

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 99-2830
FY 2000-03 METROPOLITAN TRANSPOR-)
TATION IMPROVEMENT PROGRAM) Introduced by
) Jon Kvistad,
) JPACT Chair

WHEREAS, State and federal regulations require that funding for transportation improvements occurring within Metro's jurisdiction must be shown in a Metropolitan Transportation Improvement Program; and

WHEREAS, The Transportation Equity Act for the 21st Century allocated some \$76 million of new federal funds to the region that were not previously accounted for in the FY 98 MTIP in fiscal years 1998 through 2003; and

WHEREAS, New state transportation revenues are available in fiscal years 2002 and 2003; and

WHEREAS, Metro and ODOT cooperated in an 18-month process to solicit project nominations for these funds, which included extensive outreach to eligible agencies, public involvement and technical analysis; and

WHEREAS, Metro coordinated with ODOT to assure full consideration of Transportation Enhancement projects nominated through a Region 1 solicitation process; and

WHEREAS, By Resolution No. 99-2791 Metro approved allocation of \$76 million of "regional flexible funds" consisting of federal Transportation Enhancement, Congestion Mitigation/Air Quality (CMAQ), and regional Surface Transportation Program funds to specific projects; and

WHEREAS, It remains to program these funds according to year, phase of work and fund type; and

WHEREAS, ODOT also nominated and Metro approved allocation of very limited state and federal modernization funds to major freeway and highway projects; and

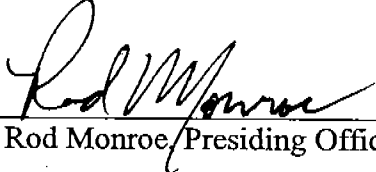
WHEREAS, ODOT uses technical management and ranking systems to also allocate significant sums of preservation, safety, operations and bridge maintenance and rehabilitation funds to projects within the urban area; and

WHEREAS, Tri-Met, the region's transit provider, is also recipient of federal formula and discretionary funds dedicated to transit purposes that must be approved by Metro for inclusion in the MTIP; now, therefore,

BE IT RESOLVED:

1. The program of funds shown in Exhibit 1 of the Resolution is approved.
2. Program approval is contingent on completion and federal approval of a Regional Air Quality Conformity Determination.

ADOPTED by the Metro Council this 30th, day of September, 1999.


Rod Monroe, Presiding Officer

Approved as to Form:


Daniel B. Cooper, General Counsel

EXHIBIT A – RESOLUTION NO. 99-2830

FY 00-03 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

(INCLUDING REVISIONS TO FY 99)

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Resolution No. 99-2830
FY 00 – 03 Metropolitan Transportation Improvement Program**

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**FY 99 - 03 METRO APPROVED
REGIONAL TRANSPORTATION ENHANCEMENT, CMAQ AND STP PROGRAM**

TRANSPORTATION ENHANCEMENT		99	00	01	02	03	TOTAL
	Rural Projects		0.600	0.987	0.341	0.329	2.257
	Troutdale Intermodal Park		0.080				0.080
	Cedar Creek Greenway Trail		0.076				0.076
	Fanno Creek: Allen/Denny			0.200			0.200
	Naito Prkwy: Everett/Harrison			1.421	0.378		1.799
CBi10	Wilsonville: Boeckman/Town Cntr Loop					0.240	0.240
CBi9	Town Cntr Park: Bike/Ped Connection						0.000
CBi2	Fuller Rd: Harmony/King				0.092	0.500	0.592
CBi7	Clack. Reg. Ctr. Trail			0.278			0.278
CP1	Scott Crk Lane Pedestrian Path		0.080				0.080
CTr2	Will. Shoreline Trestle/Track Repair					0.500	0.500
MBi1	Gresham/Fairview Trail			0.224			0.224
PBi1	Morrison Br. Ped/Bike Access.			0.100			0.100
PBi6a	E. Bank Trail: OMSI/Springwater (Con)			0.720			0.720
PBi6b	E. Bank Trail - Phase 2 (ROW only)					0.269	0.269
PBi9	Greeley/Interstate					0.144	0.144
PP2	Capitol Hwy: Bertha/BH Hwy			0.400			0.400
PP5	Red Electric Line: Will Prk/Oleson			0.05	0.085		0.135
TE2	Portland Bike Signage		0.129				0.129
TE3	NE 47th Environmental Restoration		0.250				0.250
WBi1	Fanno Crk: Allen/Denny			0.075			0.075
WBi10	Fanno Crk Trail Phase 2 (PE/RW?)			0.135		0.100	0.235
WP4	Sentinel Plaza: Cornell/Cedar Hills/113th		0.030	0.150			0.180
	TE SUBTOTAL	0.000	1.245	4.740	0.896	2.082	8.963
	ESTIMATED REVENUE	0.156	1.960	1.960	1.960	1.960	7.840
	DIFFERENCE	0.156	0.715	-2.780	1.064	-0.122	-0.967
	Running Total	0.156	0.871	-1.909	-0.845	-0.967	
CMAQ		99	00	01	02	03	TOTAL
	Interstate MAX		6.000	4.000			10.000
	East Bank II (Esplanade?)	3.018					3.018
	Regional TDM Program			0.412			0.412
	Hall Blvd: SPRR/Ridgecrest		0.322				0.322
	Cedar Hills: Walker Butner		0.632				0.632
WP7	Cedar Hills: Walker/Butner		0.085				0.085
WBi2	Hall Blvd: 12th/Allen		0.166		0.718	0.554	1.438
WBL2	Main St: 10th/20th (Cornelius)				1.800		1.800
WP5	SW 170th: Merlo/Elmonical LRT Stat'n					0.270	0.270
CM7	Clack. Co. ITS/ATMS - .048		0.130	0.622			0.752
WBi5	Cornell Rd: Elam Young/Ray					0.540	0.540
CBL3	McLoughlin: Harrison/SPRR X'ing					1.900	1.900
MBL1	Division: Wallula/Kelly	0.300	1.100	1.100			2.500
PBL1	Hawthorne: 20th/55th			0.180		1.320	1.500
TE1	Pioneer Courthouse		0.200				0.200
RT1	Reg. Contribut'n for Bus Purchase				3.500	4.500	8.000
RT2	Service Increase for Reg/T.C. TCL		1.425	1.425	1.425	1.457	5.732
TDM4	Region 2040 Initiatives		0.250	0.250	0.250	0.250	1.000
TDM5	TMA Assistance Program		0.250	0.250	0.250	0.250	1.000
	CMAQ SUBTOTAL	3.318	10.560	8.239	7.943	11.041	41.101
	ESTIMATED REVENUE	3.929	7.570	7.824	9.272	9.471	38.066
	DIFFERENCE	0.611	-2.990	-0.415	1.329	-1.570	-3.035
	Running Total	0.611	-2.379	-2.794	-1.465	-3.035	

