-CESF-FFFFF. The docket is available for inspection at the EPA RCRA Docket Office (5305), Room 2616, U.S. Environmental Protection Agency, 401 M Street, S.W., Washington, D.C. 20460. **FOR FURTHER INFORMATION CONTACT:** For further information about this stay contact the RCRA Hotline at (703) 412-9877 or toll-free at 1-800-424-9346.

SUPPLEMENTARY INFORMATION:

I. Background

On December 6, 1994, the EPA published in the Federal Register (59

FR 62896) under authority of the Resource Conservation and Recovery Act (RCRA), as amended, standards requiring the use of air emission controls on certain tanks, surface impoundments, and containers at hazardous waste treatment, storage, and disposal facilities (TSDF). These standards are codified in 40 CFR parts 264 and 265 under subpart CC (referred to as the "subpart CC standards").

A major manufacturer of organic peroxide products has expressed its concern to the EPA regarding the availability of air emission controls which could safely be used on tanks and containers that manage certain types of organic peroxides. Certain organic peroxides are temperature sensitive compounds that are subject to spontaneous, rapid decomposition under certain conditions. The company maintains that use of the air emission controls required under the subpart CC standards on certain tanks and containers at their organic peroxides manufacturing facilities would have the potential to significantly increase the risk of explosion and fire. An inherent risk is created because these units manage a variety of organic peroxide wastes, including intermittent batches or streams containing organic peroxides that potentially undergo spontaneous, rapid thermal decomposition and hydrolysis at or below ambient temperatures.

A variety of organic peroxide products are manufactured in the United States for use by the plastics and allied industries. Typically, these organic peroxide compounds serve as initiators (catalysts) and resin hardeners in the manufacture of widely used polymer plastics (e.g., polystyrene, polyvinyl chloride, polyethylene, acrylic resins). At some organic peroxide manufacturing facilities, the production processes may generate hazardous wastes containing organic peroxides that are placed in waste management units subject to the subpart CC standards.

The manufacture, transport, and use of organic peroxide products may require implementing special safety

precautions to avoid the spontaneous, rapid decomposition of certain organic peroxides. The rate at which these organic peroxides decompose is a function of temperature. Individual organic peroxide compounds and mixtures of these compounds have different sensitivities to temperature. Some organic peroxide compounds are relatively stable (i.e., do not decompose) at ambient temperatures (e.g., 30 °C). In general, it is not necessary to handle these types of organic peroxides any differently than other organic compounds during normal process operations. Other organic peroxide compounds can undergo spontaneous, rapid thermal decomposition and hydrolysis at temperatures at, or below, ambient temperatures. Once initiated, the self-accelerating thermal decomposition and hydrolysis reactions very rapidly generate large quantities of gaseous organic compounds and oxygen. Confinement of this gaseous mixture in an enclosed vessel (such as a covered tank or ventilation ducts) creates conditions that could result in explosion, detonation, and/or fire. Consequently, handling these types of organic peroxide compounds requires use of precautionary measures to address the possibility of uncontrolled organic peroxide decomposition.

The organic peroxide manufacturer who has raised this issue with the EPA produces a variety of organic peroxide products which are potentially unstable at or below ambient temperatures. The organic peroxide characteristics of the hazardous waste placed in tanks and containers at the company's facilities are highly variable because of the number of different types of organic peroxide products manufactured, the types of manufacturing processes used, and the nature of the operations used to safely handle organic peroxides at this company's facilities. Consequently, at any given time, the organic peroxide composition and concentration in the hazardous waste placed in these tanks and containers could potentially attain proportions initiating the spontaneous organic peroxide decomposition reactions. Unless provisions are made

WASHINGTON—CARBON MONOXIDE—Continued

| Designated area | Designation | | Classification | |
|---|-------------------|---------------------|-------------------|---------------------------|
| | Date ¹ | Type | Date ¹ | Type |
| Clark County (part) Air Quality Maintenance Area. | | Nonattainment ..... | ..... | Moderate ≤ 12.7 ppm. |
| * | * | * | * | * |

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

APPENDIX M - Federal Register Notice Designation of Portland Metropolitan Region as Attainment Area for Carbon Monoxide

46208 Federal Register / Vol. 62, No. 169 / Tuesday, September 2, 1997 / Rules and Regulations

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 52 and 81

[OR 56-7271; FRL-5884-4]

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

AGENCY: Environmental Protection Agency.

ACTION: Final rule.

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

inventory requirements of section 187(a)(5) of the CAA.

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

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

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

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

SUPPLEMENTARY INFORMATION:

I. Background

On March 15, 1991, the Governor of Oregon recommended that the Portland portion of the Portland-Vancouver Air Quality Maintenance Area be designated as nonattainment for CO as required by section 107(d)(1)(A) of the 1990 Clean Air Act Amendments (CAAA) (Pub. L. 101-549, 104 Stat. 2399, codified at 42 U.S.C. 7401-7671(q)). The area was designated nonattainment and classified

as "moderate" with a design value less than or equal to 12.7 parts per million (ppm) under the provisions outlined in sections 186 and 187 of the CAA. (See 56 FR 56694, November 6, 1991, codified at 40 C.F.R. § 81.338). On September 29, 1995, EPA approved the separation of the Portland-Vancouver CO nonattainment area into two distinct nonattainment areas, effective November 28, 1995. Because the Portland area had a design value of 9.8 ppm (based on 1988-1989 data), the area was considered moderate. The CAA established an attainment date of December 31, 1995, for all moderate CO areas. The Portland area has ambient monitoring data showing attainment of the CO National Ambient Air Quality Standard (NAAQS) since 1989. On August 30, 1996, Oregon submitted a CO redesignation request and a CO Maintenance Plan for the Portland area. Oregon submitted evidence that public hearings were held on May 22, 1996, in Portland, Oregon, and on May 23, 1996, in Tigard, Oregon.

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

PORTLAND CO TRANSPORTATION EMISSION BUDGETS

[Thousand pounds per winter day]

| Year | 1991 | 1995 | 1997 | 2001 | 2003 | 2007 |
|------------|------|------|------|------|------|------|
|------------|------|------|------|------|------|------|

CO NONATTAINMENT AREA = METRO BOUNDARY

| Budget | 1812 | 1217 | 1076 | 875 | 825 | 775 |
|--------------|------|------|------|-----|-----|-----|
|--------------|------|------|------|-----|-----|-----|

CCTMP Sub-Area

| Budget | 191 | 123 | 107 | 84 | 78 | 70 |
|--------------|-----|-----|-----|----|----|----|
|--------------|-----|-----|-----|----|----|----|

82nd Avenue Corridor Sub-Area

| Budget | 12 | 7 | 6 | 5 | 4 | 4 |
|--------------|----|---|---|---|---|---|
|--------------|----|---|---|---|---|---|

Oregon relied, in part, on the existence of an approved Inspection and Maintenance (I/M) program to attain the CO NAAQS, and has implemented an enhanced I/M program which will help maintain the NAAQS during the ten-year maintenance period. Oregon also relied on an oxygenated fuel program to ensure attainment of the NAAQS, although it is important to note that the CO NAAQS was attained in Portland prior to the implementation of the 2018-2021 MTIP Air Quality Conformity

oxygenated fuel program in 1992. The oxygenated fuel program remains part of the maintenance plan during the first ten-year maintenance period.

A number of other measures have been implemented that have also helped improve air quality in the Portland CO nonattainment area. The primary permanent federal measure which has contributed to this improvement for CO has been the Federal Motor Vehicle Control Program which has established

emission standards for new motor vehicles. Additional measures implemented by Oregon, Metro, and the City of Portland which have contributed to the improvement in CO are: major New Source Review Program (lowest achievable emission rate and offsets); improved public transit; carpool matching program and carpool parking program in downtown Portland; traffic flow improvements (ramp metering, computerized signalization, on-street

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

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

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

II. Response To Comments

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

III. Final Action

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

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

IV. Administrative Requirements

A. Executive Order 12866

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

B. Regulatory Flexibility Act

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

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

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

C. Unfunded Mandates

Under Section 202 of the Unfunded Mandates Reform Act of 1995 (“Unfunded Mandates Act”), signed into law on March 22, 1995, EPA must prepare a budgetary impact statement to accompany any proposed or final rule that includes a federal mandate that may result in estimated costs to state, local, or tribal governments in the aggregate; or to the private sector, of \$100 million or more. Under Section 205, EPA must select the most cost-effective and least burdensome alternative that achieves the objectives of the rule and is consistent with

statutory requirements. Section 203 requires EPA to establish a plan for informing and advising any small governments that may be significantly or uniquely impacted by the rule.

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

D. Submission to Congress and the General Accounting Office

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

E. Petitions for Judicial Review

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

List of Subjects

40 CFR Part 52

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

40 CFR Part 81

Environmental protection, Air pollution control.

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

Dated: August 11, 1997.
Chuck Findley,
Acting Regional Administrator.

PART 52—[AMENDED]

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

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

Authority: 42 U.S.C. 7401–7671q.

Subpart MM—Oregon

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

§ 52.1970 Identification of plan.

* * * * *

(c) * * *

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

(i) Incorporation by reference.

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

Request for the Portland Metro Area, adopted July 12, 1996.

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

(ii) Additional material.

(A) Appendices to the Maintenance Plan and Redesignation Request for Portland (Metro) Area—State Implementation Plan Revision for Carbon Monoxide, dated July 12, 1996: Appendix D2–1 (Volume 3), CO Air Monitoring Network; Appendix D2–2 (Volume 3), Meteorological Analysis; Appendix D2–3 (Volume 3), Review of Bag Study Results Which Demonstrates The DEQ Network of Sites Records Higher CO Concentrations Than Screened Intersections; Appendix D2–4 (Volume 3), Emission Inventory and Forecast Portland (Metro) Area (Carbon Monoxide); Appendix D2–4–1 (Volume 3), Base Year (1990) Emission Inventory Portland (Metro) Area (Carbon Monoxide); Appendix D2–4–2 (Volume 3), Attainment Year (1991) Emission Inventory Portland (Metro) Area (Carbon Monoxide); Appendix D2–4–3 (Volume 3), Regional Emission Forecast Portland (Metro) Area; Appendix D2–4–4 (Volume 3), Subregional Emission Inventories and Forecast Portland (Metro) Area (Carbon Monoxide); Appendix D2–4–5 (Volume 3), Metro Model Assumptions, Link-Based Emissions Calculation Methodology, and Travel Demand Forecasting Model Summary; Appendix D2–5 (Volume 3), Conformity Process; Appendix D2–6 (Volume 3), Historical and Projected

Population and Households; Appendix D2–7 (Volume 3), Metro Council Resolution Concerning Portland CO Maintenance Plan, Emission Budgets, and Contingency Plan; Appendix D2–8 (Volume 3), CCTMP Zoning Codes Incorporated Into the Portland Carbon Monoxide Maintenance Plan; Appendix D2–9 (Volume 3), Motor Vehicle Inspection Program Changes; Appendix D2–10 (Volume 3), Land-Use Measures and TCM Substitution; Appendix D2–11 (Volume 3), New Source Review Program Changes; Appendix D2–12 (Volume 3), Rollforward Analysis; Appendix D2–13 (Volume 3), CCTMP Zoning Codes Used as Supporting Documentation in the Portland Carbon Monoxide Maintenance Plan; Appendix D2–14 (Volume 3), Miscellaneous Oregon Administrative Rule Amendments—Supporting Rules, OAR Chapter 340, Section 340–020–0047 (State of Oregon Clean Air Act Implementation Plan); and Sections 340–031–0520 and 340–031–0530 (Maintenance Area Designation).

PART 81—[AMENDED]

* * * * *

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

Authority: 42 U.S.C. 7401–7671q.

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

§ 81.338 Oregon.

* * * * *

OREGON-CARBON MONOXIDE

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

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

* * * * *

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

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 300**

[FRL-5884-9]

National Oil and Hazardous Substances Pollution Contingency Plan; National Priorities List**AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Notice of partial deletion of the Unit Structure Property from the Koppers Company, Inc., superfund site, Morrisville, Wake County, North Carolina, from the national priorities list.

SUMMARY: The Environmental Protection Agency (EPA) Region 4 announces the deletion of the Unit Structure Property portion of the Koppers Company, Inc. Superfund Site from the National Priorities List (NPL), (Appendix B of 40 CFR part 300 which is the National Oil and Hazardous Substances Pollution Contingency Plan (NCP)). EPA and the State of North Carolina Department of Environment, Health and Natural Resources have determined that the Unit Structure Property poses no significant threat to public health or the environment and, therefore, under the

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) remedial measures are not appropriate. This deletion does not preclude future action under Superfund.

EFFECTIVE DATE: September 1, 1997.**FOR FURTHER INFORMATION CONTACT:**

Please contact Beverly T. Hudson, Remedial Project Manager, U.S. Environmental Protection Agency, Region 4, North Site Management Branch, 61 Forsyth Street, S.W., Atlanta, Georgia 30303-3014, (404) 562-8816 or 1-800-435-9233.

SUPPLEMENTARY INFORMATION: The Site affected by this partial deletion from the NPL is: Koppers Company, Inc. Superfund Site, Wake County, Morrisville, North Carolina.

A Notice of Intent to Delete for this Site was published on June 23, 1997 at 62 FR 33787. The closing date for comments on the Notice of Intent to Delete was July 23, 1997. EPA received no written comments, and only one by telephone which supported the partial deletion action.

EPA identifies sites that appear to present a significant risk to the public health, welfare and the environment and it maintains the NPL as the list of those sites. Any site or portion thereof deleted from the NPL remains eligible for Fund-financed remedial actions in the future. Section 300.425(e)(3) of the NCP states that Fund-financed actions may be taken at sites deleted from the NPL. Deletion of a site from the NPL

does not affect responsible party liability or impede Agency efforts to recover costs associated with response efforts.

List of Subjects in 40 CFR Part 300

Environmental protection, Air pollution control, Chemicals, Hazardous waste, Hazardous substances, Intergovernmental relations, Penalties, Reporting and record keeping requirements, Superfund, Water pollution control, Water supply.

Dated: August 14, 1997.

A. Stanley Meiburg,

Deputy Regional Administrator, U.S. EPA, Region 4.

