



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

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August 5, 2004

Richard Brandman
Deputy Planning Director
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Richard:

As the technical analysis of the I-5 River Crossing Project proceeds, the consultant team has identified the need for certain data elements that are critical for the completion of the tolling analysis. Working with Metro staff, a comprehensive list of these data has been developed, and Metro staff has determined the cost of providing this information to the project. The list and cost information is attached.

David Parisi will work directly with Dick Walker to assemble and distribute this information to the project team as it becomes available. This letter authorizes Metro to invoice ODOT up to \$15,500 when the information has been provided to defray your costs. Please direct the invoice to my attention.

We appreciate the assistance Metro staff have provided on this Project and look forward to our continued collaboration.

Sincerely,

Rob Degraff
Project Designer

Attachment

Cc: Geoff Larkin
Dale Himes
David Parisi
Dick Walker
Ron Anderson

2004 RTP Financially-Constrained List - Major Projects On ODOT Facilities

(Smaller Bike/Ped/Blvd. Retrofit Projects Not Included)

RTP #	Jurisdiction	Project Name (Facility)	Project Location	Project Description	2025 Financially Constrained System Costs	RTP Program Years
1025	Portland/ODOT	I-5/North Macadam Access Improvements	NB I-5 to NB Macadam Avenue	Construct new off-ramp. Possible OTIA III project.	\$ 25,000,000	2016-25
1027	Portland/ODOT	South Portland Improvements	South Portland sub-area	Implement South Portland Circulation Study recommendations	\$28,293,000	2010-15
1028	Portland/ODOT	Kerby /I-405 Ramp Improvements	Kerby Street at I-5	Improve I-405/Kerby Street interchange to calm traffic and improve local access.	\$515,000	2004-09
1030	ODOT	Ross Island Bridgehead	East approach to Ross Island Bridge	Interchange improvement	\$5,082,000	2016-2025
1120	Portland	Sandy Boulevard Multi-Modal Improvements, Phase I	12th Avenue to 57th Avenue	Multi-modal street improvements, redesign selected intersections to add turn lanes and improve pedestrian crossings, selected street closures and streetscape improvements, add on-street parking, ITS and safety improvements	\$ 17,325,000	2004-09
1163	ODOT	I-205/Powell Blvd Interchange	I-205/Powell Blvd. Interchange	Construct interchange ramp improvements.	\$12,000,000	2016-25
1164	ODOT	I-205 Ramp Improvements - PE/EA	I-205/Powell to Foster	Conduct preliminary engineering and environmental work for improvements to ramps at Powell and Foster	\$ 1,000,000	2004-09
1165	ODOT	I-205 Ramp Improvements - R-O-W Preservation	I-205/Powell to Foster	Acquire R-O-W.	\$ 2,000,000	2004-09