**FY 99 - 03 METRO APPROVED
REGIONAL TRANSPORTATION ENHANCEMENT, CMAQ AND STP PROGRAM**

STP	99	00	01	02	03	TOTAL
Corn Pass Road (Rural STP)			0.417			0.417
Cedar Hills: Walke/Butner (Rural STP)		0.236				0.236
Interstate MAX			2.000	6.000	6.000	14.000
South Busway Study	1.500					1.500
Lovejoy		6.563				6.563
<i>Bus Purchase (Sig Pri) - 1.114</i>						0.000
<i>Region TOD Program Reserve - .126</i>						0.000
<i>Regional Ped to MAX Program - .161</i>						0.000
<i>Civic Neighborhood Station (TOD) - .750</i>						0.000
<i>Civic Neighborhood Station (STP) - .278</i>						0.000
Bus Support, Equipment & Facilities	1.843					1.843
Standard Bus Purchase	0.586					0.586
Metro Planning		0.659				0.659
Sunnyside Rd:102/122nd ROW/CON		1.500		4.970		6.470
CM5 Sunnyside Rd/Mt. Scott Creek				1.400		1.400
CBL2 Willamette Dr. - "A" St/McKillican			0.200			0.200
CR2 Johnson Crk Blvd: 36th/45th			1.076			1.076
CM2 Harmony/Linwood/Railroad Av PE		0.449				0.449
CM14 Hwy 213/Beaver Creek Rd.					3.000	3.000
TDM6 SMART TDM Program		0.110		0.110		0.220
<i>Phillip Creek Greenway Trail - .202</i>						0.000
<i>Harmony Rd: 82nd/Fuller - 1.750</i>						0.000
RTOD1 Metro TOD Program - 2.000			1.000	1.000		2.000
Bus Support, Equipment & Facilities	2.659					2.659
Bus Signal & Communications	1.027					1.027
Rail Station Stops & Terminals	0.269					0.269
Rail Support Equip. & Facilities	0.045					0.045
RTTr1 Regional Contribu'tn for Bus Purchase/PDX	10.000					10.000
MM1 207th Connector: Halsey/Glisan	1.345					1.345
VM3 223rd O'Xing (PE/ROW)			0.267			0.267
MM7 Gresham/Mult. Co. ITS		0.100	0.400			0.500
PBr2a Morrison Electrical		0.100	0.700			0.800
PBr2b Burnside Electrical			0.060	0.440		0.500
PBL3 W. Burnside: Brdg/NW 23rd		0.269				0.269
PF1 Lower Albina Overcrossing			2.000	2.000		4.000
PF2 N. Marine Dr. Reconstruction					2.295	2.295
PM1 Portland Arterial/Frwy. ITS		0.150	0.600			0.750
PM10 SE Foster Rd/Kelly Creek			0.600			0.600
PM6 MLK/Interstate ITS					0.550	0.550
PR10 Naito Parkway: Davis/Market					2.275	2.275
WM1 Farmington Rd: Hocken/Murray		0.933				0.933
WM13 SE 10th: E Main/SE Baseline			0.090			0.090
WM17 I-5/Nyberg Interchange (PE/ROW)			0.342			0.342
WM19 SW Greenburg Rd: Wash Sq/Tiedeman			0.270			0.270
WM4 Wash. Co. ATMS		0.070	0.150	0.150		0.370
WM5 Murray O'Xing: Milikan/Terman			0.172	0.414	0.414	1.000
WTR1 Wash. Co. Commuter Rail	0.500	0.500				1.000
TDM1 Regional TDM Program			0.288	0.700	0.999	1.987
TDM2 Portland Area Telecommuting		0.100	0.100			0.200
TDM3 ECO Information Clearinghouse		0.047	0.047	0.047	0.047	0.188
RPIg5 OPB Pilot		0.100				0.100
RPIg1 Core Reg. Planning Program			0.679	0.699	0.705	2.083
RPIg3 I-5 Trade Corridor Study					0.250	0.250
RPIg6 Regional Freight Program Analysis			0.050	0.050		0.100
STP SUBTOTAL	19.774	11.886	11.508	17.980	16.535	77.683
ESTIMATED REVENUE	19.068	14.153	14.638	14.461	14.762	77.082
DIFFERENCE	-0.706	2.267	3.130	-3.519	-1.773	-0.601
Running Total	-0.706	1.561	4.691	1.172	-0.601	

TE/CMAQ/STP PROGRAMMED GRAND TOTAL:	23.092	23.691	24.487	26.819	29.658	127.747
LIMITATION TARGET GRAND TOTAL:	23.153	23.683	24.422	25.693	26.193	123.144
DIFFERENCE:	0.061	-0.008	-0.065	-1.126	-3.465	-4.603
Running Total	0.061	0.053	-0.012	-1.138	-4.603	

TEA-21 HIGH PRIORITY PROJECTS AND SCHEDULED APPROPRIATION

(Millions)