For reasons set out in the preamble, 40 CFR Part 300 is amended as follows:

PART 300—[AMENDED]

The authority citation for part 300 continues to read as follows:

Authority: 33 U.S.C. 1321(c)(2); 42 U.S.C. 9601-9657; E.O. 12777, 56 FR 54757, 3 CFR 1991 Comp., p. 351; E.O. 12580, 52 FR 2923; 3 CFR, 1987 Comp., p. 193.

Appendix B—[Amended]

2. Table 1 of Appendix B to part 300 is amended by revising the entry for Koppers Co., Inc. (Morrisville Plant), Morrisville, North Carolina to read as follows:

Appendix B to Part 300—National Priorities List

TABLE 1.—GENERAL SUPERFUND SECTION

| State | Site name | City/county | Notes |
|----------|---|-------------------|-------|
| NC | Koppers Co., Inc. (Morrisville Plant) | Morrisville | P |

P = Sites with partial deletion(s).

[FR Doc. 97-23093 Filed 8-29-97; 8:45 am]

BILLING CODE 6560-50-P

FEDERAL COMMUNICATIONS COMMISSION**47 CFR Part 90**

[PR No. 89-552; FCC 97-225]

Use of the 220-222 MHz Band by the Private Land Mobile Radio Service**AGENCY:** Federal Communications Commission.**ACTION:** Final rule.

SUMMARY: In this *Fourth Report and Order*, the Commission repeals the "40-mile rule" for all nationwide and non-nationwide Phase I 220 MHz Service licensees. The 40-mile rule provides that no Phase I 220 MHz licensee may be authorized to operate a station in a particular service category within 40 miles of an existing system authorized to that licensee in the same category unless "the licensee can demonstrate that the additional system is justified on the basis of its communications requirements." This action is needed because the 40-mile rule no longer serves its original purpose and repeal of

the rule is expected to promote competition among all commercial mobile radio service providers.

EFFECTIVE DATE: October 2, 1997.**FOR FURTHER INFORMATION CONTACT:** Eli Johnson, 202-418-1310.

SUPPLEMENTARY INFORMATION: This is a synopsis of the *Fourth Report and Order* in PR Docket No. 89-552, FCC 97-225, adopted June 23, 1997, and released August 25, 1997. The complete text of the *Fourth Report and Order* is available for inspection and copying during normal business hours in the FCC Reference Center (Room 239), 1919 M Street, N.W., Washington, D.C., and also may be purchased from the

APPENDIX N - Federal Register Notice of Proposed Approval of State Implementation Plan for Portland Oregon – Portland carbon monoxide Second 10-Year Maintenance Plan

52956 Federal Register / Vol. 70, No. 171 / Tuesday, September 6, 2005 / Proposed Rules

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

³ [Docket ID #: R10-OAR-2005-OR-0001;
FRL-7964-7]

Approval and Promulgation of State Implementation Plans: Oregon; Portland Carbon Monoxide Second 10- Year Maintenance Plan

AGENCY: Environmental Protection
Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The EPA proposes to approve
the second 10-year maintenance plan for
carbon monoxide (CO) for the Portland,
Oregon CO Attainment Area.
Specifically, in this action EPA

proposes to approve the following: Oregon's demonstration that the Portland CO Attainment Area will maintain air quality standards for CO through the year 2017; a revised CO motor vehicle emissions budget for transportation conformity purposes using the MOBILE6.2 emissions model and latest growth and planning assumptions; and revised state implementation plan (SIP) control strategies and contingency measures.

DATES: Comments must be received on or before October 6, 2005.

ADDRESSES: Submit your comments, identified by Docket ID No. R10-OAR-2005-OR-0001, by one of the following methods:

1. Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.
2. Agency Web site: <http://www.epa.gov/edocket>. EDOCKET, EPA's electronic public docket and comment system, is EPA's preferred method for receiving comments. Follow the on-line instructions for submitting comments.
3. Mail: Environmental Protection Agency, Office of Air, Waste and Toxics, Attn: Connie Robinson, Mail code: AWT-107, 1200 Sixth Avenue, Seattle, WA 98101.
4. Hand Delivery: Environmental Protection Agency Region 10, Attn: Connie Robinson (AWT-107), 1200 Sixth Ave., Seattle, WA 98101, 9th floor. Such deliveries are only accepted during EPA's normal hours of operation, and special arrangements should be made for deliveries of boxed information.

Instructions: Direct your comments to Docket ID No. R10-OAR-2005-OR-0001. EPA's policy is that all comments received will be included in the public docket without change, including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit information that you consider to be CBI or otherwise protected through [regulations.gov](http://www.regulations.gov) or e-mail. The EPA EDOCKET and the Federal [regulations.gov](http://www.regulations.gov) Web site are "anonymous access" systems, which means EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an e-mail comment directly to EPA without going through EDOCKET or [regulations.gov](http://www.regulations.gov), your e-mail address will be automatically captured and made available on the Internet. If you submit an electronic comment, EPA recommends that you

include your name and other contact information in the body of your comment and with any disk or CD-ROM you submit. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses. For additional information about EPA's public docket visit EDOCKET on line or see the **Federal Register** of May 31, 2002 (67 FR 38102). For additional instructions on submitting comments, go to Section I. General Information of the **SUPPLEMENTARY INFORMATION** section of this document.

Docket: All documents in the docket are listed in the EDOCKET index at <http://www.epa.gov/edocket>. Although listed in the index, some information may not be publicly available, such as CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically in EDOCKET or in hard copy at EPA Region 10, Office of Air, Waste, and Toxics, 1200 Sixth Avenue, Seattle, Washington, from 8 a.m. to 4:30 p.m. Monday through Friday, excluding legal holidays. Please contact the individual listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection.

FOR FURTHER INFORMATION CONTACT: Connie Robinson, Environmental Protection Agency, Region 10, Office of Air, Waste, and Toxics, AWT-107, 1200 Sixth Ave., Seattle, WA 98101; phone: (206) 553-1086; fax number: (206) 553-0110; e-mail address: robinson.connie@epa.gov.

SUPPLEMENTARY INFORMATION:

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I. General Information

A. What Should I Consider as I Prepare My Comments for EPA?

1. **Submitting CBI.** Do not submit this information to EPA through RME, [regulations.gov](http://www.regulations.gov) or e-mail. Clearly mark the part or all of the information that you claim to be CBI. For CBI information in a disk or CD-ROM that you mail to EPA, mark the outside of the disk or CD-ROM as CBI and then identify electronically within the disk or CD-ROM the specific information that is claimed as CBI. In addition to one complete version of the comment that includes information claimed as CBI, a copy of the comment that does not contain the information claimed as CBI must be submitted for inclusion in the public docket. Information so marked will not be disclosed except in accordance with procedures set forth in 40 CFR part 2.

2. **Tips for Preparing Your Comments.** When submitting comments, remember to:

- i. Identify the rulemaking by docket number and other identifying information (subject heading, **Federal Register** date and page number).
- ii. Follow directions—The Agency may ask you to respond to specific questions or organize comments by referencing a CFR part or section number.
- iii. Explain why you agree or disagree; suggest alternatives and substitute language for your requested changes.
- iv. Describe any assumptions and provide any technical information and/or data that you used.
- v. If you estimate potential costs or burdens, explain how you arrived at your estimate in sufficient detail to allow for it to be reproduced.
- vi. Provide specific examples to illustrate your concerns, and suggest alternatives.
- vii. Explain your views as clearly as possible, avoiding the use of profanity or personal threats.
- viii. Make sure to submit your comments by the comment period deadline identified.

II. What Is the Purpose of This Proposed Rulemaking?

The purpose of this proposed rulemaking is to solicit comment on the

State of Oregon's plan to replace the existing CO maintenance plan for the Portland area in Oregon with a second 10-year maintenance plan to demonstrate continued maintenance of the CO ambient air quality standard through 2017.

The State of Oregon presented a trend analysis of the historical CO monitored data for the Portland area demonstrating that since the Portland area was redesignated to attainment, CO concentrations have fallen steadily. That trend reflects a national pattern of new vehicles producing considerably reduced amounts of CO. Implementation of new national control measures including tighter standards for motor vehicle tailpipe emissions and cleaner fuel will result in significant improvements of air quality for the next 10-year period. EPA agrees with Oregon's analysis and proposes to approve the second 10-year maintenance plan through this rulemaking and notice in the **Federal Register**.

Federal transportation conformity regulations require that transportation agencies use the latest EPA mobile source emissions model for conformity determinations. EPA officially released a new version of motor vehicle emissions model (MOBILE6) on January 29, 2002. All SIPs that are adopted after that date must use the new model to estimate motor vehicle emissions. The release of MOBILE6 also began a 24-month grace period for conformity. All conformity determinations that are initiated after January 29, 2004 must use a MOBILE6 model. The Oregon Department of Environmental Quality (ODEQ) used MOBILE6.2 to estimate CO emissions for the Portland area for the next 10-year maintenance period through 2017 and conducted a technical analysis with MOBILE6.2 that showed new motor vehicle emissions will not cause or contribute to violations of the air quality standards. EPA agrees with this analysis and proposes to approve revised motor vehicle emissions budgets for conformity determinations.

The State of Oregon took this rulemaking opportunity to change several of the emission control strategies and contingency measures. EPA finds these changes acceptable and proposes to approve them in this rulemaking.

III. What Is the Background for This Action?

In a March 15, 1991 letter to the EPA Region 10 Administrator, the Governor of Oregon recommended the Portland area be designated as nonattainment for CO as required by section 107(d)(1)(A) of the Clean Air Act (the "Act"). The area was designated by EPA as nonattainment for CO and classified as "moderate" with a design value less than or equal to 12.7 parts per million (ppm) under the provisions outlined in sections 186 and 187 of the Act.

The State of Oregon, following the requirements of the Act, prepared and submitted revisions to the Oregon SIP that first included an attainment plan, and then developed a plan to demonstrate maintenance of the standard for a 10-year period beyond the statutory attainment date. EPA published approval of a redesignation request to attainment and the first 10-year maintenance plan on September 2, 1997.

The first 10-year CO maintenance plan included a commitment for periodic review of the plan and submission of the second 10-year maintenance plan to EPA during the last two years of the first 10-year maintenance period. The planning effort included detailed technical analyses such as preparation of base and future year emissions inventories, review of control measures for CO, etc. The results of this planning effort provide the basis of today's proposed approval by EPA.

IV. What Is the Status of Current CO Levels in the Portland Area and How Do They Compare With the Federal Standards?

The national 8-hour CO ambient standard is attained when the daily average 8-hour CO concentration of 9.0 ppm is exceeded no more than one time in a calendar year for two consecutive years. Since the redesignation of the Portland area to attainment for CO on October 2, 1997, the second highest concentration in a calendar year measured by the approved monitoring network was 7.3 ppm, which is less than 9.0 ppm.

V. How Have the Public and Stakeholders Been Involved in This Rulemaking Process?

ODEQ met directly with a variety of stakeholder groups, including representative of the petroleum and ethanol industries, the Oregon Environmental Council and with other state agencies to seek input on the CO maintenance plan. Those state agencies included the Oregon Department of Energy, Agriculture, and Economic and Community Development. Notices were published in the newspaper and public hearings were conducted by ODEQ. ODEQ responded to all comments and the Environmental Quality Commission adopted the revisions to the SIP under OAR 340-200-0040 on December 10, 2004, effective December 25, 2004.

VI. What Are the Sources and Magnitude of CO Emitted in the Portland Maintenance Area?

An emissions inventory was prepared for the Portland area for the base year of 1999. The year 1999 was selected for the inventory because that year reflected the highest ambient CO concentrations in Portland's recent history and therefore represented a conservative base for demonstrating future compliance with the CO NAAQS. The emissions inventory is a list, by source, of the air contaminants directly emitted into the Portland CO Area's air. The data in the emissions inventory is based on calculations and is developed using emission factors, which is a method for converting source activity levels into an estimate of emissions contributions for those sources. Because violations of the CO NAAQS are most likely to occur on winter weekdays, the inventory prepared reflects a "design day" with ambient temperatures, traffic volumes and other emission source activity levels of a typical winter weekday in 1999.

In addition to the base year 1999 inventory, emission forecasts were prepared for 2005, 2010 and 2017. These projected inventories were prepared in accordance with EPA guidance. The projections in Table 1 below show that total calculated CO emissions, are not expected to exceed the level of the 1999 base year inventory during the second 10-year maintenance plan period.

TABLE 1.—1999 BASE YEAR ACTUAL EMISSIONS AND *2005, *2010 AND *2017 PROJECTED EMISSIONS
[Pounds CO/winter day]

| Emissions | 1999 | *2005 | *2010 | *2017 |
|--------------------|---------|---------|---------|---------|
| Point Source | 106,590 | 67,401 | 71,085 | 76,241 |
| Area Source | 809,454 | 872,852 | 925,684 | 999,648 |

TABLE 1.—1999 BASE YEAR ACTUAL EMISSIONS AND *2005, *2010 AND *2017 PROJECTED EMISSIONS—Continued
[Pounds CO/winter day]

| Emissions | 1999 | *2005 | *2010 | *2017 |
|-----------------------|-----------|-----------|-----------|-----------|
| Non-Road Mobile | 372,098 | 530,435 | 619,753 | 690,469 |
| On-Road Mobile | 1,525,114 | 1,226,323 | 975,074 | 834,301 |
| Total | 2,813,256 | 2,697,011 | 2,591,596 | 2,600,659 |

* Without oxy fuel program and without enhanced Inspection and Maintenance (I/M) testing.

The large decrease in point source emissions between 1999 and 2005 is the result of permanent closure of a large aluminum company. The emissions inventory predicts substantial future reductions in CO emissions, largely as a result of a decrease in on-road emissions, which are expected to continue to decline as older motor vehicles are replaced by newer vehicles that meet Federal Tier II emission standards and operate on low sulfur fuels.

VII. How Does the State Demonstrate Maintenance of the CO Standard for the Second 10-Year Period?

The current, EPA-approved first 10-year CO maintenance plan used a rollforward approach to demonstrate maintenance of the CO standard. A review and update of this methodology to a probabilistic rollback approach using more recent monitored air quality and projected emissions data was conducted to demonstrate continued maintenance of the CO standard for a second 10-year period. The probabilistic analysis showed that the CO standard was maintained on all three permanent monitoring sites in 1999 with at least 99% probability. The probabilistic rollback approach demonstrated regional, long-term maintenance by demonstrating that maintenance at the monitoring site with the highest design value (82nd and Division) will be maintained for a second 10-year period with the same level of assurance.