1193	Portland/ODOT	West Portland TC Safety Improvements	Barbur/Capitol/Taylor's Ferry intersection	Safety improvements, incl. signalization at Capitol Hwy/Taylor's Ferry and Huber/Barbur and sidewalks and crossing improvements	\$ 704,550	2004-09
1271	Portland/ODOT	Linnton Community Bike & Ped Improvements	US 30, Harbor to 112th Ave.	Construct sidewalks, curb extensions, and replace traffic signals at 105th and 107th Ave. - HEP project	\$ 550,000	2016-25
2028	Gresham/ODOT	Powell Boulevard Improvements - East County -- Phase 1	174th Avenue to Eastman Parkway	Implement streetscape design based on Gresham study recommendations	\$ 12,250,000	2004-09
2051	Gresham/ODOT	Springwater Corridor Interchange (US 26)	US 26 New UGB Expansion	Construct interchange ONLY on US 26.	\$25,000,000	2004-09
2069	ODOT	I-205 Interchange Improvement	I-205 NB/Airport Way Interchange	New I-205 NB on-ramp at I-205/Airport Way interchange (Phase 1 in FC: modify signing, striping channelization and signal timing for NB on-ramp)	\$23,100,000	2004-09
2070	ODOT	I-205 Interchange Improvement	I-205 SB/Airport Way Interchange	Widen I-205 SB on-ramp at Airport Way	\$650,000	2004-09
3001	ODOT	Highway 217 Improvements - Construction	NB - TV Highway/Canyon Road to US 26	Widen NB to three lanes; ramp improvements	\$ 31,000,000	2010-15
3003	ODOT	US 26/Jackson School Road interchange	Jackson School Road at US 26	Construct new interchange. OTIA project.	\$ 18,480,000	2004-09
3004	ODOT	Hwy 217 Corridor Improvements - PE/EA	Hwy 217, I-5 to US 26	PE and EA to follow from Corridor Study	\$ 6,000,000	2006-09
3005	ODOT	US 26 Refinement and EA Study	Sylvan interchange to 185th Avenue	Complete planning and environmental work for improvements in corridor. MTIP project.	\$ 577,500	2004-09
3006	ODOT	US 26 Improvements	US 26 between Sylvan and Highway 217	Complete interchange improvements by adding third through-lane and collector distributor system from Camelot Court to Sylvan Road (Phase 2 and 3)	\$ 25,410,000	2004-09
3008	ODOT	US 26 Improvements -	Hwy 217 to Murray Blvd.	Widen US 26 to six lanes	\$ 37,600,000	2004-09
3009	ODOT	US 26 Improvements -	Murray Boulevard to Cornell Rd.	Widen US 26 to six lanes - Murray to Cornell Rd. - OTIA project	\$ 8,371,000	2004-09
3011	ODOT	US 26 Improvements -	Cornell Rd to 185th Avenue	Widen US 26 to six lanes - Cornell Rd. to 185th Ave.	\$12,300,000	2004-09
3133	Washington Co./ODOT	Cornelius Pass Road Interchange Improvement	US 26/Cornelius Pass Road	Construct EB on-ramp, WB off-ramp, and SB auxiliary lane to facilitate traffic flows on and off US 26. OTIA project.	\$4,700,000	2004-09
3149	Washington Co./ODOT	Shute Road Interchange Improvements	Shute Road and US 26	Relocate westbound on-ramp to construct westbound to southbound loop ramp and widen overcrossing to accommodate additional southbound through lane	\$6,382,000	2004-09