PROJECT	TOTAL	98*	99	00	01	02	03
Tri-Met Buses	3.500	0.000	1.750	1.750	0.000	0.000	0.000
Ped to MAX (Gresham)	1.000	0.110	0.150	0.180	0.180	0.190	0.190
Portland Transit Signal Priority	4.500	0.495	0.675	0.810	0.810	0.855	0.855
Lovejoy Ramp	5.000	0.550	0.750	0.900	0.900	0.950	0.950
Broadway Bridge	10.000	1.100	1.500	1.800	1.800	1.900	1.900
So. Rivergate O'Xing	13.000	1.430	1.950	2.340	2.340	2.470	2.470
Murray O'Xing	3.750	0.413	0.563	0.675	0.675	0.713	0.713
Tualatin/Sherwood Bypass	0.375	0.041	0.056	0.068	0.068	0.071	0.071
I-5/217/Kruse Way Intrchg	7.000	0.770	1.050	1.260	1.260	1.330	1.330
I-205/Sunnybrook Intrchg & Related Arterial	19.000	2.090	2.850	3.420	3.420	3.610	3.610
Funds at 100% of Authorization	67.125	6.999	11.294	13.203	11.453	12.089	12.089
Funds at 90% of Authorization	60.413	6.299	10.164	11.882	10.307	10.880	10.880
Difference**	6.713	0.700	1.129	1.320	1.145	1.209	1.209

* Six year splits based on 11%, 15%, 18%, 18%, 19%, 19% stipulated in the six year authorization.

** To obtain 100% of high priority project funding over six years, formula fund obligation authority of this amount must be used.

FY 1999 - 2003 FUNDING APPROVED
TEA-21 "HIGH PRIORITY" PROJECTS
OBLIGATION SCHEDULE

KEY #	FACILITY NAME	PROJECT NAME						Total	DESCRIPTION OF WORK
			99	00	01	02	03		
10027	Lovejoy St	Lovejoy Ramp Replacement (Unit 2)		4,570				4,570	Replace ramps
11065	Broadway St	Broadway Br. Phase 1		700				700	Implement Bridge Rehabilitation
11066	Broadway St	Broadway Br. Phase 2		835				835	Implement Bridge Rehabilitation
11067	Broadway St	Broadway Br. Phase 3		1,285				1,285	Implement Bridge Rehabilitation
	Broadway St	Broadway Br. (Ph 7)					2,042	2,042	Implement Bridge Rehabilitation
11063	Various Urban Streets	Signal Priority Receiver Installation		3,930				3,930	Implement Transit Signal Priority System
11062	Various Urban Streets	Signal Priority Emitters		1,500				1,500	Implement Transit Signal Priority System
11068	Various	Tri-Met Bus Purchase (3.5M is fed \$)		3,500				3,500	Bus Purchase
03346	East Portland Fwy	Sunnybrook Interchange (Unit 1)			7,500			7,500	Build interchange (some T-21\$)
11064	Stark St	SE 181st - SE 190th				1,130		1,130	Ped/Bike/Transit improvements
08815	N. Lombard	Lombard RR Crossing (\$16m I-21/\$4m other)				20,000		20,000	Grade separation/Facility Impr fr Intersctn
11134	Broadway St	Broadway Br. (Ph 6)				6,725		6,725	Repair bridge
09788	Tualatin/Sherwood Toll Rd	Pacific West - I - 5 Connector					375	375	New Facility Study Project
GRAND TOTAL			0	16,320	7,500	27,855	2,417	54,092	

1. Sums reflect anticipated year of project obligation. Each project is appropriated roughly 1/6th of its TEA-21 authorization in each of the six years of the Act.
2. Obligations shown prior to 2003 anticipate routine Advance Construction agreements with ODOT.
3. The table does not reflect sums already obligated in FY 99 and those already reflected in State Modernization Program
4. Does not reflect \$25 million I-MAX authorization which will be programmed only upon execution of a Full Funding Grant Agreement with FTA.

**FY 1999 - 2003 METRO APPROVED
ODOT REGION 1 MODERNIZATION PROGRAM**

FACILITY NAME	PROJECT NAME	Work Phase	Year					Total	DESCRIPTION OF WORK
			99	00	01	02	03		
Sunset Hwy	Camelot/Sylvan (Unit 2)	PE							Construct Interchange
		ROW	280					280	
		CON		19,859				19,859	
		TOTAL	280	19,859				20,139	
I-5	I-5/217/Kruse Way Interchange Ph 1.	PE							Reconstruct the Interchange (includes \$7M TEA-21 Hi Priority Funds)
		ROW							
		CON	35,770					35,770	
		TOTAL	35,770					35,770	
Halsey St.	Halsey St. Bike Path	PE							Construct Bike Path w/Mult. Co.
		ROW							
		CON		800				800	
		TOTAL		800				800	
East Portland Fwy	Sunnybrook Interchange (Unit 1) *	PE							Build interchange (Includes approx \$16M TEA-21 Funds)
		ROW	1,306					1,306	
		CON			19,041			19,041	
		TOTAL	1,306		19,041			20,347	
Front Avenue	Everett-Harrison (Bike Path) **	PE							Construct Bike Path
		ROW							
		CON				222		222	
		TOTAL				222		222	
Sunset Hwy	Camelot - Sylvan (Phase 3)	PE		1,544				1,544	Replace structure & widen Hwy
		ROW							
		CON					24,308	24,308	
		TOTAL		1,544			24,308	25,852	
Tualatin/Sherwood Toll Rd	Pacific West - I - 5 Connector (MATCH)	PE					105	105	Match for project
		ROW							
		CON							
		TOTAL						105	
GRAND TOTAL			37,356	22,203	19,041	222	24,413	103,235	