VIII. What Control Measures Are Being Proposed for This Second 10-Year Plan?

The second 10-year plan changes the I/M program requirement for CO from the current Enhanced I/M program to a basic I/M program for CO. Moderate CO Attainment areas were only required to implement a basic I/M program. This is a change to the CO SIP only. The Ozone Maintenance Plan continues to require the Enhanced I/M Program. ODEQ will consider vehicles that meet the enhanced test requirement as also meeting the basic test requirement. If the Ozone Plan is changed to a basic I/

M program, it will already be approved for CO.

The Oxygenated Fuel Program remains a control measure in the Portland CO maintenance area until October 31, 2007 when it will be discontinued. It will then become a contingency measure in the second 10-year maintenance plan as required by 175A(d).

Best Available Control Technology (BACT) continues to be required. The plan also continues to offer an industrial Growth Allowance that may be used by new or expanding sources instead of securing emission offsets.

The Transportation Control Measures (TCMs) in this plan replace the TCMs specified in the first Portland Area CO Maintenance Plan. The emission reduction benefits of these TCMs are included in the emission projections on which the Portland Area CO Maintenance Plan is based. The revised TCMs are:

Transit Service Increase: Region transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of a 5-year rolling average of actual hours for assessments conducted between 2006 and 2017.

Bicycle Paths: Jurisdictions and government agencies shall program a minimum of 28 miles of bikeways or trails within the Portland metropolitan area between the years 2006 through 2017.

Pedestrian Paths: Jurisdictions and government agencies shall program at least nine miles of pedestrian paths in mixed use centers between the years 2006 through 2017.

Oregon has a TCM substitution policy under which identified TCMs may be substituted in whole, or in part, with other TCMs providing equivalent emission reductions. See 62 FR 4621, September 2, 1997. Appendix D9–2 of the second 10-year maintenance plan identifies the requirements for TCM substitutions.

IX. What Contingency Measures Are Considered, in Case of the Monitored Exceedance or Violation of the Federal Standard?

The maintenance plan is to contain contingency measures to ensure that the State will promptly correct any violation of the standard that occurs during the maintenance period. The contingency measures in the second 10-year maintenance plan for the Portland area are based on risk of violation and actual violation.

If monitored CO levels at any monitoring site register a second high concentration equaling or exceeding 8.1 ppm during a calendar year, ODEQ will form a planning group to evaluate the implementation of additional emission strategies. Additional strategies to be considered include, but are not limited to: Increased parking pricing in the Central City, increased funding for transit, value pricing on major roadways that increase vehicle travel capacity, a trip reduction program, modified regional parking ratios, and accelerated implementation of bicycle and pedestrian networks.

If the Portland area violates the NAAQS for CO, the following contingency measures will automatically be implemented. New Source Review requirements will be changed. The requirement to install Best Available Control Technology will be replaced with Lowest Achievable Emissions Rate technology. The downtown parking lid will be reinstated if the violation occurs in the downtown area formerly subject to the parking lid requirement. If the violation occurs in 2007 or later, the Oxygenated Fuel Program will be reinstated.

X. How Does This Action Affect Transportation Conformity?

Under Section 176(c) of the Act, transportation plans, programs, and projects in nonattainment or maintenance areas that are funded or approved under the Federal Transit Act, must conform to the applicable SIP. In short, a transportation plan is deemed to conform to the applicable SIP if the emissions resulting from

implementation of that transportation plan are less than or equal to the motor vehicle emission level established in the SIP for the maintenance year and other analysis years.

In this maintenance plan, procedures for estimating motor vehicle emissions are well documented. The regional

motor vehicle emissions calculated by MOBILE6.2 were used in the probabilistic rollback method to compute a threshold level of regional emissions inventory that would provide maintenance of the CO standard with 99% certainty and confidence through the second 10-year maintenance period.

The computed attainment threshold of regional motor vehicle emissions can be used to assess the long term attainment prospects. The total on-road motor vehicle CO emissions in the Portland area for 2005, 2010 and 2017 are shown in Table 2.

TABLE 2.—PORTLAND MAINTENANCE AREA CO MOTOR VEHICLE EMISSIONS BUDGETS
[Pounds per winter day]

| Year | 2005 | 2010 | 2017 |
|--------------|-----------|-----------|-----------|
| Budget | 1,238,575 | 1,033,578 | 1,181,341 |

For the purpose of demonstrating transportation conformity in the timeframe of the area's transportation plan for all years beyond 2017, motor vehicle emissions must be less than or equal to the maintenance plan's motor vehicle emissions budget for 2017.

XI. In Conclusion, How Would This EPA Approval Affect the General Public and Citizens of the Portland Area?

This action proposes to approve measures adopted by ODEQ to ensure maintenance of the Federal air quality standards for CO in the Portland area for a second 10-year period and protect the health and welfare of the area citizens from adverse effects of degraded air quality levels.

XII. Statutory and Executive Order Reviews

Under Executive Order 12866 (58 FR 51735, October 4, 1993), this proposed action is not a "significant regulatory action" and therefore is not subject to review by the Office of Management and Budget. For this reason, this action is also not subject to Executive Order 13211, "Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use" (66 FR 28355, May 22, 2001). This proposed action merely proposes to approve state law as meeting Federal requirements and imposes no additional requirements beyond those imposed by state law. Accordingly, the Administrator certifies that this proposed rule will not have a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). Because this rule proposes to approve pre-existing requirements under state law and does not impose any additional enforceable duty beyond that required by state law, it does not contain any unfunded mandate or significantly or uniquely affect small governments, as described

in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4).

This proposed rule also does not have tribal implications because it will not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes, as specified by Executive Order 13175 (65 FR 67249, November 9, 2000). This action also does not have Federalism implications because it does not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government, as specified in Executive Order 13132 (64 FR 43255, August 10, 1999). This action merely proposes to approve a state rule implementing a Federal standard, and does not alter the relationship or the distribution of power and responsibilities established in the Clean Air Act. This proposed rule also is not subject to Executive Order 13045 "Protection of Children from Environmental Health Risks and Safety Risks" (62 FR 19885, April 23, 1997), because it is not economically significant.

In reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the Clean Air Act. In this context, in the absence of a prior existing requirement for the State to use voluntary consensus standards (VCS), EPA has no authority to disapprove a SIP submission for failure to use VCS. It would thus be inconsistent with applicable law for EPA, when it reviews a SIP submission, to use VCS in place of a SIP submission that otherwise satisfies the provisions of the Clean Air Act. Thus, the requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) do not apply. This proposed

rule does not impose an information collection burden under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Intergovernmental relations, Reporting and recordkeeping requirements.

Dated: August 23, 2005.

Julie M. Hagensen,
Acting Regional Administrator, EPA Region 10.

[FR Doc. 05-17537 Filed 9-2-05; 8:45 am]

BILLING CODE 6560-50-P

responsibilities among the various levels of government, as specified in Executive Order 13132 (64 FR 43255, August 10, 1999). This action merely approves a state rule implementing a Federal standard, and does not alter the relationship or the distribution of power and responsibilities established in the Clean Air Act. This rule also is not subject to Executive Order 13045 "Protection of Children from Environmental Health Risks and Safety Risks" (62 FR 19885, April 23, 1997), because it is not economically significant.

In reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the Clean Air Act. In this context, in the absence of a prior existing requirement for the State to use voluntary consensus standards (VCS), EPA has no authority to disapprove a SIP submission for failure to use VCS. It would thus be inconsistent with applicable law for EPA, when it reviews a SIP submission, to use VCS in place of a SIP submission that otherwise satisfies the provisions of the Clean Air Act. Thus, the requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) do not apply. This rule does not impose an information collection burden under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this rule and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the *Federal Register*. A major rule cannot take effect until 60 days after it is published in the *Federal Register*. This action is not a "major rule" as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by March 27, 2006. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this rule for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of

such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2)).

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Incorporation by reference, Intergovernmental relations, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Sulfur oxides, Volatile organic compounds.

Dated: December 7, 2005.

Kerrigan G. Clough,

Acting Regional Administrator, Region 8.

■ 40 CFR part 52 is amended to read as follows:

PART 52—[AMENDED]

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

Authority: 42 U.S.C. 7401 *et seq.*

Subpart JJ—North Dakota

■ 2. Section 52.1820 is amended by adding paragraph (c)(35) to read as follows:

§ 52.1820 Identification of plan.

* * * * *

(c) * * *

(35) Certain revisions to the North Dakota State Implementation Plan and Air Pollution Control Rules as submitted by the Governor with a letter dated April 11, 2003. The revisions affect portions of North Dakota Administrative Code (N.D.A.C.) regarding construction and minor source permitting.

(i) Incorporation by reference.

(A) Revisions to the North Dakota Air Pollution Control Rules as follows:

(1) In Chapter 33–15–14, N.D.A.C., Designated Air Contaminant Sources, Permit to Construct, Minor Source Permit to Operate, Title V Permit to Operate, the sentence in each first paragraph of subsections 33–15–14–02.19 and 33–15–14–03.16 that reads as follows, "In the event that the modification would be a major modification as defined in chapter 33–15–15, the department shall follow the procedures established in chapter 33–15–15." These revisions were effective March 1, 2003.

[FR Doc. 06–629 Filed 1–23–06; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[Docket No.: EPA–R10–OAR–2005–OR–0001; FRL–8015–3]

Approval and Promulgation of State Implementation Plans: Oregon; Portland Carbon Monoxide Second 10-Year Maintenance Plan

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: This action finalizes our approval of the State Implementation Plan (SIP) revisions submitted by the Oregon Department of Environmental Quality on January 3, 2005. EPA is approving the State of Oregon's second 10-year carbon monoxide (CO) maintenance plan for the Portland maintenance area. Specifically, EPA is approving the following: Oregon's demonstration that the Portland CO Attainment Area will maintain air quality standards for CO through the year 2017; a revised CO motor vehicle emissions budget for transportation conformity purposes using the MOBILE6.2 emissions model and latest growth and planning assumptions; and revised state implementation plan (SIP) control strategies and contingency measures.

DATES: This final rule is effective on February 23, 2006.

ADDRESSES: EPA has established a docket for this action under Docket ID No. EPA–R10–OAR–2005–OR–0001. All documents in the docket are listed on the <http://www.regulations.gov> Web site. Although listed in the index, some information is not publicly available, e.g., CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through <http://www.regulations.gov> or in hard copy at the EPA, Region 10, Office of Air, Waste and Toxics (AWT–107), 1200 Sixth Avenue, Seattle WA. EPA requests that if all possible, you contact the contact listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office's official hours of business are Monday through Friday, 8:30 to 4:30 excluding legal holidays.

FOR FURTHER INFORMATION CONTACT: Gina Bonifacino, Office of Air, Waste and Toxics (AWT–107), EPA Region 10,

1200 Sixth Avenue, Seattle WA 98101; telephone number: (206) 553-2970; fax number: (206) 553-0110; e-mail address: bonifacino.gina@epa.gov.

SUPPLEMENTARY INFORMATION:

Throughout this document, wherever "awe," "aus," or "aour" is used, we mean the EPA. Information is organized as follows:

- I. What Is the Background of This Rulemaking?
- II. What Comments Did We Receive on the Proposed Action?
- III. What Is Our Final Action?
- IV. Statutory and Executive Order Reviews

I. What Is the Background of This Rulemaking?

On September 6, 2005, EPA published in the *Federal Register*, a detailed description of our proposed action to approve the Portland, Oregon, CO Second 10-year maintenance plan. See 70 FR 52956.

The air quality data shows that the Portland CO maintenance area has not recorded a violation of the primary or secondary CO air quality standards since 1989. EPA believes the area will continue to meet the National Ambient Air Quality Standards (NAAQS or standards) until at least 2017 as required by the Clean Air Act.

II. What Comments Did We Receive on the Proposed Action?

EPA provided a 30-day review and comment period to solicit comments on our proposal published in the September 6, 2005 *Federal Register*. We received one comment letter on the proposed rulemaking. This comment letter was from Pacific Environmental Advocacy Center on behalf of the Northwest Environmental Defense Center. In general, the letter opposed the proposed SIP revision. The comments and our responses are summarized as follows:

Comment: The commenter states that EPA cannot approve Oregon's proposed CO Maintenance Plan because it does not account for agricultural sources' contributions to CO in the Portland area.

Response: The Portland Area Carbon Monoxide Maintenance Plan Emission Inventory and Forecast was prepared using current and applicable EPA procedure and guidance documents and computer software programs. The primary procedure and guidance documents are Procedures for the Preparation of Emission Inventories for Carbon Monoxide and Precursors of Ozone, Volume I, and Emission Inventory Requirements for Carbon Monoxide State Implementation Plans. Emission factors were taken from the supplemental Short List of AMS SCCS

and Emission Factors, and Compilation of Air Pollutant Emission Factors (AP-42).

By letter dated November 15, 2005, as corrected on November 21, 2005, the Oregon Department of Environmental Quality (ODEQ) provided specific information in response to the comment. As part of the Portland carbon monoxide maintenance plan, agricultural activity was inventoried per EPA guidance. The types of agricultural activity inventoried by ODEQ were orchard pruning burning (11 tons/year), agriculture field burning (61 tons/year) and non-road agriculture equipment (298.9 tons/year) for a total of 370.8 tons/year. The 370.8 tons of CO that ODEQ calculates are generated by agriculture in the Portland area represents .07% of the region's total. ODEQ informed EPA that there are no Concentrated Animal Feeding Operations (CAFOs) within the boundary of the Portland CO Maintenance Area.

CO is not a pollutant where transport is a concern and there is no information to suggest that CO emissions from CAFOs outside of the Portland CO Maintenance Area impact CO levels within the maintenance area. For these reasons, EPA finds the State of Oregon's second 10-year CO maintenance plan for the Portland CO Maintenance Area adequately accounts for emissions from agricultural sources.

Comment: The commenter states ODEQ cannot properly implement the maintenance plan as a result of budget cuts. Specifically, the commenter is concerned because the ODEQ air program is expected to lose nearly 20 staff members and 4 of the 5 air quality monitors that were installed in the Portland area several years ago are being decommissioned.