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(Smaller Bike/Ped/Blvd. Retrofit Projects Not Included)

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3159	ODOT	Highway 8 Improvements - Forest Grove	Highway 8 couplet from Quince to "B" Street	Complete boulevard design improvements - <i>OTIA project</i>	\$ 2,525,422	2004-09
3169	Cornelius/ODOT	Main Street Couplet improvements	Highway 8 couplet from 10th to 19th Avenue	Complete boulevard design improvements	\$ 6,930,000	2004-09
4004	ODOT	I-5 Reconstruction and Widening - Ramp Connections I-5 to I-84	Greeley Street to I-84	Construct braided ramps to improve access between I-5 & I-84, to separate out freeway through-movements from Rose Q. on/off (Greeley/Banfield widening improve. on Preferred list).	\$50,000,000	2004-09
4005	ODOT	I-5 North Improvements (Delta Park - Lombard)	Lombard Street to Expo Center	Widen to six lanes	\$ 41,000,000	2004-09
4006	ODOT	I-5/Columbia Boulevard Design Alternatives	I-5/Columbia Boulevard interchange	Construct full direction access interchange.	\$ 56,000,000	2005-10
4009	ODOT	I-5 Trade Corridor Study and Tier 1 DEIS	I-405 (OR) to I-205 (WA)	Plan improvements to I-5 to benefit freight traffic	\$ 15,000,000	2004-09
4022	Portland/Port	East Columbia/Lombard Street Connector	Columbia/US 30 Bypass: NE 82nd Avenue to I-205	Provide free-flow connection from Columbia Boulevard/82nd Avenue to US 30 Bypass/I-205 interchange; widen SB I-205 on-ramp at Columbia Boulevard <i>OTIA project</i>	\$ 28,870,000	2004-09
4037	Port	Columbia and Lombard Intersection Improvements - PE	Columbia Boulevard and Lombard Street at MLK - PE	Conduct preliminary engineering to improve left turn/right turn capacity at MLK/Columbia and MLK/Lombard <i>MTIP project</i>	\$ 2,000,000	2004-09
4063	ODOT/Portland	N. Lombard Improvements	Lombard Street from Rivergate Boulevard (Purdy) to south of Columbia Slough bridge	Improve access and mobility of freight to Rivergate intermodal facilities and industrial areas	\$3,610,000	2004-09
5007	ODOT	Highway 212	Rock Creek to Damascus	Construct climbing lanes to 172nd Avenue	\$1,500,000	2004-09
5013	ODOT	I-205 SB Climbing Lane - PE/EA/ROW	Oswego Hwy (43) to 10th Ave.	Conduct preliminary engineering and environmental work for new SB truck climbing lane on I-205, from Hwy 43 IC to 10th St.	\$ 9,000,000	2004-09
5016	ODOT	Highway 213 Grade Separation	Washington Street at Highway 213	Grade separate southbound Highway 213 at Washington Street and add a northbound lane to Highway 213 from just south of Washington Street to the I-205 on-ramp.	\$10,395,000	2010-15
5017	ODOT	Highway 213 Intersection Improvements	Abernethy at Highway 213	Intersection improvements	\$3,465,000	2010-15
5020	ODOT	Highway 213 Improvements	Clackamas CC to Leland Road	Access management and capacity improvements	\$ 17,235,000	2010-15
5021	ODOT	Sunrise Highway - Unit 1, Phase 1 (<i>Hwy 224 Extension</i>)	I-205 to Highway 212/135nd Avenue	Construct new four-lane highway and reconstruct Highway 212/135nd Avenue interchange	\$ 84,315,000	2010-15
5023	ODOT	I-205/Highway 213 Interchange Improvement	I-205 at Highway 213	Reconstruct I-205 southbound off-ramp to Highway 213 to provide more storage and enhance freeway operations and safety	\$1,155,000	2010-15
5024	ODOT/Clackamas County	Sunrise Corridor Study/EA (Supplemental EIS) - Unit 1	I-205 to 172nd	Corridor analysis from I-205 to US 26 to develop phasing recommendations adequate to support future right-of-way acquisition.	\$ 2,736,195	2040-09
5025	ODOT/Clackamas County	Sunrise Corridor Unit 2 Locational EIS	172nd to US 26	Evaluate Sunrise Corridor Unit 2 as part of the Damascus/Boring Concept plan	\$ 1,848,000	2004-09
5027	ODOT	I-205 South Corridor EIS -	I-5 to Sunnyside/Sunnybrook Interchange	Conduct EIS.	\$5,000,000	2010-15
5048	ODOT	McLoughlin Boulevard Improvements - Milwaukie -	Harrison to Kellogg Creek	Safety improvements, incl. signalization at Capitol Hwy/Taylor's Ferry and Huber/Barbur and sidewalks and crossing improvements	\$3,900,000	2004-09
5067	Clackamas County/ODOT	Johnson Creek Boulevard Interchange Improvements	Johnson Creek Boulevard at I-205	Add WB to SB loop on-ramp; realign SB off-ramp.	\$8,000,000	2016-25
5135	Clackamas County	McLoughlin Boulevard Improvements - Oregon City - <i>Phase 1</i> (10th St. to I-205 Interchange	Complete boulevard design improvements. (Need coordinate with Water St. Viaduct project.)	\$ 5,850,000	2010-15
5143	Oregon City/ODOT	Oregon City RC Pedestrian Improvements	McLoughlin, Main, Washington, 7th, 5th and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	\$1,155,000	2016-25
5144	Oregon City/ODOT	Oregon City RC River Access Improvements	McLoughlin Boulevard	Improve pedestrian access to the Willamette River from downtown Oregon City	\$1,500,000	2016-25