**1999 - 2003 METRO APPORVED
ODOT REGION 1 PRESERVATION PROGRAM**

EY #	FACILITY NAME	PROJECT NAME		FISCAL YEAR					Total	DESCRIPTION OF WORK
				99	00	01	02	03		
11227 09344 09342	Pacific West Hwy	SW 60th -- Tualatin Rv	PE	180					180	3" inlay/o'lay
			ROW							
			CON		2,556				2,556	
			TOTAL	180	2,556				2,736	
10573	Lwr Columbia River Hwy	MP 3.92 -- St. John's Bridge (80%)	PE	479					479	Inlay/o'lay pavement
			ROW							
			CON		2,492				2,492	
			TOTAL	479	2,492				2,971	
11070 07973 03696	Pacific	Interstate Br. -- NE Oregon	PE							Overlay
			ROW							
			CON		22,202				22,202	
			TOTAL		22,202				22,202	
09386	Clackamas Hwy	E. Portland Fwy - SE 98th (51%)	PE							Paving, grind & overlay
			ROW							
			CON			1,328			1,328	
			TOTAL			1,328			1,328	
10664	Clackamas Hwy	SE 98th - Rock Creek (80%)	PE	120					120	Paving, grind & overlay
			ROW							
			CON			2,756			2,756	
			TOTAL	120		2,756			2,876	
10666	B-H Hwy	Beaverton/Tigard Hwy - Wash Co (85%)	PE	115					115	Paving
			ROW							
			CON			2,093			2,093	
			TOTAL	115		2,093			2,208	
09382	Columbia Rvr Hwy	Sundial -- Sandy River	PE	90					90	Overlay
			ROW							
			CON			1,591			1,591	
			TOTAL	90		1,591			1,681	
10680	TV Hwy	Hocken - Minter Bridge Road (83%)	PE		129				129	Paving, grind & overlay
			ROW							
			CON				3,921		3,921	
			TOTAL		129		3,921		4,050	
0693	E. Portland Fwy	Columbia River Br. - Willamette River	PE		515				515	Pave NB & SB lanes
			ROW							
			CON				18,844		18,844	
			TOTAL		515		18,844		19,359	
10731	Mt. Hood Hwy	MP 1.02 - 3.46 * Ross Island Br. - SE 50th	PE			132			132	Pave
			ROW							
			CON				3,534		3,534	
			TOTAL			132	3,534		3,666	
10679	TV Hwy	Quince - District Boundary *	PE			307			307	Paving, grind & overlay
			ROW							
			CON					5,362	5,362	
			TOTAL			307		5,362	5,669	
10762	Pacific Hwy	SW Carman Dr. - Tualatin River	PE			264			264	Pave
			ROW							
			CON					2,330	2,330	
			TOTAL			264		2,330	2,594	
09364	Pacific Hwy	Capital Hwy - Marquam Bridge	PE			63			63	2" Inlay, barrier, g.rail, bridge
			ROW							
			CON					12,167	12,167	
			TOTAL			63		12,167	12,230	
GRAND TOTAL				984	27,893	8,534	22,765	23,392	83,569	

**FY 1999 - 2003 METRO APPROVED
ODOT REGION 1 SAFETY PROGRAM**

KEY #	FACILITY NAME	PROJECT NAME						Total	DESCRIPTION OF WORK
			99	00	01	02	03		
11227 09342 09344	Pacific West Hwy	SW 60th - Tualatin Rv	PE						3" inlay/overlay
			ROW						
			CON	839				839	
			TOTAL	839				839	
10573	Lwr Col. River Hwy	MP 3.92 - St. John's Bridge (20%)	PE						Replace Br rail, etc.
			ROW						
			CON	633				633	
			TOTAL	633				633	
10581	Sunset Hwy	Jefferson St. Tunnel	PE	140				140	Illumination-tunnel & transitional
			ROW						
			CON		982			982	
			TOTAL	140	982			1,122	
09391	E Portland Fwy	I-205 @ Glisan St. Ramps	PE	46				46	Add right turn lanes, Revise Slip Ramp
			ROW		10			10	
			CON		379			379	
			TOTAL	46	389			435	
07146	Sandy Blvd.	Pacific East-NE 37th Ave.	PE	52				52	CSIP Signals
			ROW						
			CON		450			450	
			TOTAL	52	450			502	
09370	Clackamas Hwy	River Rd. - Clackamas Interchange	PE	70				70	CSIP Signals
			ROW		10			10	
			CON		557			557	
			TOTAL	70	567			637	
09358	Cascade North Hwy	Airport Way - Flavel	PE	50				50	
			ROW						
			CON		400			400	
			TOTAL	50	400			450	
09386	Clackamas Hwy	E Portland Fwy-SE 98th (49%)	PE	85				85	Add third lane
			ROW		154			154	
			CON			1,265		1,265	
			TOTAL	85	154	1,265		1,504	
10664	Clackamas Hwy	SE 98th - Rock Creek (20%)	PE						Safety improvements
			ROW						
			CON			669		669	
			TOTAL			669		669	
10666	BH Hwy	Beaverton/Tigard Hwy Wash Co (15%)	PE						Safety improvements
			ROW		21			21	
			CON			383		383	
			TOTAL		21	383		404	
10667	Pacific East Hwy	Pacific East @ South 2nd St.	PE	50				50	Left turn channelization
			ROW		10			10	
			CON			286		286	
			TOTAL	50	10	286		346	
09394	NE Portland Hwy	Pacific East - Philadelphia Ave	PE	75				75	CSIP Signals
			ROW		5			5	
			CON			415		415	
			TOTAL	75	5	415		495	
09396	SW 198th Ave.	SW 198th Ave. @ SW Johnson St.	PE	40				40	Install fully actuated signal/tlum.
			ROW		80			80	
			CON			210		210	
			TOTAL	40	80	210		330	
10680	Tualatin Valley Hwy	Hocken - Minter Bridge Road (17%)	PE						Paving, grind & overlay
			ROW			5		5	
			CON				779	779	
			TOTAL			5	779	784	
10682	Pacific Hwy	I-5 @ Nyberg Rd (SB ramp)	PE		103			103	Additional lane, more storage
			ROW			32		32	
			CON				725	725	
			TOTAL		103	32	725	860	
08005	Beaverton/Tualatin Hwy	Beaverton/Tualatin Hwy @ Scholls	PE		129			129	Right turn channelization
			ROW			222		222	
			CON				261	261	
			TOTAL		129	222	261	612	