Response: ODEQ has informed EPA that the four air quality monitors which are to be decommissioned by ODEQ due to budget cuts are part of a temporary effort to investigate toxic air pollutants in the Portland airshed. The monitors to be removed do not measure CO and are not required by EPA for monitoring of CO. As stated in the maintenance plan submitted by ODEQ, three CO monitors operating in the Portland CO maintenance area will continue to operate throughout the second 10-year period. For these reasons, EPA believes that ODEQ will continue to fulfill the monitoring commitments set forth in the Maintenance Plan.

III. What Is Our Final Action?

EPA is taking final action to approve the Portland, Oregon CO Second 10-Year Maintenance Plan consistent with

the published proposal. A Technical Support Document on file at the EPA Region 10 office contains a detailed analysis and rationale in support of the plan.

IV. Statutory and Executive Order Reviews

Under Executive Order 12866 (58 FR 51735, October 4, 1993), this action is not a "significant regulatory action" and therefore is not subject to review by the Office of Management and Budget. For this reason, this action is also not subject to Executive Order 13211, "Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use" (66 FR 28355, May 22, 2001). This action merely approves state law as meeting Federal requirements and imposes no additional requirements beyond those imposed by state law. Accordingly, the Administrator certifies that this rule will not have a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). Because this rule approves pre-existing requirements under state law and does not impose any additional enforceable duty beyond that required by state law, it does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Public Law 104-4).

This rule also does not have tribal implications because it will not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes, as specified by Executive Order 13175 (65 FR 67249, November 9, 2000). This action also does not have federalism implications because it does not have substantial direct effects on the States, on the relationship between the National Government and the States, or on the distribution of power and responsibilities among the various levels of government, as specified in Executive Order 13132 (64 FR 43255, August 10, 1999). This action merely approves a state rule implementing a Federal standard, and does not alter the relationship or the distribution of power and responsibilities established in the Clean Air Act. This rule also is not subject to Executive Order 13045 "Protection of Children from Environmental Health Risks and Safety Risks" (62 FR 19885, April 23, 1997), because it is not economically significant.

In reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the Clean Air Act. In this context, in the absence of a prior existing requirement for the State to use voluntary consensus standards (VCS), EPA has no authority to disapprove a SIP submission for failure to use VCS. It would thus be inconsistent with applicable law for EPA, when it reviews a SIP submission, to use VCS in place of a SIP submission that otherwise satisfies the provisions of the Clean Air Act. Thus, the requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) do not apply. This rule does not impose an information collection burden under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this rule and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a "major rule" as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by March 27, 2006. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this rule for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Incorporation by reference, Intergovernmental relations, Reporting and recordkeeping requirements.

Dated: December 8, 2005.

L. Michael Bogert,
Regional Administrator, EPA Region 10.

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

PART 52—[AMENDED]

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

Authority: 42 U.S.C. 7401 *et seq.*

Subpart MM—Oregon

■ 2. Section 52.1970 is amended by adding paragraph (c)(145) to read as follows:

§ 52.1970 Identification of plan.

* * * * *

(c) * * *

(145) On December 27, 2004, the Oregon Department of Environmental Quality submitted to the Regional Administrator of EPA, the Second Portland Area Carbon Monoxide Maintenance Plan that demonstrates continued attainment of the NAAQS for carbon monoxide through the year 2017.

(i) Incorporation by reference.

(A) Oregon Administrative Rules, Chapter 340: 200–0040, 204–0090 and 242–0440, as effective December 15, 2004.

■ 3. Paragraph (a) of § 52.1973 is revised to read as follows:

§ 52.1973 Approval of plans.

(a) Carbon monoxide.

(1) EPA approves as a revision to the Oregon State Implementation Plan, the Second Portland Area Carbon Monoxide Maintenance Plan, effective December 15, 2004, and submitted to EPA on December 27, 2004.

(2) [Reserved]

* * * * *

[FR Doc. 06–636 Filed 1–23–06; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Parts 52 and 81**

[WA 63-7138; WA58-7133; OR57-7272; FRL-5824-1]

Approval and Promulgation of State Implementation Plans and Redesignation of Areas for Air Quality; Planning Purposes: States of Washington and Oregon**AGENCY:** Environmental Protection Agency.**ACTION:** Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is redesignating the Portland/Vancouver (Pdx/Van) interstate nonattainment area to attainment for the ozone (O₃) air quality standard and approving a Maintenance Plan that will insure that the area remains in attainment. Under the Clean Air Act, as amended in 1990 (the CAA), designations can be revised if sufficient data are available to warrant such revisions and the request to redesignate shows that all of the requirements of section 107(d)(E)(3) of the CAA have been met. EPA is approving the Washington and Oregon Maintenance Plans and other redesignation submittals because they meet the Maintenance Plan and redesignation requirements, and will ensure that the area remains in attainment. The approved Maintenance Plans will become a federally enforceable part of the Oregon and Washington State Implementation Plans (SIPs). In this action, EPA is also approving the Washington and Oregon 1990 baseline emission inventories for this area, revisions to the approved Inspection and Maintenance (I/M) SIPs of both States, and a number of other O₃ supporting revisions to both SIPs.

DATES: June 18, 1997.

ADDRESSES: Copies of the States' redesignation requests and other information supporting this action are available for inspection during normal business hours at the following locations: EPA, Office of Air Quality (OAQ-107), 1200 Sixth Avenue, Seattle, Washington 98101, and at the States' offices: Washington Department of Ecology, P.O. Box 47600, Olympia, WA 98504-7600, and Oregon Department of Environmental Quality, 811 SW Sixth Avenue, Portland, OR 97204-1390.

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

FOR FURTHER INFORMATION CONTACT: Sue Ennes, Office of Air Quality (OAQ-107), EPA, Seattle, Washington, (206) 553-6249.

SUPPLEMENTARY INFORMATION:**I. Background**

The Oregon Department of Environmental Quality (ODEQ) and the Washington Department of Ecology (WDOE) submitted Maintenance Plans and requested redesignation of the Pdx/Van interstate nonattainment area from nonattainment to attainment for O₃. The SIP revision requests were submitted by the WDOE on June 13, 1996, and by ODEQ on August 30, 1996. No tribal lands are within the Maintenance Plan area nor have any tribal lands been identified as being affected by the Maintenance Plans.

The Pdx/Van air quality maintenance area (AQMA) was designated an interstate O₃ nonattainment area in 1978 under the 1977 CAA. On November 15, 1990, the CAA Amendments of 1990 were enacted (Pub. L. 101-549, 104 Stat. 2399, codified at 42 U.S.C. 7401-7671q). Under section 181(a)(1) of the CAA, the area was further classified as a "marginal" O₃ nonattainment area, and an attainment deadline of November 15, 1993, was established. This interstate nonattainment area consists of the southern portion of Clark County, Washington, and portions of Multnomah, Clackamas, and Washington Counties in Oregon.

The AQMA has ambient monitoring data that show no violations of the O₃ national ambient air quality standards (NAAQS) during the period of 1991 to the present. The WDOE and ODEQ provided these monitoring data and modeling and emissions data to support their redesignation request. On March 7, 1997, EPA proposed to approve the WDOE's and ODEQ's requested redesignation. In its notice of proposed approval and redesignation, EPA reviewed in detail the submittals it was considering as the basis for its proposed actions.

II. Response To Comments

The following comments were received during the public comment period ending April 7, 1997. EPA's response follows each comment.

(1) *Comment:* The commenter asserted that, while the Maintenance Plan for Clark County relies heavily on expanding the automobile inspection area, there are no data on hand to support a theory that auto emissions from that expanded area are significant contributors to high ozone events.

Response: EPA has reviewed the Vancouver portion of the Pdx/Van O₃

Redesignation Request/Maintenance Plan and believes that the Southwest Air Pollution Control Authority (SWAPCA) has a reasonable basis for deciding to expand the maintenance area. EPA notes that the expansion of the automobile inspection testing into Northern Clark County is only one of several parts of the Vancouver Maintenance Plan. Emission reductions are also being obtained from the approximately 170,000 vehicles in southern Clark County by: switching to a more sophisticated emission test procedure (known as ASM) (setting ASM standards for exhaust emissions will result in an enhanced ability to identify polluting vehicles); gasoline cap leak checks; stage I and II vapor controls on gasoline vapors; application of the EPA national off-road engine rule; Volatile Organic Compound (VOC) Area Source rules targeting emissions from consumer products, architectural and industrial maintenance coatings, and autobody refinishing; and phase-out of open burning. Also, new industry or existing industry modifications will continue to be subject to Best Available Control Technology (BACT) and will still be subject to these controls under the O₃ Maintenance Plan.

SWAPCA has provided the following Census data to support the expanded boundary portion of the Vancouver Maintenance Plan. The 1990 U.S. Census commuter statistics outlined below demonstrate North Clark County motor vehicles are contributing to the air pollution problem:

- 51.9% (5,046 citizens) of Battle Ground zipcode residents who are employed commute to the City of Vancouver and Portland for their work;
- 65.3% (1,162 citizens) of Brush Prairie zipcode residents who are employed commute to the City of Vancouver and Portland for their work;
- 58.4% (2,816) of Ridgefield zipcode residents who are employed commute to the City of Vancouver and Portland for their work; and
- 42.5% (2,185) of La Center zipcode residents who are employed commute to the City of Vancouver and Portland for their work.

EPA also notes that SWAPCA's decision to expand the automobile maintenance area was made after SWAPCA had followed the public participation requirements that are established under State law and meet the requirements of the CAA.

(2) *Comment:* The same commenter on the Vancouver Maintenance Plan wrote that, when the vast amount of naturally occurring VOCs are taken into account, it should be obvious that nitrogen oxides (NO_x) are the critical factor and that the large industrial sources of that compound must be considered. Because the commenter believes it would cost less to equip industrial sources with NO_x controls than to extend the auto test area for an equal O₃ reduction, the commenter believes that the Maintenance Plan is designed to favor industry at public expense.

Response: Information provided by SWAPCA to EPA shows that cars make up about 35% of the VOC emissions and over 50% of the NO_x emissions in the nonattainment area. The portion of vehicle miles travelled (VMT) in the nonattainment area which comes from North Clark County cars is 15%, which is substantial. SWAPCA believes that targeting these emissions with an expansion of the I/M program will reduce emissions by approximately 180 tons/year of VOCs and 150 tons/year of NO_x, and will result in an additional 30,000 vehicles being tested every two years.

The documentation utilized by SWAPCA supports its views that additional NO_x controls on industry are not as cost effective as those being proposed in the Maintenance Plan (\$2,500–\$7,000/ton for industrial NO_x control versus \$100–\$2000/ton for a vehicle inspection program.) The CAA also targets larger industrial sources with new permitting requirements. Therefore, industry will still be required to complete BACT for any new sources or modification. Information submitted by SWAPCA also shows that emissions from naturally occurring VOCs were taken into account and that controlling NO_x emissions was considered. SWAPCA anticipates there will be NO_x reductions from the improved vehicle inspection program, from continuance of BACT for industrial sources, and from the EPA non-road engine rule for nonroad sources.

(3) *Comment:* A commenter requested that EPA not approve the Vancouver Maintenance Plan until SWAPCA modifies the emission inventory contained in the plan and EPA revises its guidance dealing with projection inventories contained in Section 3.2.3 of "Emission Inventory Requirements for Ozone State Implementation Plans." This comment concerns SWAPCA's decision to not include future emissions from certain major emitters in the Longview area, although prior correspondence from EPA stated that

those sources must be included because they are within 25 miles of the boundary of the nonattainment area. SWAPCA added them to the 1992 base inventory, but the commenter asserts SWAPCA did not include projections of those emissions through the 10 year maintenance period because it is not expressly required by EPA's guidance. The commenter wrote that the Weyerhaeuser and Longview Fibre pulp mills in Longview, Washington, are the largest emitters of NO_x and VOCs in the area, and their emissions are growing as their new expansions come on stream. In addition, the prevailing winds in the summer blow directly from these plants toward Vancouver. The commenter believes that it is a gross distortion of the projected inventories to exclude them and it has resulted in the application of controls to other much smaller emitters that are not equitable. The commenter also requested that EPA postpone reclassification of the Pdx/Van area until these changes are made.

Response: EPA believes the issue raised in this comment has been appropriately addressed by SWAPCA in the Vancouver portion of the O₃ Maintenance Plan. Furthermore, EPA does not believe there is any basis to delay action on these SIP revisions and reclassification of this area until revision of the applicable guidance.

For reclassification of the Pdx/Van area, a marginal O₃ nonattainment area, EPA requires completion of an emission inventory. The emission inventory approach is defined as calculating the emissions within the nonattainment area plus industrial source emissions (greater than 100 tons per year) that are within a 25 mile radius. The Longview sources were included in the 1992 emission inventory for point sources in Appendix D of the Vancouver portion of the O₃ Maintenance Plan.

EPA also requires that the Maintenance Plan project emissions to demonstrate the NAAQS for O₃ will be maintained for a 10 year period after redesignation. More detailed computer modeling required to justify redesignation decisions in severe O₃ nonattainment areas is not necessary to support redesignation of a marginal area.

In deciding to not include the sources cited by the commenter in the Maintenance Plan projections, SWAPCA reasonably relied on a preliminary screening model to conclude that these sources contribute between 1% to 10% of their emissions to the nonattainment area. SWAPCA decided to wait for the results of "future studies" before determining whether additional control measures are needed on these sources to

maintain healthy air in Clark County. In reference to the wind direction issue, SWAPCA's information indicates that the closest meteorological station to Vancouver is the Portland International Airport. However, SWAPCA is concerned that the data from the Portland International Airport are not representative of the entire Vancouver area. A review of available windspeed data on high O₃ days by SWAPCA and ODEQ indicates wind speeds are not uniform throughout the day in the Pdx/Van area. Also, winds travel at different speeds and directions at different altitudes. Modeling of air pollution impacts would need to consider these factors as well as the height of the stacks and plumes from point sources. In the fall of 1996, a local meteorological station was installed in Vancouver which will better help SWAPCA to anticipate inversion conditions. In the Pdx/Van Redesignation Request/Maintenance Plan, SWAPCA committed to completing "future studies" to estimate the contribution of emissions from these sources to the Pdx/Van O₃ area. Additional O₃ and NO_x monitors have been purchased which were to be operational by May 1, 1997. As these data are collected and additional funding is obtained for the modeling efforts, SWAPCA expects it will be possible to address the issue raised by this comment using sound scientific data.