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5199	ODOT	I-205 Auxiliary Lanes	I-205, I-5 to Stafford Rd.	Add auxiliary lane in each direction.	\$8,000,000	2004-09
6004	ODOT	I-5/99W Connector Corridor Study	I-5 to 99W	Conduct study and complete environmental design work for I-5 to 99W Connector. <i>STIP project.</i>	\$ 1,732,500	2004-09
6011	ODOT/WashCo	Highway 217 Overcrossing - Cascade Plaza	Nimbus to Locust	Provide a new connection from Nimbus to Washington Square south of Scholls Ferry Road	\$ 26,000,000	2016-25
6056	ODOT	Highway 99W/Hall Boulevard Intersection Improvements	99W/Hall Boulevard	Add turn signals and modify signal	\$4,273,500	2010-15
6066	ODOT/Tualatin	I-5 Interchange Improvement - Nyberg Road	Nyberg Road/I-5 interchange.	Widen Nyberg Road/I-5 interchange. <i>OTIA project.</i>	\$ 4,600,000	2004-09
6138	ODOT/Wilsonville	Wilsonville IC Phases 1 & 2: PE/EA	I-5 / Wilsonville Road Interchange Ramp	Preliminary engineering and environmental work on Phase 1 &	\$ 4,500,000	2004-09
6141	ODOT	I-5/99W Connector Ph. 1 : Arterial Connection	I-5 to 99W	Construct arterial connection from I-5 to 99W that protects through traffic movements between these state highways, and	\$53,000,000	2004-09
8007	ODOT	ODOT Preservation/Maintenance Projects	Various locations in region	Implement bicycle and pedestrian enhancements as part of preservation and maintenance projects on ODOT facilities	\$10,000,000	2004-25
TOTAL					\$ 779,385,667	
Projects of Statewide Significance -- Preferred Projects						
4002	ODOT	I-5 Interstate Bridge and I-5 Widening - R-O-W Preservation	I-5/Columbia River to Columbia Boulevard	Acquire R-O-W.	\$ 20,000,000	2004-09
4003	ODOT	I-5 Interstate Bridge and I-5 Widening	I-5/Columbia River to Columbia Boulevard	Improve I-5/Columbia River bridge (local share of joint project) based on recommendations in I-5 Trade Corridor Study	\$ 231,000,000	2004-09
5003	ODOT	Sunrise Highway - Unit 1, Phase 2	122nd Ave. to Rock Creek	Construct new 4-lane facility and construct interchanges at 135th Ave. and Rock Creek junction.	\$ 104,550,000	2004-09
5004	ODOT	Sunrise Highway R-O-W Preservation - Unit 2, Phase 1)	172nd Ave. to 257th Avenue	Acquire right-of-way. (To do EIS)	\$46,200,000	2004-09
5005	ODOT	Sunrise Highway - Unit 2, Phase 1	172nd Ave. to 257th Avenue	Construct new 4-lane facility	\$184,000,000	2016-25
5006	ODOT	Sunrise Highway - Unit 2, Phase 2	257th Avenue to US 26	Construct new 4-lane facility	\$177,000,000	2016-25
6005	ODOT	I-5/99W Connector - Phase 2: Freeway	I-5 to 99W	Construct four-lane tollway with access control on 99W in	\$ 288,750,000	2016-25
6006	ODOT	I-5/99W Connector - Phase 2: Freeway PE	I-5 to 99W	Conduct preliminary engineering for four-lane tollway with access control on 99W in Sherwood area to I-5.	\$15,000,000	2010-15
TOTAL					\$ 1,066,500,000	

Columbia Crossing

Clark County, Washington, is home to 372,300 people. It has grown 33% since 1994 and is now the fastest-growing county in either Washington or the Portland-metro area. But many Clark County residents travel south every day to work in Oregon. In fact, so many work in Oregon that when you list the counties paying the most Oregon income taxes, Clark County ranks sixth. The worker migration has created an unhealthy imbalance in the area economy, threatening unmanageable congestion and other side effects for Portland in the foreseeable future.

Under one solution proposed by former Oregon Governor Neil Goldschmidt, the daily migration from Clark County is stopped by a massive economic development project designed to benefit both Washington and Oregon. The proposal hinges on the establishment of tolls on both the I-5 Interstate



Bridge and the I-205 Glenn Jackson Bridge. It imagines Washington voters approving a Washington-state-run tolling district along I-5, I-205, and I-84 in the Portland/Vancouver area.

As Goldschmidt is quick to emphasize, this Columbia Crossing Plan is not about tolls. It's not about any one project, such as extending MAX light rail into Clark County. The Columbia Crossing Plan is about job creation and economic stimulus.

Bridge tolls could generate \$1 billion for tax bonds to fund 20 years worth of highway, marine, railroad, light rail, and other complimentary economy-stimulating improvement projects within the tolling district, all accelerated to be completed in just 10 years. Many projects are already underway in the area, but many more would be identified on the basis of real economic output – JOBS. Essentially, the Columbia Crossing Plan replaces haphazard development that sags heavily southward toward Portland with calculated plans for more balanced growth to ensure the long-term viability and sustainability of the entire area economy.