**FY 1999 - 2003 METRO APPROVED
ODOT REGION 1 SAFETY PROGRAM**

KEY #	FACILITY NAME	PROJECT NAME	PE	ROW	CON	99	00	01	02	03	Total	DESCRIPTION OF WORK	
10683	Sunset Hwy	Sunset Hwy @ Jackson School Rd	PE				144				144	Left turn channelization; ramp	
			ROW				53				53		
			CON						1,067				1,067
			TOTAL				144	53	1,067				1,264
11219	Various	2002 Region 1 HEP Reserve	PE					312					
			ROW										
			CON						848				848
			TOTAL						848				848
10731	Mt. Hood Hwy	MP 1.02 - 3.46 * Ross Island Br. - SE 50th	PE									Safety features	
			ROW						5		5		
			CON							562			562
			TOTAL						5	562			567
10679	Tualatin Valley Hwy	Quince - District Boundary * 4%	PE									Paving, grind & overlay	
			ROW										
			CON					5		236			241
			TOTAL					5		236			241
06010	Beaverton/Tigard Hwy	Beaverton Tigard Hwy @ Scholls	PE					106			106	Add lr turn lanes;inclu signal/interconnect	
			ROW						11		11		
			CON							660			660
			TOTAL					106	11	660			777
09390	Oswego Hwy	Oswego Hwy @ Terwilliger Blvd.	PE					69			69	Left turn channelization	
			ROW						43		43		
			CON							386			386
			TOTAL					69	43	386			498
10867	Hillsboro/Silverton Hwy	Hillsboro/Silverton Hwy @ SE Walnut	PE					106			106	Safety Intersection Improvement	
			ROW						104		104		
			CON							584			584
			TOTAL					106	104	584			794
11220	Various	2003 HEP Region 1 Reserve	PE										
			ROW										
			CON							873			873
			TOTAL							873			873
GRAND TOTAL						608	4,905	3,826	3,844	3,301	16,484		

**1999 - 2003 METRO APPROVED
ODOT REGION 1 OPERATIONS PROGRAM**

KEY #	FACILITY NAME	PROJECT NAME		99	00	01	02	03	Total	DESCRIPTION OF WORK
09365	Various	2000 ATMS Ramp Meters	PE	6					6	Ramp Meters
			ROW					0		
			CON		978			978		
			TOTAL	6	978			984		
10668	Various	2001 ATMS Ramp Meters (Phase 5)	PE		93				93	Ramp Meters
			ROW							
			CON			1,058		1,058		
			TOTAL		93	1,058		1,151		
10695	Various	2002 ATMS Ramp Meters (Phase 6)	PE			90			90	Ramp Meters
			ROW							
			CON				1,196	1,196		
			TOTAL			90	1,196	1,286		
10871	Various	2003 ATMS Ramp Meters (Phase 7)	PE				92		92	Ramp Meters
			ROW							
			CON					1,231		
			TOTAL				92	1,231	1,323	
10019	Various	2000 ATMS Communcns Infrastruct	PE	55					55	Communications
			ROW							
			CON		1,235			1,235		
			TOTAL	55	1,235			1,290		
10669	Various	2001 ATMS Communcns Infrastruct (Phase 5)	PE		103				103	Communications
			ROW							
			CON			1,851		1,851		
			TOTAL		103	1,851		1,954		
10696	Various	2002 ATMS Communications Infrastruct (Ph 6)	PE			106			106	Communications
			ROW							
			CON				1,903	1,903		
			TOTAL			106	1,903	2,009		
10870	Various	2003 ATMS Communications Infrastruct (Ph 7)	PE				109		109	Communications
			ROW							
			CON					1,958		
			TOTAL				109	1,958	2,067	
10644	Various	2000 ATMS Hardware & Softwre (Phase 4)	PE							Hardware & Software
			ROW							
			CON		257			257		
			TOTAL		257			257		
10670	Various	2001 ATMS Hardware & Softwre (Phase 5)	PE							Hardware & Software
			ROW							
			CON			265		265		
			TOTAL			265		265		
10697	Various	2002 ATMS Hardware & Softwre (Phase 6)	PE							Hardware & Software
			ROW							
			CON				326	326		
			TOTAL				326	326		
10872	Various	2003 ATMS Hardware & Softwre (Phase 7)	PE							Hardware & Software
			ROW							
			CON					336		
			TOTAL					336		
10646	Various	Variable Message Signs (Phase 4)	PE	30					30	VMS
			ROW							
			CON		587			587		
			TOTAL	30	587			617		
10651	Various	Signal Upgrades (Unit 1)	PE	95					95	Signal Upgrades
			ROW		51			51		
			CON		978			978		
			TOTAL	95	1,029			1,124		
10672	Various	Signal Upgrades (Unit 2)	PE		51				51	Signal Upgrades
			ROW							
			CON			1,004		1,004		
			TOTAL		51	1,004		1,055		
10699	Various	Signal Upgrades (Unit 3)	PE			53			53	Signal Upgrades
			ROW							
			CON				1,033	1,033		
			TOTAL			53	1,033	1,086		
10874	Various	Signal Upgrades (Unit 4)	PE				54		54	Signal Upgrades
			ROW							
			CON					1,063		
			TOTAL				54	1,063	1,117	
09366	Various	Traffic Loop Repair Unit 10	PE	50					50	Repair/replace traffic loops
			ROW							
			CON		772			772		
			TOTAL	50	772			822		