EPA also notes that, if the Weyerhaeuser and Longview Fibre pulp mills in Longview expand, they will undergo Prevention of Significant Deterioration (PSD) review which evaluates BACT and also will conduct an ambient impact analysis to ensure that the NAAQS and PSD increment will not be violated.

EPA will not agree to delay the approval of the Maintenance Plan and the redesignation of this area to attainment. Under Title I of the CAA, Congress established a system of state and federal cooperation. EPA is required to establish the NAAQS, i.e., the level at which air quality is determined to be protective of human health. However, the States take the primary lead in determining the measures necessary to attain and maintain the NAAQS. These measures are incorporated into the SIP. The CAA requires EPA to approve a SIP submission that meets the requirements of the CAA. If the State fulfills its obligations in developing a SIP that meets the requirements of the CAA, EPA has no authority to supplement or revise that plan with a federal implementation plan. Because the States have submitted a Maintenance Plan that complies with the CAA, EPA must approve the

Maintenance Plan under section 110(k)(3). Furthermore, since the States have met the redesignation requirements to demonstrate that the air quality meets the NAAQS, EPA believes the air quality is sufficient to protect the public health and, therefore, EPA cannot reject the redesignation request on this basis. Since the States submitted Maintenance Plans and Redesignation Requests that comply with the Act, and there is no issue about whether the States have the authority to implement the measures included in the submission, EPA has no basis for modifying the State's selection of the measures in the Maintenance Plan.

(4) *Comment:* The United Associated of Fitters and Apprentices, Local #290 objected to the EPA approvals of the revisions to the Oregon SIP because, under Oregon law, Local #290 has no legal standing to represent the rights of their members in judicial proceedings involving ODEQ permits. This comment asserts that EPA's delegation of CAA enforcement, from EPA to Oregon ODEQ, "is premised on ODEQ's allowing individuals to exercise their constitutionally-granted representational rights, for groups to which they belong, to appeal DEQ's decisions, including but not limited to DEQ permits issued under the Clean Air (and Clean Water) Acts." Because Local #290 believes that ODEQ does not allow a group such as Local #290 to seek judicial review of a permit issued by ODEQ, it vehemently objects to EPA granting any further delegated authority to enforce the CAA and Clean Water Act. Furthermore, Local #290 asks that EPA rescind any existing delegations of CAA enforcement authority, unless and until ODEQ grants groups in Oregon the legal standing to represent the rights of their members in judicial proceedings involving ODEQ permits.

Response: This comment is not relevant to the actions EPA is taking in this notice. Title I of the CAA, which establishes requirements for SIPs and designation actions, contains no provisions governing judicial review of permits issued by a State. EPA finds that ODEQ has met the public participation requirements of Title I of the CAA. Therefore, EPA does not agree to delay its actions on the SIP revisions that are the subject of this notice or to delay its redesignation to attainment of the Pdx/Van O₃ area for the reason cited by the commenter. However, EPA is pursuing the matter of Oregon's judicial review in the context of Title V of the CAA, which requires that a State provide judicial review of its actions. For purposes of ODEQ's Title V program, which EPA has approved, EPA will evaluate

whether State law meets the requirements of the CAA.

III. Final Action

EPA is redesignating to attainment the Portland, Oregon; and Vancouver, Washington, interstate O₃ area because ODEQ and WDOE have demonstrated compliance with the requirements of section 107(d)(3)(E) for redesignation. EPA is approving the Portland and Vancouver O₃ Maintenance Plans as meeting the requirements of the CAA, including the requirements set forth in EPA regulations and guidance.

EPA also is approving the 1990 O₃ Emission Inventories, changes to the New Source Review (NSR) programs, regulations implementing the hybrid low enhanced I/M programs, an expanded vehicle inspection boundary, minor Reasonably Available Control Technology (RACT) rule changes (Vancouver only), Employee Commute Options rule (Portland only), Voluntary Parking Ratio rule (Portland only), Plant Site Emission Limits (PSEL) management rules (Portland only), and local area source supporting rules.

EPA notes that, as part of its SIP submission, Oregon and Washington included adequate backup plans for contingencies to ensure continued attainment of the NAAQS and to meet the emission reduction targets of the submittals approved today. For example, the contingency plans for both states provide assurances that contingency measures will be adopted within 12 months after a violation of the NAAQS occurs and implemented within a specified period of time. Similarly, if Oregon's Voluntary Parking Ratio or the Public Education and Incentive programs fail to achieve emission reductions equal to the target set in the Maintenance Plan, ODEQ has furnished a commitment to adopt backup measures by a date certain. EPA finds that there is adequate assurance that the planned emission reductions will be achieved and they are therefore approved for credit in the Maintenance Plan. Additional regulations specific to Washington only and Oregon only are described below.

Washington

The regulations EPA is approving now for the Vancouver, Washington, portion are found in the following. EPA is approving only those changes to SWAPCA's NSR rules that relate to the new maintenance area NSR provisions and EPA will be taking action on the remaining portions of the December 11, 1996, NSR submittal in a separate action.

—SWAPCA 400 "General Regulations for Air Pollution Sources" 400–030 Definitions (except for the second sentence of subsections (14) and (49), and subsection (84)), –101 Sources Exempt from Registration Requirements, –109 Notice of Construction Application (except subsections (3)(b), (3)(c), (3)(g), (3)(h), and (3)(i)), –110 New Source Review, –111 Requirements for Sources in a Maintenance Area, –112 Requirements for new Sources in Nonattainment Areas, –113 Requirements for New Sources in Attainment or Nonclassifiable Areas, –114 Requirements for Replacement or Substantial Alteration of Emission Control Technology at an Existing Stationary Source, –116 Maintenance of Equipment, and –190 Requirements for Nonattainment Areas.

—SWAPCA 490 "Emission Standards and Controls for Sources Emitting Volatile Organic Compounds" 490–010 Policy and Purpose, –020 Definitions, –025 General Applicability, –030 Registration and Reporting, –040 Requirements, –080 Exceptions and Alternative Methods, –090 New Source Review, –200 Petroleum Refinery Equipment Leaks, –201 Petroleum Liquid Storage in External Floating Roof Tanks, –202 Leaks from Gasoline Transport Tanks and Vapor Collection Systems, –203 Perchloroethylene Dry Cleaning Systems, –204 Graphic Arts Systems, –205 Surface Coating of Miscellaneous Metal Parts and Products, –207 Surface Coating of Flatwood Paneling, –208 Aerospace Assembly and Component Coating.

—SWAPCA 491 "Emission Standards and Controls for Sources Emitting Gasoline Vapors" 491–010 Policy and Purpose, –015 Applicability, –020 Definitions, –030 Registration, –040 Gasoline Vapor Control Requirements (Stage I and II), –050 Failures, Certification, Testing and Recordkeeping, –060 Severability.

—SWAPCA 493 "VOC Area Source Rules" 493–100 Consumer Products (Reserved), –200–010 Applicability, –020 Definitions, –030 Spray Paint Standards and Exemptions, –040 Requirements for Manufacture, Sale and Use of Spray Paint, –050 Recordkeeping and Reporting Requirements, –060 Inspection and Testing Requirements, 493–300–010 Applicability, –020 Definitions, –030 Standards, –040 Requirements for Manufacture, Sale and Use of Architectural Coatings, –050 Recordkeeping and Reporting Requirements, –060 Inspection and Testing Requirements, –400–010

Applicability, -020 Definitions, -030 Coating Standards and Exemptions, -040 Requirements for Manufacture and Sale of Coatings, -050 Requirements for Motor Vehicle Refinishing in Vancouver AQMA, -060 Recordkeeping and Reporting Requirements, -070 Inspection and Testing Requirements, -500-010 Applicability, -020 Compliance Extensions, -030 Exemption From Disclosure to the Public, -040 Future Review.

The amendments to SWAPCA 400, 490, and 491 became State-effective on November 21, 1996. The amendments to SWAPCA 493 became State-effective on May 25, 1996.

EPA also approves the Washington I/M SIP revision (WAC 173-422, sections -030, -050, -060, -070, -170, and -190), which was adopted by the State on November 9, 1996.

Oregon

For the Portland, Oregon, portion, EPA approves the following regulations.

- OAR 340-028 “New Source Review” 340-020-0047 State of Oregon Clean Air Act Implementation Plan, -028-0110 Definitions, -1900 Applicability, -1910 Procedural Requirements, -1920 Review of New Sources and Modifications for Compliance with Regulations, -1930 Requirements for Sources in Nonattainment Areas, -1935 Requirements for Sources in Maintenance Areas, -1940 Prevention of Significant Deterioration Requirements for Sources in Attainment or Unclassified Areas, -1960 Baseline for Determining Credit for Offsets, -1970 Requirements for Net Air Quality Benefit, -2000 Visibility Impact, -030-0111 Emissions Offsets. State-effective date November 26, 1996.
- OAR 340-022 “Stage II Vapor Recovery Regulations” 022-0400 Purpose, -0401 Definitions, -0402 General Provisions, -0403 Compliance Schedules. State-effective date August 14, 1996.
- OAR 340-022 “Area Source VOC Regulations” 022-0700 Motor Vehicle Refinishing Applicability, -0710 Definitions, -0720 Coating Standards and Exemptions, -0730 Requirements for Manufacture and Sale of Coatings, -0740 Requirements for Motor Vehicle Refinishing in Portland AQMA, -0750 Recordkeeping and Reporting Requirements, -0760 Inspection and Testing Requirements, -0800 Consumer Products Applicability, -0810 Definitions, -0820 Consumer Products Standards and Exemptions, -0830 Requirements

for Manufacture and Sale of Consumer Products, -0840 Innovative Products, -0850 Recordkeeping and Reporting Requirements, -0860 Inspection and Testing Requirements, -0900 Spray Paint Applicability, -0910 Definitions, -0920 Spray Paint Standards and Exemptions, -0930 Requirements for Manufacture, Sale and Use of Spray Paint, -0940 Recordkeeping and Reporting Requirements, -0950 Inspection and Testing Requirements, -1000 Architectural Coatings Applicability, -1010 Definitions, -1020 Standards, -1030 Requirements for Manufacture, Sale and Use of Architectural Coating, -1040 Recordkeeping and Reporting Requirements, -1050 Inspection and Testing Requirements, -1100 Area Source Common Provisions Applicability, -1110 Compliance Extensions, -1120 Exemption from Disclosure to the Public, -1130 Future Review. State-effective date August 14, 1996.

EPA also approves the Industrial Emissions Management Program Regulations (OAR 340-030-0700 through -340-030-0740); Employee Commute Options Program Regulations (OAR 340-030-0800 through -340-030-1080); Voluntary Maximum Parking Ratios Program Regulations (OAR 340-030-1100 through -340-030-1190). The above three amendments to the OAR became State-effective on August 14, 1996. The following three amendments became State-effective on August 19, 1996: Definitions of Boundaries (OAR 340-031-0500); Nonattainment Areas (OAR 340-031-0520); Maintenance Areas (OAR 340-031-0530).

EPA approves the amendment to Oregon's Motor Vehicle Inspection and Maintenance Area Boundary (OAR 340-024-0301), effective August 12, 1996. EPA approves the Oregon I/M revisions to OAR 340-24-0100, -0300, -0305, -0306, -0307, -0308, -0309, -0312, -0314 (with the exception of all language in (4)(a) referring to a “sixth hill extrapolation”), -0318, -0320, -0325, -0330, -0332, -0335, -0337, -0340, -0355, -0357, and -0360, State effective on November 26, 1996. EPA also approves the deletion of OAR 340-24-0310, -0315, and -0350, State effective on November 26, 1996.

During EPA's review of a SIP revision involving Oregon's statutory authority, a problem was detected which affected the enforceability of point source permit limitations. Even though the SIP does not contain additional point source controls to attain the standard, existing and federally approved point source emission limitations are relied upon to

maintain and demonstrate attainment with the O₃ NAAQS. EPA determined that, because the five-day advance notice provision required by ORS.126(1) (1991) bars civil penalties from being imposed for certain permit violations, ORS 468 fails to provide the adequate enforcement authority the State must demonstrate to obtain SIP approval, as specified in Section 110 of the CAA and 40 CFR 51.230. Accordingly, the requirement to provide such notice would preclude federal approval of a O₃ nonattainment area SIP revision. EPA notified Oregon of the deficiency. To correct the problem, the Governor of Oregon signed into law new legislation amending ORS 468.126 on September 3, 1993. This amendment added paragraph 468.126(2)(e) which provides that the five-day advance notice required by ORS 468.126(1) does not apply if the notice requirement will disqualify the State's program from federal approval or delegation. ODEQ responded to EPA's understanding of the application of 468.126(2)(e) and agreed that, if federal statutory requirements preclude the use of the five-day advance notice provision, no advance notice will be required for violations of SIP requirements contained in permits.

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

IV. Administrative Requirements

A. Executive Order 12866

This action has been classified as a Table 3 action for signature by the Regional Administrator under the procedures published in the **Federal Register** on January 19, 1989, (54 FR 2214-2225), as revised by a July 10, 1995, memorandum from Mary Nichols, Assistant Administrator for Air and Radiation. The Office of Management and Budget (OMB) has exempted this regulatory action from E.O. 12866 review.

B. Regulatory Flexibility Act

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

enterprises, and government entities with jurisdiction over populations of less than 50,000.

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

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

C. Unfunded Mandates

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

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

D. Submission to Congress and the General Accounting Office

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

E. Petitions for Judicial Review

Under section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by July 18, 1997. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this rule for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

List of Subjects

40 CFR Part 52

Environmental protection, Air pollution control, Hydrocarbons, Incorporation by reference, Intergovernmental relations, Nitrogen dioxide, Ozone, Reporting and recordkeeping requirements, Volatile organic compounds.

40 CFR Part 81

Air pollution control, National parks, Wilderness areas.

Dated: April 30, 1997.

Chuck Clarke,
Regional Administrator.