Next Steps

The Portland office of Goldschmidt, Imeson, and Carter specializes in forming public/private partnerships and it is currently offering the Columbia Crossing idea for discussion by officials in Clark County, the Washington and Oregon Departments of Transportation, the Port of Portland, and others. It would be ideal to advance such a proposal in 2004. If the plan can be defined and its potential for job creation confirmed, it's thought that it can capture Bush Administration interest and additional federal funds for projects. There are two important next steps:

- Identification of major highway, marine, railroad, light rail, and other complimentary economy-stimulating improvement projects, particularly job-creating projects in Clark County.
- Completion of computer modeling-based studies to confirm the potential for job creation from the list of projects.

Questions? Oregon DOT Administrator Gregg Dal Ponte is currently facilitating the early discussion of Columbia Crossing. Call Gregg at 503-378-6351 or e-mail Gregg.L.DalPonte@odot.state.or.us

SUMMARY OF METRO DELIVERABLES										
Data Item	Year	Description	Comments	Travel Forecast Person Hours	Personnel Cost	Nos of Maps Produced	Map Cost	Nos of Sel. Link Assign.	Assign. Cost	Total Cost
Table 1 - Existing Conditions Data										
g) Representative travel times by time of day	"Existing"	Travel time data for I-205	Metro is not responsible for floating car runs Methodology for I-205 should be consistent with that used in I-5 corridor	0	\$0	0	\$0	0	\$0	\$0
h) Auto occupancy and transit ridership	"Existing"	Occupancy data Transit ridership	RTC has occupancy data for I-205 C-Tran and TriMet may have data.	0	\$0	0	\$0	0	\$0	\$0
j) Population and employment data	2000	Model data from metro	See Table 2, item j	0	\$0	0	\$0	0	\$0	\$0
Table 2 - Existing Regional Model										
a) Average weekday volumes (AM, PM, Mid-Day, Evening)	2000	Year 2000 volume plots by time periods	Use partnership data. Plots for I-205 (SR 500 to Columbia Blvd - freeway links and ramps must be legible). Paper transmittal. AM 3, PM 4, MD 1, no evening plot	2	\$140	3	\$75	0	\$0	\$215
c) Relevant weekend and seasonal variations	2000	Temporal variations	No data required of Metro/RTC	0	\$0	0	\$0	0	\$0	\$0
d) Non-freight trips by purpose	2000	Year 2000 non-freight trips	Use partnership data. Purposes - autos (hbw and non-work), trucks. Select link on I-5 and I-205 bridges. Paper transmittal. Save select link tables. Sum to districts. No HOV stratification.	24	\$1,680	2	\$50	6	\$750	\$2,480

SUMMARY OF METRO DELIVERABLES											
Data Item	Year	Description	Comments	Travel Forecast Person Hours	Personnel Cost	Nos of Maps Produced	Map Cost	Nos of Sel. Link Assign.	Assign. Cost	Total Cost	
			AWD assignment (this assignment is only being used as an approximation. Typically, AWD volumes are derived by summing up multiple time periods).								
e) Origin-destination of traffic by type of vehicle, trip purpose, and mode	2000	Select link assignments on I-5 and I-205 bridges	Purposes - autos (hbw and non-work), trucks. No HOV stratification. Save select link tables. Sum to districts. Use partnership data No modal data required. Paper transmittal. PM-4 time period.	24	\$1,680	2	\$50	6	\$750	\$2,480	
f) Level of service, v/c ratios and delay on bridges, I-5 and I-205, and major access and parallel routes	2000	Level of service	Provide capacity plots for I-205. Plot extent - defined above. Paper transmittal. Use partnership networks.	2	\$140	1	\$25	0	\$0	\$165	
g) Representative travel times by time of day	2000	Travel time data for I-205	Use delta lombard data. Constrained speed plot (pm peak - 2 hr) Travel time plot (pm peak - 2hr) Paper transmittal. Plot extent - defined above.	2	\$140	2	\$50	0	\$0	\$190	
h) Auto occupancy and transit ridership	2000	Transit ridership	Transit plot - I-205 corridor. Plot extent - defined above. Use Delta Lombard study data Paper transmittal.	4	\$280	3	\$75	0	\$0	\$355	
		Auto occupancy	Daily, PM peak period, and AM peak period data. No data required from Metro/RTC								
j) Population and employment data	2000	Population and employment by TAZ	1260 zone system. Use data from partnership runs.	1	\$70	0	\$0	0	\$0	\$70	