**1999 - 2003 METRO APPROVED
ODOT REGION 1 OPERATIONS PROGRAM**

KEY #	FACILITY NAME	PROJECT NAME		99	00	01	02	03	Total	DESCRIPTION OF WORK
				PE	ROW	CON	TOTAL			
09384	Various	Traffic Loop Repair Unit 11	PE		51				51	Repair/replace traffic loops
			ROW							
			CON			740			740	
			TOTAL		51	740			791	
10671	Various	Traffic Loop Repair Unit 12	PE			33			33	Repair/replace traffic loops
			ROW							
			CON				782		782	
			TOTAL			33	782		815	
10698	Various	Traffic Loop Repair Unit 13	PE				34		34	Repair/replace traffic loops
			ROW							
			CON					782	782	
			TOTAL				34	782	816	
09368	Mt. Hood Hw	MP 49.10 - MP 49.23	PE	187					187	Rockfall Mitigation
			ROW		15				15	
			CON		2,523				2,523	
			TOTAL	187	2,539				2,726	
09397	Various	Columbia Co. Community Transit	PE							Buy two modified vans
			ROW							
			CON		100				100	
			TOTAL		100				100	
10577	Beaverton/ Tigard Hwy	Beaverton/Tigard @ Denny Road	PE	40					40	Signals-both ramp terminal intersections
			ROW		10				10	
			CON		595				595	
			TOTAL	40	605				645	
07579	Beaverton/Tl.	Beaverton/Tualatin @ Locust	PE	25					25	Alignment/ bike lane install
			ROW		21				21	
			CON		237				237	
			TOTAL	25	257				282	
09388	Mt. Hood Hw	MP 72.00 - MP 75.00 (Rockfall)	PE	257					257	Rockfall Mitigation
			ROW		10				10	
			CON			3,659			3,659	
			TOTAL	257	10	3,659			3,926	
10021	Sunset Hwy	Vista Ridge Tunnel - Stadium Fwy	PE		154				154	Add turn lane Revise inclu SB Stadium Ext
			ROW							
			CON				1,778		1,778	
			TOTAL		154		1,778		1,932	
10877	Pacific East I	MP 13.90 - MP 14.10	PE			38			38	Rockfall Mitigation
			ROW				5		5	
			CON					711	711	
			TOTAL			38	5	711	755	
10921	Columbia Riv	MP 47.85 - MP 48.2 (Farley Slide)	PE			212			212	Slide Correction
			ROW				5		5	
			CON					2,663	2,663	
			TOTAL			212	5	2,663	2,880	
10869	Sunset Hwy	Sunset Hwy @ Glencoe Rd	PE			71			71	Signalize ramp; Rt turn channelization; access
			ROW				435		435	
			CON					501	501	
			TOTAL			71	435	501	1,007	
GRAND TOTAL				745	8,718	7,328	7,753	9,245	33,789	

FY 1999 - 2003 METRO APPROVED
ODOT REGION 1 BRIDGE PROGRAM

KEY #	FACILITY NAME	PROJECT NAME		99	00	01	02	03	Total	DESCRIPTION OF WORK
07969	Columbia River Hwy	OVR & NRR (WB) Br. (Also I-M)	PE ROW CON TOTAL			432			432 432	Replace Deck/Rail (w/Pres Project)
09367	Various	FY2000 Protective Screening (Reg 1)	PE ROW CON TOTAL	62					62 636 698	Protective Screening at 14 sites
10652	East Portland Fwy	NB/SB Parkplace Br over Clack. Rr, Br #8837A & B	PE ROW CON TOTAL	56					56 1,407 1,463	Joint Retrofit, Deck Overlay
10655	East Portland Fwy	NB/SB O-xing SE Foster Rd/ Woodstock Blvd. Br# 13538 & 13538A	PE ROW CON TOTAL	45					45 1,075 1,120	Joint Retrofit, Deck Overlay
10657	Lower Columbia River Hwy	Half Viaduct Br # 05291	PE ROW CON TOTAL	28					28 31 900 959	Replace Structure
09342	Pacific West Hwy	SB Tualatin Rr, Br # 1417S * 9%	PE ROW CON TOTAL	50					50 218 268	Rail Retrofit
10654	East Portland Fwy	Oxing Col. Rr (S. Chan.)/NE Marine Dr.Br.#16188	PE ROW CON TOTAL	88					88 883 971	Joint Retrofit, Deck Overlay
09403	Morrison St.	Morrison Br. East Ramp, Br #2758A & 8589	PE ROW CON TOTAL	618					618 6,182 6,800	Sup.Struct.rehab/olay deck
09402	Hawthorne/Madison	Hawthorne Bridge East Ramps	PE ROW CON TOTAL	50					50 450 500	Bent Cap Rehabilitation
07253	Chids Rd.	Oswego Canal (Chids Rd.) Br. #06429	PE ROW CON TOTAL						350 350	Widen Structure
09383	Columbia River Hwy	WB/EB Sandy River, Br #6875 & A	PE ROW CON TOTAL						601 601	Joint Retrofit, Deck Overlay
09393	Northeast Portland Hwy	St. John's Bridge	PE ROW CON TOTAL	194					194 27,903 28,097	Painting, Etc.
09385	Various	FY 2001 Protective Screening (Reg 1)	PE ROW CON TOTAL						82 815 897	Protective Screening - overpass
09404	Burnside St	Burnside Br. Approach Ramps	PE ROW CON TOTAL	600					600 4,400 5,000	Sup. Str. Rehab/olay Ph 1 seismic
10682	Pacific Hwy	I-5 @ Nyberg Rd (SB ramp)	PE ROW CON TOTAL						103 32 725 860	Additional lane, more storage
08005	Beaverton/Tualatin Hwy	Beaverton/Tualatin Hwy @ Scholls	PE ROW CON TOTAL	129					129 222 261 612	Right turn channelization
10683	Sunset Hwy	Sunset Hwy @ Jackson School Rd	PE ROW CON TOTAL						144 53 1 198	Left turn channelization; ramp
10684	Various	FY 2002 Protective Screening (Reg 1)	PE ROW CON TOTAL						49 489 538	Protective Screening- overpass