Chapter I, title 40 of the Code of Federal Regulations is amended as follows:

PART 52—[AMENDED]

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

Authority: 42 U.S.C. 7401–7671q.

Subpart MM—Oregon

2. Section 52.1970 is amended by adding paragraph (c)(120) to read as follows:

§ 52.1970 Identification of plan.

* * * * *
(c) * * *

(120) The Oregon Department of Environmental Quality (ODEQ) and the Washington Department of Ecology (WDOE) submitted Maintenance Plans that demonstrate continued attainment of the NAAQS for O₃ and requested redesignation of the Pdx/Van interstate nonattainment area from nonattainment to attainment for O₃. The SIP revision requests were submitted by the WDOE on June 13, 1996, and by ODEQ on August 30, 1996. A number of other O₃ supporting revisions were included in this submittal, such as: the 1990 O₃ Emission Inventories; changes to the NSR programs; regulations implementing the hybrid low enhanced I/M programs; an expanded vehicle inspection boundary; minor RACT rule changes (Vancouver only); Employee Commute Options rule (Portland only); Voluntary Parking Ratio rule (Portland only); PSEL management rules (Portland only); and local area source supporting rules.

(i) Incorporation by reference.

(A) Ozone Maintenance Plan and Redesignation Request for the Portland/Vancouver AQMA (Oregon Portion) effective August 14, 1996.

(B) Oregon Inspection and Maintenance SIP revision to Section 5.4; OAR 340–024–0100, –0300, –0305, –0306, –0307, –0308, –0309, –0312 (with the exception of all language in (4) (a) referring to a “sixth hill extrapolation”), –0314, –0318, –0320, –0325, –0330, –0332, –0335, –0337, –0340, –0355, –0357, and –0360, State effective on November 26, 1996.

(C) New Source Review: OAR 340–020–0047; OAR 340–028–0110, 1900 through 1940, 1960, 1970, and 2000; OAR 340–030–0111, State effective on November 26, 1996.

(D) Supporting Regulations approved as part of the Ozone non-attainment redesignation package: OAR 340–022–0400, –0401, –0402, –0403, –0700, –0710, –0720, –0730, –0740, –0750, –0760, –0800, –0810, –0820, –0830, –0840, –0850, –0860, –0900, –0910, –0920, –0930, –0940, –0950, –0960, –0970, –0980, –0990, –1000, –1010, –1020, –1030, –1040, –1050, –1100, –1110, –1120, –1130, State effective on 8/14/96; OAR 340–024–0301, State effective on 8/12/96; OAR 340–030–0700, –0710, –0720, –0730, –0740, –0800, –0810, –0820, –0830, –0840, –0850, –0860, –0870, –0880, –0890, –0900, –0910, –0920, –0930, –0940, –0950, –0960, –0970, –0980, –0990, –1000, –1010, –1020, –1030, –1040, –1050, –1060, –1070, –1080, –1100, –1110, –1120, –1130, –1140, –1150, –1160, –1170, –1180, –1190, State effective on 8/14/96; and OAR 340–031–0500, –0520, –0530, State effective on 8/19/96.

Subpart WW—Washington

3. Section 52.2470 is amended by adding paragraph (c) (72) to read as follows:

§ 52.2470 Identification of plan.

* * * * *

(c) * * *

(73) The Washington Department of Ecology (WDOE) and the Oregon Department of Environmental Quality (ODEQ) submitted Maintenance Plans that demonstrate continued attainment of the NAAQS for O₃ and requested redesignation of the Pdx/Van interstate nonattainment area from nonattainment to attainment for O₃. The SIP revision requests were submitted by the WDOE on June 13, 1996, and by ODEQ on August 30, 1996. A number of other O₃ supporting revisions are included in this submittal they are: the 1990 O₃ Emission Inventories; changes to the NSR programs; regulations implementing the hybrid low enhanced

I/M programs; an expanded vehicle inspection boundary; minor RACT rule changes (Vancouver only); Employee Commute Options rule (Portland only); Voluntary Parking Ratio rule (Portland only); PSEL management rules (Portland only); and local area source supporting rules.

(i) Incorporation by reference.

(A) Vancouver, Washington Ozone Maintenance Plan and Redesignation Request—state adopted June, 17, 1996.

(B) Washington Inspection and Maintenance SIP revision WAC 173 422–030, –050, –060, –070, –170, –190—State adopted November 9, 1996.

(C) NSR: SWAPCA 400–030 (except for the second sentence of subsections (14) and (49), and subsection (84)), 101, 109 (except subsections (3)(b), (3)(c), (3)(g), (3)(h), and (3)(i)), 110, 111, 112, 113, 114, 116, and 190, effective November 21, 1996.

(D) Supporting Rules.

(1) SWAPCA 491–010, –015, –020, –030, –040, –050, –060,—State-effective on November 1, 1996.

(2) SWAPCA 490–010, –020, –025, –030, –040, –080, –090, –200, –201, –202, –203, –204, –205, –207, –208—State effective November 21, 1996.

(3) SWAPCA 493–100, 493–200–010, –020, –030, –040, –050, –060, 493–300–010, –020, –030, –040, –050, –060, 493–400–010, –020, –030, –040, –050, –060, –070, 493–500–010, –020, –030, –040,—State effective May 26, 1996.

PART 81—[AMENDED]

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

Authority: 42 U.S.C. 7401–7671q.

2. In § 81.338, the table entitled “Oregon-Ozone” is amended by revising the entry for the “Portland-Vancouver AQMA Area” to read as follows:

§ 81.338 Oregon.

* * * * *

OREGON—OZONE

| Designated area | Designation | | Classification | |
|------------------------------------|-------------------|------------|-------------------|-------|
| | Date ¹ | Type | Date ¹ | Type |
| Portland-Vancouver AQMA Area | | Attainment | ..... | ..... |
| Air Quality Maintenance Area | | | | |
| Clackamas County (part) | | | | |
| Multnomah County (part) | | | | |
| Washington County (part) | | | | |
| * * * * * | | | | |

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

* * * * *

3. In § 81.348 the table entitled, “Washington-Ozone” is amended by revising the entry for the “Portland—Vancouver AQMA Area” to read as follows:

§ 81.348 Washington.

* * * * *

WASHINGTON—OZONE

| Designated area | Designation | | Classification | |
|------------------------------------|-------------------|------------|-------------------|-------|
| | Date ¹ | Type | Date ¹ | Type |
| Portland-Vancouver AQMA Area | | Attainment | ..... | ..... |
| Clark County (part) | | | | |
| Air Quality Maintenance Area | | | | |
| * * * * * | | | | |

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

* * * * *

[FR Doc. 97–12919 Filed 5–16–97; 8:45 am]

BILLING CODE 6560–50–P

APPENDIX Q - Memorandum of Understanding Between Metro and Oregon DEQ Concerning Air Quality

Metro Contract No. 934536

MEMORANDUM OF UNDERSTANDING

Between METRO and

Oregon Department of Environmental Quality

Implementing the Federal Clean Air Act and Transportation Regulations

This MEMORANDUM OF UNDERSTANDING between METRO and the DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ), is created pursuant to the current transportation law: Fixing America's Surface Transportation (FAST) Act and 23 CFR 450.314 (c) which specifies that maintenance areas have an agreement between the metropolitan planning organization (Metro) and the agency responsible for air quality planning (DEQ). The memorandum describes the respective roles and responsibilities of each of these agencies for air quality related transportation planning and interagency consultation.

Background and Agency Interests

- Metro and DEQ are mutually interested in the exchange of information related to transportation planning, vehicle miles of travel, emission of transportation related air pollutants, transportation control measures and the effects transportation has on achieving and maintaining air quality in the greater Portland Metropolitan Area.
- Metro and DEQ are mutually interested in ensuring that transportation plans, programs and projects that are proposed in or that affect the metropolitan Portland air quality maintenance areas conform with the State Implementation Plan (SIP) for both Ozone and Carbon Monoxide, and where feasible, decrease the public health impacts of transportation related air pollutants including air toxics.
- Metro and DEQ have responsibilities for complying with Federal, State and Local regulations related to transportation and air quality issues through an interagency consultation process defined in OAR 340-252-0060.

Agreement

Metro Agrees to:

For Transportation Conformity Purposes

1. Maintain and update the regional travel forecasting model for the Portland Metropolitan region based on current and regionally adopted estimates of population and employment.
2. Provide travel demand forecasts and regional emissions analyses for the regional transportation system as required for conformity determinations until the expiration of the conformity requirement on October 2, 2017.
3. Until the expiration of conformity requirements on October 2, 2017, monitor changes in design concept and scope of regionally significant projects to enable the Transportation Policy Alternatives Committee to determine if projects have changed significantly since the previous RTP and MTIP conformity determination and may warrant an updated air quality conformity determination.

Page 1 of 4

4. Until expiration of conformity requirements on October 2, 2017, coordinate with DEQ on the operation of the currently approved U.S. Environmental Protection Agency's (EPA) air quality vehicle emissions model, called Motor Vehicle Emission Simulator (MOVES), used for air quality analyses.
5. Until expiration of conformity requirements on October 2, 2017, prepare air quality conformity determinations for RTP and MTIP through consultation with DEQ consistent with federal and state conformity regulations for the Oregon portion of the air quality maintenance area, including that portion outside Metro's boundary.
6. Estimate the emission of additional transportation-related pollutants beyond those required by the transportation conformity rules when conducting regional emissions analyses. Pollutants to be estimated are Carbon Dioxide (CO₂) Equivalent, Volatile Organic Compounds (VOC), Oxides of Nitrogen (NO_x), Benzene, Acetaldehyde, Acrolein, Formaldehyde, 1,3-Butadiene, Chromium 6, Arsenic, PM_{2.5} from Diesel Exhaust (Particulate Matter 2.5 microns and smaller in diameter), and 15 PAH (both particle and gas): Acenaphthene, Acenaphthylene, Anthracene, Benz(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene, Benzo(g,h,i)perylene, Benzo(k)fluoranthene, Chrysene, Dibenzo(a,h)anthracene, Fluoranthene, Fluorene, Indeno(1,2,3-cd)pyrene, Phenanthrene, Pyrene. The expanded assessment of transportation pollutants will be limited to those addressed by EPA's approved emission factor model. The expanded assessment of transportation pollutants will be calculated for both financially constrained and illustrative RTPs as well as Metropolitan Transportation Improvement Programs.

For SIP Purposes

1. Develop and evaluate transportation control measures through their specified date of completion in the SIP and ensure maximum priority for their timely implementation through the metropolitan transportation improvement program (MTIP) and financially constrained regional transportation plan (RTP).
2. Annually assess and report to DEQ VMT/Capita trends for the purpose of the Carbon Monoxide and Ozone Contingency Plans that are part of the Carbon Monoxide and Ozone Maintenance Plans.
3. Ensure that public involvement procedures are adequate and support OAR 340-252-0060, Consultation.

For Other Coordination Purposes

Metro desires to support DEQ in common goals in the Metro region to the best of its ability. For each of the elements below, Metro will work with DEQ to consult on transportation issues related to air quality, and when needed explore and develop mutually agreeable work plans to achieve the desired outcomes, taking in to account available agency resources.

1. Assist DEQ by providing transportation emissions data or analysis for non-conformity or Portland area SIP-related research projects or legislative requests. Metro and DEQ will be expected to come to an agreement on scope, schedule, and budget and/or exchange of services to perform the analysis prior to performing analysis.

2. Meet with DEQ each year in the fall to complete a list of needed data and analyses for inclusion in the following fiscal year's Unified Work Plan.

DEQ Agrees to:

For Transportation Conformity and SIP Purposes

1. Consult with Metro on updates to the State Implementation Plan (SIP) involving transportation emissions in the Portland area.
2. Maintain, monitor and update the emissions inventory for the Portland Metropolitan area with current data provided by Metro and using current releases of EPA emission factors and models, and provide the triennial National Emission Inventory data to Metro for Metro's performance measures.
3. Develop emissions budgets with input from Metro for any air quality plans in the Portland area needed to comply with the federal Clean Air Act.
4. Submit proposed non-administrative changes to the SIP that involve transportation control measures for Metro's approval.
5. Prepare reports as necessary to demonstrate air quality attainment/maintenance for the Portland Metropolitan area when required to avoid Federal sanctions for noncompliance with the Clean Air Act Amendments (CAAA) of 1990. Inform Metro of revisions to National Ambient Air Quality Standards proposed by EPA and potential attainment or nonattainment status of the Portland Metropolitan area prior to designations.
6. Coordinate with Metro in conducting air quality conformity determinations or other air quality analyses through interagency consultation and modelling support, including providing the appropriate model input parameters for the MOVES air quality model.
7. Ensure that agency public involvement procedures are adequate and support OAR 340-252-0060, Consultation.

For Other Coordination Purposes

DEQ desires to support Metro in common goals to enhance livability in the Metro region to the best of its ability. For each of the elements below, DEQ will work with Metro to consult on air quality issues, and when needed explore and develop mutually agreeable work plans to achieve the desired outcomes, taking in to account available agency resources.

1. Consult with Metro on developing methods for supplementary air quality analyses, particularly in areas which can better focus and address air pollutants of emerging concern and better address public health disparities. Consultation work would include: 1) identifying transportation-generated air pollution necessary to conduct transportation system evaluation (outside of transportation conformity analysis); 2) identify the factors, inputs, and assumptions which affect the dispersion of transportation-generated air pollution; 3) assist in developing a methodology using existing tools available to Metro to conduct supplementary air quality assessments.
2. For purposes of demonstrating whether the Regional Transportation Plan is achieving the region's per capita greenhouse gas emission reduction target, assist Metro with the tailoring of key input assumptions in the most recent version the approved U.S. EPA transportation

emissions model to best reflect assumptions affecting greenhouse gas emissions, including fleet mix and fuel economy.

3. Assist Metro and state agencies with updating the region's greenhouse gas emissions inventory as part of on-going efforts to monitor and report on statewide greenhouse gas emissions.
4. For purposes of informing and supporting the Regional Transportation Plan policies and investment program and Metropolitan Transportation Improvement Program investments, DEQ will work with Metro to develop a mutually agreeable workplan to update Portland Air Toxics Solutions (PATs) analysis for select emissions for base and future year transportation scenarios and perform an updated PATs environmental justice analysis for transportation related air toxics.
5. Meet with Metro each year in the fall to complete a list of needed data and analyses for inclusion in the following fiscal year's Unified Work Plan.
6. DEQ continue to work in coordination and in partnership with Metro as the Metropolitan Planning Organization by participating in discussions relevant to reducing mobile source emissions impacts to the Portland region's air quality. This includes participating and advising in transportation processes for policies and programming which mutually address air pollution reduction, public health benefits, and multimodal transportation options, outside of the scope of the development of SIPs or regional conformity analyses.