SUMMARY OF METRO DELIVERABLES										
Data Item	Year	Description	Comments	Travel Forecast Person Hours	Personnel Cost	Nos of Maps Produced	Map Cost	Nos of Sel. Link Assign.	Assign. Cost	Total Cost
			Provide 1 person HHs, 2 person HHs, 3 person HHs, and 4+ HHs Provide employment by retail and other							
k) Population and employment data	2000	Metroscope population and employment Metroscope travel demand data Clark county population and employment	No data required	0	\$0	0	\$0	0	\$0	\$0
Table 3 - Future Conditions Data										
a) Average weekday volumes (AM, PM, Mid-day, Evening)	2020/25	Year 2020 volume plots by time periods	Use partnership data. No build - priority baseline, LRT/3 lane - build option. Plots for I-205 (SR 500 to Columbia Blvd - freeway links and ramps must be legible). Paper transmittal. AM 3, PM 4, MD 1, no evening plot	4	\$280	6	\$150	0	\$0	\$430
c) Relevant weekend and seasonal variations	2020/25	Temporal variations	No data required of Metro/RTC	0	\$0	0	\$0	0	\$0	\$0
d) Non-freight trips by purpose	2020	Year 2020 non-freight trips	Use partnership data. No build - priority baseline, LRT/3 lane - build option. Purposes - autos (hbw and non-work), trucks. Select link on I-5 and I-205 bridges Save select link tables. Sum to districts. No HOV stratification AWD assignment (this assignment is only being used as an approximation. Typically, AWD volumes are derived by summing up multiple time periods). Paper transmittal.	30	\$2,100	4	\$100	12	\$1,500	\$3,700
e) Origin-destination of traffic by type of vehicle, trip purpose, and mode	2020	Select link on I-5 and I-205 bridges	Use partnership data. Priority baseline and LRT/3 lane options.	30	\$2,100	4	\$100	12	\$1,500	\$3,700

SUMMARY OF METRO DELIVERABLES										
Data Item	Year	Description	Comments	Travel Forecast Person Hours	Personnel Cost	Nos of Maps Produced	Map Cost	Nos of Sel. Link Assign.	Assign. Cost	Total Cost
			Purposes - autos (hbw and non-work), trucks. No HOV stratification Save select link tables. Sum to districts. PM-4 time period. No modal data required. Paper transmittal.							
f) Level of service, v/c ratios and delay on bridges, I-5 and I-205, and major access and parallel routes	2020	Level of service	Check 2020 I-205 capacities and communicate to Parisi. Use partnership network.	2	\$140	0	\$0	0	\$0	\$140
g) Representative travel times by time of day	2020	Travel time data for I-205	Use delta lombard data. Options 2, 4, and 6. Constrained speed plot (pm peak - 2 hr) Travel time plot (pm peak - 2hr) Paper transmittal.	3	\$210	6	\$150	0	\$0	\$360
h) Auto occupancy and transit ridership	2025	Transit ridership	Transit plot - I-205 corridor. Plot extent - defined above Use Delta Lombard study data - Opt 2, 4, and 6. Paper transmittal.	8	\$560	9	\$225	0	\$0	\$785
		Auto occupancy	Daily, PM peak period, and AM peak period data. No data required from Metro/RTC							
j) Population and employment data	2020	Population and employment by TAZ	1260 zone system. Use data from partnership runs. Provide 1 person HHS, 2 person HHS, 3 person HHS, and 4+ HHS Provide employment data by retail and other.	1	\$70	0	\$0	0	\$0	\$70
k) Population and employment data	2025	Metroscope population and employment	Issue being addressed by Brandman, Cullerton, Siegel, Yee, Conder	0	\$0	0	\$0	0	\$0	\$0
TOTAL =====>				137	\$9,590	42	\$1,050	36	\$4,500	\$15,140