**FY 1999 - 2003 METRO APPROVED
ODOT REGION 1 BRIDGE PROGRAM**

KEY #	FACILITY NAME	PROJECT NAME		99	00	01	02	03	Total	DESCRIPTION OF WORK
09350	Pacific East Hwy	MLK (O-Xing SPRR #2115) (Viad.)	PE							Replace structure
			ROW			3,087		3,087		
			CON			30,020		30,020		
TOTAL					33,107			33,107		
10685	Pacific Hwy	I-5 (Col.Rv) Br.(NB/SB) Br. #01377A & 07333 ** (WashDOT portion \$3,110,000)	PE			529			529	Electrical Upgrade
			ROW							
			CON			6,764		6,764		
TOTAL					7,293			7,293		
10705	SE Bybee Blvd	McLoughlin Blvd - SPRR Br. #020264 A & B	PE		300				300	Replace Structures
			ROW				25	25		
			CON				3,375	3,375		
TOTAL				300		3,400		3,700		
10706	Summit Dr.	Springbrook Cr.(Summit Dr.) Br #06456	PE		95				95	Replace Structure
			ROW				5	5		
			CON				800	800		
TOTAL				95		805		900		
11132	Broadway St	Broadway Br. (Ph 4)	PE		820				820	Repair bridge
			ROW							
			CON				7,830	7,830		
TOTAL				820		7,830	0	8,650		
10745	Various	FY 2003 Protective Screening (Reg 1)	PE					125	125	Protective Screening - overpass
			ROW							
			CON				1,259	1,259		
TOTAL						1,259	125	1,384		
10753	Stadium Fwy	O-Xing Hwy 61, Br #9254G	PE					109	109	Overlay, rails
			ROW							
			CON				281	281		
TOTAL						281	109	390		
10653	NB Oxing SPRR (Twin Struct)	NB/SB Oxing SPRR (Twin Struct) Br.#9717&9717A	PE					45	45	Joint Retrofit, Deck Overlay
			ROW							
			CON				786	786		
TOTAL						786	45	831		
10656	Oswego Hwy	Oregon City Arch, Br # 357	PE	56					56	Overlay, rails, joints
			ROW							
			CON				1,491	1,491		
TOTAL			56			1,491		1,547		
10692	Sunset Hwy	WB O-xing Hwy 61 (SW Clay), Br # 9254C	PE			106			106	Overlay, Rails
			ROW							
			CON				515	515		
TOTAL					106	515		621		
10663	Stark Street	Stark St. Viaduct	PE				60		60	Replace structure
			ROW							
			CON					580	580	
TOTAL						60	580	640		
11136	Broadway St.	Broadway Br. (Ph 7)	PE				1,580		1,580	
			ROW							
			CON					2,662	2,662	
TOTAL						1,580	2,662	4,242		
GRAND TOTAL				1,847	14,237	76,056	18,007	3,520	113,668	

**FY 99 - 03 METRO APPROVED
SECTION 5309 (FORMER SECTION 3) PROGRAM**

PROJECT	FY 99	FY 00	FY 01	FY 02	FY 03	TOTAL
Fixed Guideway Modernization		3.149	3.356	3.860	4.318	14.683
Standard Bus Purchase (Approx. 14)		3.500				3.500
Westside Light Rail Project		14.062				14.062
I-MAX Light Rail Project		46.000	42.700	83.200	91.500	263.400
Powell Garage Rehabilitation/Expansion		0.500	8.000	8.000		16.500
TOTAL	0.000	67.211	54.056	95.060	95.818	312.145

**FY 99 - 03 METRO APPROVED
SECTION 5307 (FORMER SECTION 9) PROGRAM**

PROJECT	FY 99	FY 00	FY 01	FY 02	FY 03	TOTAL
Bus - Support Equipment & Facilities		19.324	20.890	21.450	23.023	84.687
Rail - Support Equipment & Facilities				1.000	1.000	2.000
Bus - Transit Enhancements (Accessible Stops)		0.196	0.212	0.227	0.243	0.878
TOTAL		19.520	21.102	22.677	24.266	87.565

**FY 99 - 03 METRO APPROVED
TRI-MET GENERAL FUND AND MISC PROGRAM FUNDS**

PROJECT		FY 99	FY 00	FY 01	FY 02	FY 03	TOTAL
Bus Support Equipment & Facilities	Gen Fund		2.000	2.000	2.000	2.000	8.000
Bus Signals & Communications	Gen Fund		2.000	2.000	2.000	2.000	8.000
Rail Support Equipment & Facilities	Gen Fund		2.000	2.000	2.000	2.000	8.000
Wilsonville/Canby Jobs Access Program	§ 3037	0.150					0.150
Regional Jobs Access Program	§ 3037	1.009					1.009
TOTAL		1.159	6.000	6.000	6.000	6.000	25.159

TRANSPORTATION PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 99-2830, FOR THE PURPOSE OF ADOPTING THE FY 00-03 METROPOLITAN TRANSPORTATION IMPROVEMENT PLAN (MTIP)

Date: September 30, 1999

Presented by: Councilor Bragdon

Committee Recommendation: At its September 22, meeting, the Committee considered Resolution No. 99-2830 and voted unanimously to send the resolution to the Council with a do pass recommendation. Voting in favor: Councilors Atherton and Bragdon and Chair Kvistad.

Committee Issues/Discussion: Andy Cotugno, Transportation Planning Director, presented the staff report. He noted that the intent the proposed resolution was to adopt the Metropolitan Transportation Improvement Plan for the period FY 00-03. He explained that the plan contains several elements including: 1) ODOT Region 1 modernization, preservation and safety projects, 2) potential bridge projects that are dependent on federal funding, 3) Tri-Met projects and 4) the allocation of \$76 in "regional flexible funds". Cotugno noted that Metro is only directly responsible for the flexible fund allocation process.

Committee members asked several questions to clarify the nature of the various elements of the program prior to forwarding the resolution to the full Council.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2830 FOR THE PURPOSE OF ADOPTING THE FY 2000 – 03 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: August 19, 1999

Presented by: Andrew Cotugno

PROPOSED ACTION

Approval of this resolution would update and amend the Metropolitan Transportation Improvement Program (MTIP) to allocate all projected highway and transit funds to projects and work phases in FY 1999 through 2003, contingent on completion and federal approval of a Regional Air Quality Conformity Determination. It would formally adopt these changes as the FY 2000–2003 MTIP.

BACKGROUND AND ANALYSIS

Metro and ODOT began coordination of the FY 2000 MTIP/STIP Update in February 1998. Because of delayed Congressional action on the new six-year federal transportation act (TEA-21), Metro previously underestimated revenue assumptions for the FY 98 MTIP for the first four years of TEA-21. None of the FY 02 and FY 03 funds were allocated to projects. Finally, ODOT Region 1 was also allocated about \$34 million of state funds for allocation to state system modernization. The result was that about \$75.8 million of regional funds were available for allocation to new projects following TEA – 21 adoption. This consists of about \$33 million of regional STP funds, \$37 million of CMAQ funds and \$8.8 million of Transportation Enhancement funds, and \$34 million of state funds to freeway projects.