IT IS MUTUALLY AGREED:

The undersigned agencies in the State of Oregon, in accordance with Part 450 Subsection 450.314 (Metropolitan Planning Organization Agreements) of Title 23 U.S.C. do hereby commit to cooperate in the development and submission of data, analyses, reports and documents necessary to fulfill the obligations established in the CAAA of 1990, Oregon Transportation Conformity Rules OAR 340-252-0010 et. seq., and the FAST Act as they relate to regional transportation planning, mobile source emissions for the SIP and air quality conformity determinations.

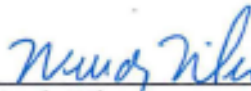
DEQ and Metro will review this MEMORANDUM OF UNDERSTANDING after October 2, 2017 in recognition transportation conformity requirements will no longer be in effect for the Portland metropolitan area and it will be necessary to revisit agreed upon roles and responsibilities.



Martha Bennett
Chief Operating Officer
Metro

3/1/17

Date



Wendy Wiles
Environmental Solutions Administrator
Oregon DEQ

3.3.17

Date

APPENDIX R – Ozone Monitoring Trends

Ozone

The Oregon DEQ describes ozone and its threat as follows:

“Ozone (a component of smog) is a pungent, toxic, highly reactive form of oxygen. A new eight hour standard protects the public against lower level exposures over a longer time period which has been found to be more detrimental than shorter peak levels. The long term exposure effects cause significant breathing problems, such as loss of lung capacity and increased severity of both childhood and adult asthma.

Ozone causes irritation of the nose, throat, and lungs. Exposure to ozone can cause increased airway resistance and decreased efficiency of the respiratory system. In individuals involved in strenuous physical activity and in people with pre-existing respiratory disease, ozone can cause sore throats, chest pains, coughing, and headaches. Plants can also be affected. Reductions in growth and crop yield have been attributed to ozone. Ozone can affect a variety of materials, resulting in fading of paint and fiber, and accelerated aging and cracking of synthetic rubbers and similar materials. It is also a major contributor to photochemical smog.

Ozone is not emitted directly into the air. It is formed through a series of photochemical (sunlight requiring) reactions between other pollutants and oxygen (O₂) during hot weather. Most important are nitrogen oxides and volatile organic compounds. To control ozone pollution, it is necessary to control emissions of these other pollutants. It is primarily caused by chemicals from car and small engine exhaust, and business and industry emissions on hot sunny days.

The Portland region has attained the one hour ozone standard and in 1996 EPA approved a 10-year plan to maintain good air quality.”

The 1996 Portland Ozone Maintenance Plan included the following MOBILE5 based motor vehicle emission budgets:

| Year | Hydrocarbon Motor Vehicle Emission Budget (tons/summer day) | Oxides of Nitrogen Motor Vehicle Emission Budget (tons/ summer day) |
|------|---|---|
| 2010 | 40 | 52 |
| 2015 | 40 | 55 |
| 2020 | 40 | 59 |
| 2025 | 40 | 59 |

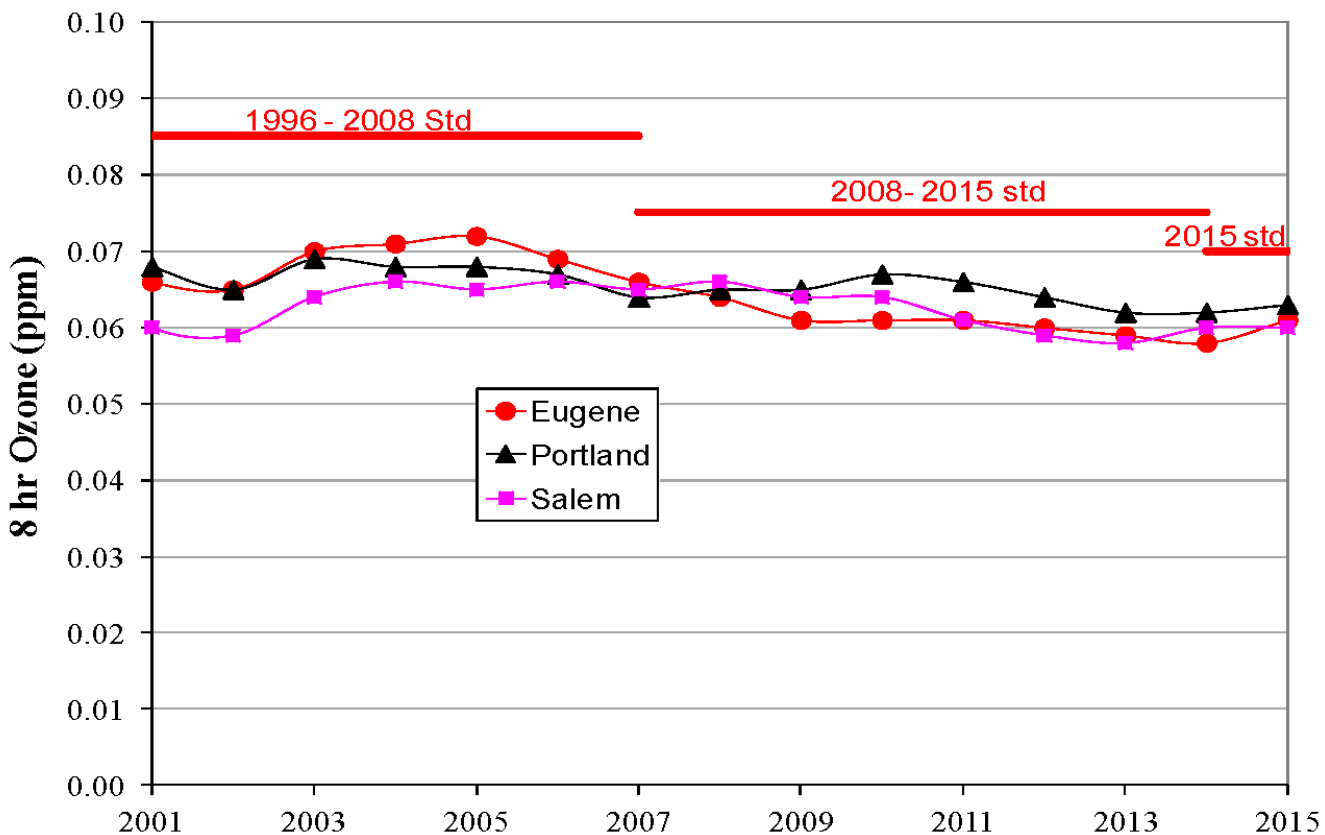
In February 2007, the Oregon Environmental Quality Commission adopted an updated Portland Ozone Maintenance Plan and the US EPA approved the plan effective January 18, 2012. This plan no longer requires air quality conformity determinations for ozone. However, Metro and DEQ have agreed that ozone levels will continue to be projected to assess future trends, although no motor vehicle emission budgets, or maximum levels of ozone precursors from on road transportation sources, are available for comparison.

In 2015, EPA announced revised the 8-hour Ozone standard reduction in the ozone standard 70ppm. DEQ has conducted a review of the ambient air quality data across the state of Oregon and

Metro is not being nominated to EPA for a non-attainment designation as the data has not shown a violation of the new standard.

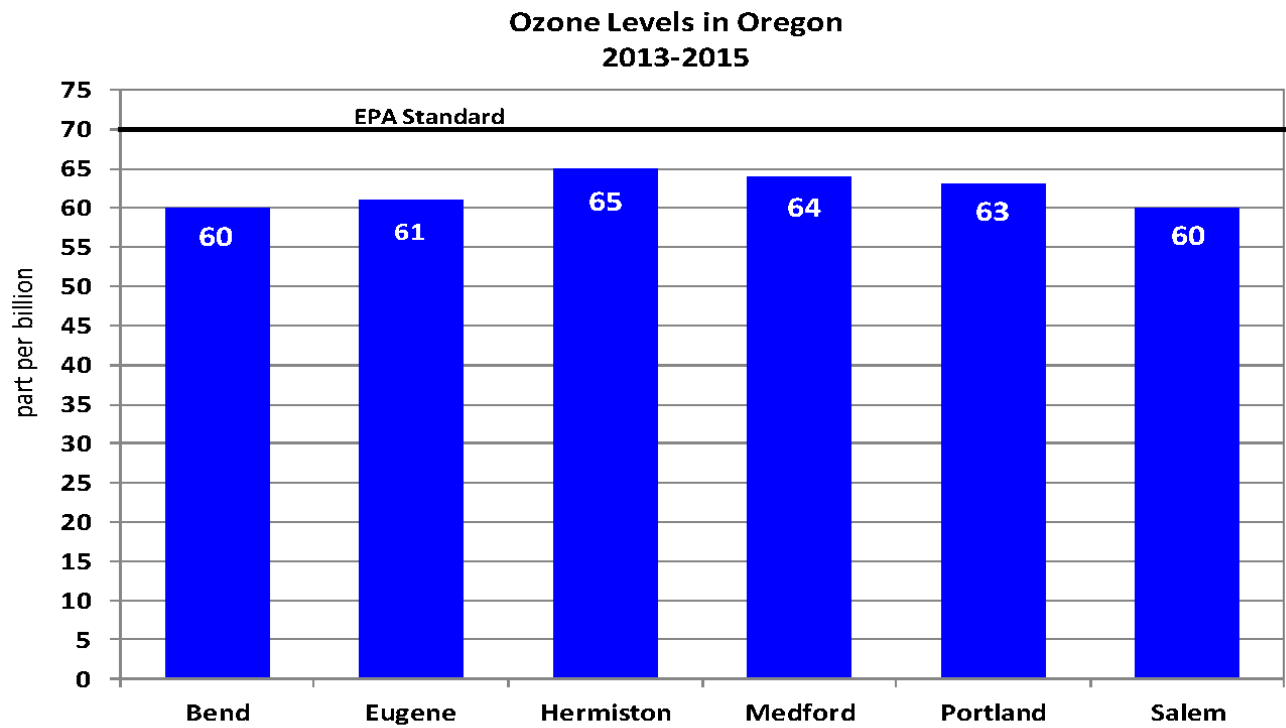
Below are charts showing the historic rates of ozone levels in the Metro region as compared with the federal and state standards.

Figure R-1. Ozone Trends – Total Emissions, All Sources, Willamette Valley



Source: 2015 Oregon Air Quality Data Summaries, Oregon Department of Environmental Quality.

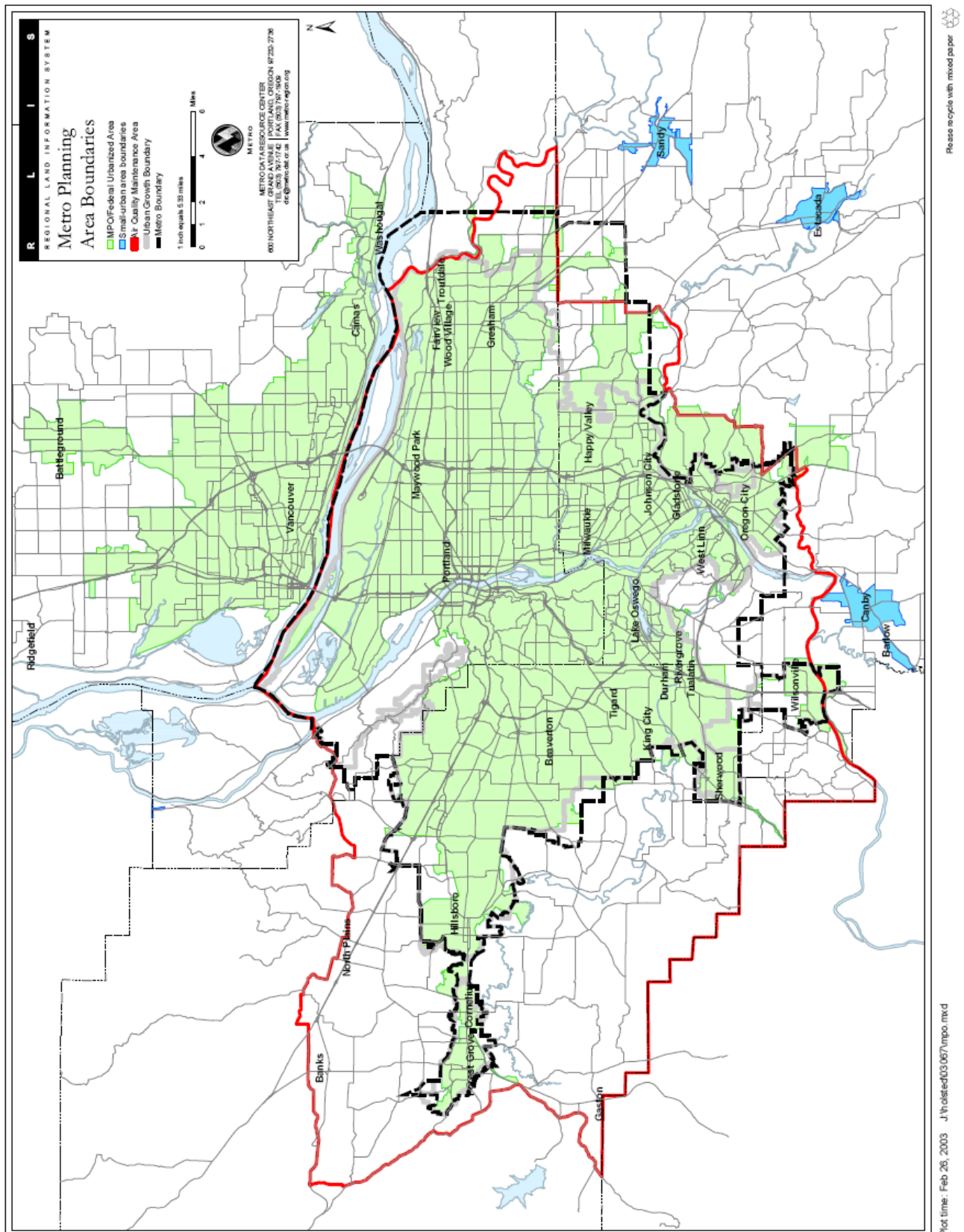
Figure R-2. Ozone Trends - Levels in Oregon, 2013-2015



Three Year Average of Fourth Highest Eight Hour Average

Source: 2015 Oregon Air Quality Data Summaries, Oregon Department of Environmental Quality.

Figure R-3. Metro Air Quality Maintenance Area (for ozone)



APPENDIX S – Vehicle Miles Traveled per Capita Information

Metro and Oregon Department of Environmental Quality have a Memorandum of Understanding (2014) that contains agreements concerning air quality in the region and the responsibilities that each entity will carry out. Among the memorandum of understanding responsibilities, Metro will assess and report to DEQ vehicle miles traveled (VMT)/capita trends for the purpose of the Carbon Monoxide and Ozone Contingency Plans that are part of the Carbon Monoxide and Ozone Maintenance Plans.

These Plans state the following Transportation Control Measures concerning vmt/capita:

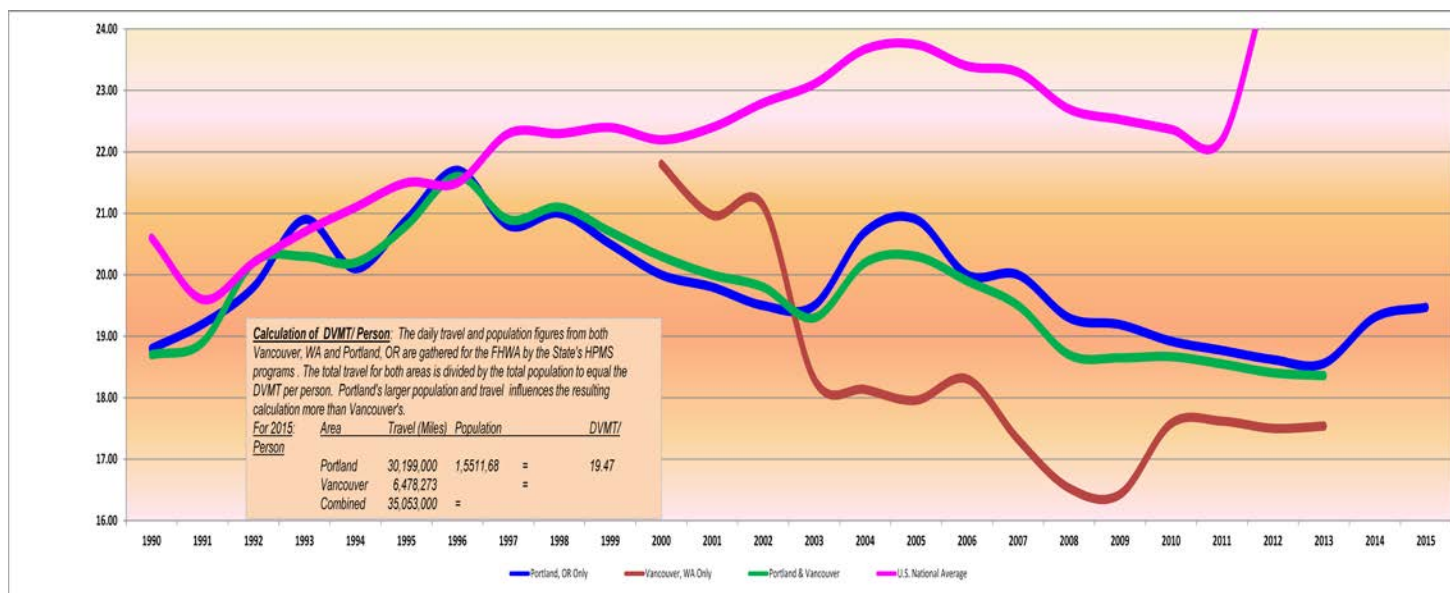
“2. Contingent Actions.

- a. Metro will review the vehicle miles traveled per capita (vmt/capita) based on the most recent estimates of population and daily vehicle miles traveled from Federal, State sources, as reviewed and verified by Metro.*
- b. Should reported vmt per capita exceed a rate of 21.5 vmt/capita (a 10 percent increase above the 2002 rate) for the Oregon portion of the Portland-Vancouver Air Quality Maintenance Area for two successive years, the following measures would become required TCM for the region:*
 - i. Washington County Commuter Rail within six years after exceeding the 21.5 vmt/capita rate;*
 - ii. I-205 LRT within six years after exceeding the 21.5 vmt/capita rate;*
 - iii. An increase of efforts for the Regional Travel Options Program sufficient to increase the number of employers reached by the program by at least 5 % per year the number of employers currently subject to the DEQ Employee Commute Options Program. Alternatively, specific projects from the Regional Transportation Options Program could be substituted.*
 - iv. An increase of funding of at least 5% for Transit Oriented Development projects.*
 - v. Other programs or projects consistent with State and Federal law as may be determined by the Metro Council after consultation with the Joint Policy Advisory Committee on Transportation.*
- c. Should vmt/capita exceed 20.5 daily vmt/capita (a 5% increase above 2002 rate) for two successive years, the Standing Committee (TPAC, as defined at OAR 340-252-0060 (2) (b) (A) (iii)] shall be convened to consider:*
 - i) Whether there is a data problem with the trigger; and,*
 - ii) If there is not a data problem with the trigger, identification of and analysis of effectiveness of those local actions that could reduce air pollutant emissions; and,*
 - iii) Whether a recommendation to initiate one or more of these local air quality actions until the 2002 vmt/capita level is one again attained, should be made to JPACT.”*

Accordingly, the attached data, below, illustrate the latest data concerning vmt per capita. The latest data (2015) show a rate of 19.47 vmt/capita - less than either TCM “triggers”.

Daily vehicles miles traveled per person 1990 to 2012

Figure X: Daily Vehicle Miles traveled per capita, 1990 to 2012



Note: The geographic areas and VMT for Portland region includes the Oregon portion of the Portland-Vancouver U.S. Census defined urban area. The urban area boundaries change every 10 years as the census data changes. There is a time lag between when the census data is collected and the implementation of the new area or boundary. In the above graph, the implementation of the 1990 Census boundary does not appear until 1993 for Portland region – noted by the uptick in 1993. Likewise, the use of the new 2000 Census Boundary did not occur until 2004 – note a similar increase uptick in the graph in 2004.

Sources: The 2009 and 2010 data for the Portland region are from the Oregon Highway Performance Monitoring Systems (HPMS) and are the official state submittals to the Federal Highway Administration. The information is subject to review by the FHWA, and may change before being finalized and published.

The 1990-2008 data are from <http://www.fhwa.dot.gov/policyinformation/statistics.cfm>. Daily VMT/ Person is calculated from "Total DVMT," which can be located at the FHWA's webpage, by year, in 4.4.5. Urbanized Area Summaries, Section 4.4.5.2, Selected Characteristics, Table HM-72.

APPENDIX T – Air Toxics and Greenhouse Gas Emissions Information

Metro and Oregon Department of Environmental Quality have a Memorandum of Understanding (2017) containing agreements concerning air quality in the region and the responsibilities each entity will carry out. Among Metro's responsibilities, Metro will report emissions for the following air toxics: Carbon Dioxide (CO₂) Equivalent, Volatile Organic Compounds (VOC), Oxides of Nitrogen (NO_x), Benzene, Acetaldehyde, Acrolein, Formaldehyde, 1,3-Butadiene, Chromium 6, Arsenic, PM_{2.5} from Diesel Exhaust (Particulate Matter 2.5 microns and smaller in diameter), and 15 PAH (both particle and gas): Acenaphthene, Acenaphthylene, Anthracene, Benz(a)anthracene; Benzo(a)pyrene, Benzo(b)fluoranthene, Benzo(g,h,i)perylene, Benzo(k)fluoranthene, Chrysene, Dibenzo(a,h)anthracene, Fluoranthene, Fluorene, Indeno(1,2,3-cd)pyrene, Phenanthrene, Pyrene.

Following are the estimates from MOVES2010b computer model run as the carbon monoxide analysis reported as part of the formal conformity determination, required by EPA and USDOT.

Table T-1: Metro Area Additional Air Pollutant Emissions from Surface Transportation

| | | Summer | | | Winter | | |
|---|-------------|--------|--------|--------|--------|--------|--------|
| Pollutant | Unit | 2010 | 2017 | 2040 | 2010 | 2017 | 2040 |
| <u>Greenhouse Gases</u> | | | | | | | |
| CO ₂ Equivalent | metric tons | 13,703 | 14,125 | 15,013 | | | |
| <u>Air Toxics</u> | | | | | | | |
| 1,3-Butadiene | pounds | 83 | 37 | 20 | 68 | 30 | 15 |
| Acetaldehyde | pounds | 206 | 96 | 47 | 243 | 115 | 59 |
| Acrolein | pounds | 22 | 10 | 4 | 21 | 9 | 3 |
| Arsenic Compounds | grams | 63 | 69 | 85 | 58 | 63 | 78 |
| Benzene | pounds | 741 | 335 | 192 | 487 | 215 | 109 |
| Chromium 6+ | grams | 25 | 26 | 32 | 23 | 24 | 29 |
| Formaldehyde | pounds | 338 | 165 | 84 | 291 | 141 | 69 |
| Oxides of Nitrogen (NO _x) | pounds | 96,229 | 45,343 | 20,631 | 84,813 | 39,398 | 17,329 |
| Primary Exhaust PM _{2.5} - Total | pounds | 2,788 | 1,255 | 611 | 3,140 | 1,603 | 1,034 |
| Primary PM _{2.5} - Brakewear Particulate | pounds | 306 | 346 | 457 | 265 | 297 | 387 |
| Primary PM _{2.5} - Elemental Carbon | pounds | 1,748 | 606 | 74 | 1,651 | 605 | 130 |
| Primary PM _{2.5} - Organic Carbon | pounds | 1,035 | 643 | 531 | 1,477 | 985 | 891 |
| Primary PM _{2.5} - Sulfate Particulate | pounds | 6 | 6 | 6 | 12 | 12 | 14 |
| Primary PM _{2.5} - Tirewear Particulate | pounds | 104 | 116 | 149 | 93 | 102 | 130 |
| Volatile Organic Compounds | pounds | 21,077 | 9,961 | 6,017 | 20,044 | 9,410 | 5,421 |
| <u>PAHs</u> | | | | | | | |

| | | | Summer | | | Winter | | |
|--|----------------------------------|-------|--------|------|------|--------|------|------|
| | Pollutant | Unit | 2010 | 2017 | 2040 | 2010 | 2017 | 2040 |
| | Acenaphthene gas | grams | 417 | 166 | 30 | 384 | 154 | 28 |
| | Acenaphthene particle | grams | 0 | 0 | 0 | 0 | 0 | 0 |
| | Acenaphthylene gas | grams | 1,058 | 446 | 152 | 1,008 | 428 | 141 |
| | Acenaphthylene particle | grams | 0 | 0 | 0 | 0 | 0 | 0 |
| | Anthracene gas | grams | 294 | 116 | 19 | 270 | 107 | 17 |
| | Anthracene particle | grams | 179 | 114 | 99 | 286 | 196 | 184 |
| | Benz(a)anthracene gas | grams | 48 | 18 | 1 | 43 | 16 | 1 |
| | Benz(a)anthracene particle | grams | 122 | 52 | 18 | 131 | 63 | 34 |
| | Benzo(a)pyrene gas | grams | 0 | 0 | 0 | 0 | 0 | 0 |
| | Benzo(a)pyrene particle | grams | 70 | 38 | 26 | 95 | 58 | 48 |
| | Benzo(b)fluoranthene gas | grams | 0 | 0 | 0 | 0 | 0 | 0 |
| | Benzo(b)fluoranthene particle | grams | 51 | 33 | 30 | 85 | 59 | 56 |
| | Benzo(g,h,i)perylene gas | grams | 35 | 14 | 2 | 32 | 13 | 2 |
| | Benzo(g,h,i)perylene particle | grams | 67 | 49 | 49 | 124 | 91 | 92 |
| | Benzo(k)fluoranthene gas | grams | 0 | 0 | 0 | 0 | 0 | 0 |
| | Benzo(k)fluoranthene particle | grams | 41 | 30 | 30 | 76 | 56 | 56 |
| | Chrysene gas | grams | 26 | 10 | 1 | 23 | 9 | 1 |
| | Chrysene particle | grams | 89 | 42 | 21 | 106 | 57 | 39 |
| | Dibenzo(a,h)anthracene gas | grams | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dibenzo(a,h)anthracene particle | grams | 1 | 1 | 0 | 1 | 0 | 0 |
| | Fluoranthene gas | grams | 663 | 254 | 19 | 599 | 230 | 18 |
| | Fluoranthene particle | grams | 343 | 181 | 119 | 455 | 273 | 220 |
| | Fluorene gas | grams | 749 | 303 | 59 | 686 | 279 | 54 |
| | Fluorene particle | grams | 192 | 110 | 84 | 275 | 176 | 153 |
| | Indeno(1,2,3,c,d)pyrene gas | grams | 0 | 0 | 0 | 0 | 0 | 0 |
| | Indeno(1,2,3,c,d)pyrene particle | grams | 28 | 20 | 19 | 50 | 36 | 36 |
| | Phenanthrene gas | grams | 2,163 | 868 | 133 | 1,956 | 787 | 123 |
| | Phenanthrene particle | grams | 477 | 290 | 235 | 699 | 461 | 415 |
| | Pyrene gas | grams | 824 | 315 | 23 | 744 | 285 | 21 |
| | Pyrene particle | grams | 498 | 263 | 173 | 663 | 397 | 320 |

The data shows the following:

- A majority of the air toxics are forecast to decrease in the period 2014-2040, some quite dramatically.

- Of those air toxics projected to increase are: Arsenic Compounds, Chromium 6+, Primary PM_{2.5} (breakware, tireware, and sulfate particulate), and Benzo(g,h,i)perylene particle.
- Greenhouse Gas (carbon dioxide, or CO₂) is forecast to increase – by nearly 10%.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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