Metro began the MTIP allocation process by adopting comprehensive revisions of its project selection procedures in the summer of 1998. Between September 2 and October 16, 1998, Metro solicited the region's eligible jurisdictions and agencies for candidate projects. ODOT informed the region of its desire to program the \$34 million of state modernization funds on several freeway projects, including improvement of the I-5/217/Kruse Way Interchange, completion of Phase 3 of the US 26/Sylvan Interchange and the Phase 1 of the Sunnybrook Split Diamond Interchange.

Preliminary technical analysis of the projects proceeded through December and draft rankings were released for agency review in mid-January. Refined draft rankings were released for public review on February 8, 1999. After numerous workshops and hearings, JPACT and the Metro Council on May 27 approved Metro Resolution No. 99-2791 allocating the regional flexible funds and state modernization funds to projects. A complete schedule of the adoption process is shown in Attachment 1.

Programming of Funds

The allocation of funds that occurred in May did not address the specific year individual projects were scheduled or the type of funds that would be used. Exhibit 1 of the current resolution addresses these issues.

Additionally, the May action did not approve ODOT's proposed allocation or schedule for preservation, operations, safety and bridge program funding. Neither did it address scheduling of the TEA-21 High Priority projects (allocations were approved by Resolution No. 99-2705) nor Tri-Met's programming of anticipated Section 5307 (former Section 9 formula and discretionary), Section 5309 (former Section 3, formula and discretionary), and general fund and miscellaneous programs. These actions are accomplished in the current resolution (see Exhibit 1 of the resolution).

ODOT Programs

In addition to the modernization funds previously allocated to projects, ODOT has proposed programming of an additional \$247.5 million of funds to preservation, operations, bridge and safety programs which are summarized below.

PROGRAM	FY 99	FY 00	FY 01	FY 02	FY 03	TOTAL
Preservation	984	27,893	8,534	22,765	23,392	83,569
Operations	745	8,718	7,328	7,753	9,245	33,789
Bridge	1,847	14,237	76,056	18,007	3,520	113,668
<u>Safety</u>	<u>608</u>	<u>4,905</u>	<u>3,826</u>	<u>3,844</u>	<u>3,301</u>	<u>16,484</u>
TOTAL	4,184	55,753	95,744	52,369	39,458	247,510

Preservation Program. Two projects account for nearly half of the four-year preservation program. The first is the overlay of I-5 (Pacific Highway) from NE Oregon Street to the Interstate Bridge (\$22.2 million). This complements the Interstate Bridge Painting project currently underway. Much of the cost is associated with raising structures that cross I-5. This is needed because application of the overlay material would raise the level of the road surface to the point that federal height standards would be violated unless the structures are raised. The alternative, to grind out the road surface, would be more expensive than raising the structures. Additional I-5 work is scheduled for southern segments including Capitol Highway to the Marquam Bridge (\$12.1 million) and SW Carmen to the Tualatin River \$2.6 million). This work accounts for nearly 45 percent of all preservation funds scheduled in the urban portion Region 1.

The second project will repave I-205 (E. Portland Freeway) from the Glenn Jackson Bridge to the Willamette River Bridge in Oregon City (\$19.4 million). I-205 has reached its 20-year design life and the concrete surface has worn to the reinforcement bars in some locations.

Operations. The Operations program is focused on improvement of facility performance without expanding capacity. Of the total four-year program schedule of \$33.8 million, nearly two-thirds (\$21.4 million) is allocated to installing technologies to observe freeway conditions, installing ramp metering (principally along I-205) and automating incident detection and response abilities in the ODOT Traffic Management Center. Additional funding is allocated to improve signal systems, including the associated loop detectors, adjacent to freeways and on the state highways maintained by ODOT. Finally, a number of rock fall and slide repair projects are included.

State System and Local Highway Bridge Repair and Replacement (HBRR). The largest ODOT funding category is the Bridge program. Repairs are scheduled for two state system bridges: 1) painting the St. John's Bridge (\$28 million); and 2) replacement of the Grand/MLK Viaduct (\$33.1 million) dominate the program. The St. John's Bridge project is complicated by the need to keep the old lead-based paint from falling into the Willamette River. The viaduct replacement is plagued by highly unstable foundation conditions.

Several other large expenditures are programmed on Willamette River bridges maintained by Multnomah County. The Morrison (\$6.8 million), Burnside (\$5.0 million) and Broadway (\$8.6 million) bridges are scheduled for HBRR-supported work. Additionally, the Morrison/Burnside bridges were allocated \$1.3 million of STP funds for electrical repairs and the Broadway Bridge was also allocated \$10 million of TEA-21 High Priority funds. Total funds allocated to work on these bridges in the four-year program are therefore:

- Morrison Bridge \$7.6 million
- Burnside Bridge \$5.5 million
- Broadway Bridge \$18.6 million

Attachment 2 shows the relationship of these scheduled improvements relative to the total capital need Multnomah County has identified for all the Willamette River bridges.

The gas tax/registration fee increase authorized by the Legislature would dedicate a portion of the new revenues to Willamette River bridges maintained by Multnomah County. However, the tax and fee increases are likely to be the subject of a referendum at the May election and the bridge funding increases may not occur. In light of these uncertainties, Metro has proposed that the requested bridge programming be provisional and that the entire issue of Willamette River bridges' capital needs be revisited after the new funding sources are confirmed.

Highway Safety Program. The Highway Safety program blends state and federal safety dollars. The federal program is limited to projects under \$500,000. The state program is not limited. Most of the projects are small and consist of simple operational and alignment improvements such as providing left-turn pockets, improving sight distance and corridor enhancements geared to improved signage and signalization. A

number of the projects shown in Appendix A show a “percent value” in the project name. This indicates that the safety dollars have been “bundled” with other program funds and are part of a larger project. Actually, this is true of all the program areas to some degree; individual project elements provide preservation, operations, bridge and safety benefits and draw funding from each program.

Transit Program

Funding for the regional transit program has become increasingly diverse. The program traditionally relied on the old Section 9 and Section 3 federal funding programs. Since adoption of ISTEA, and continuing with adoption of the TEA-21 authorization, the region has taken the opportunities provided in the federal funding statute to “flex” federal transportation dollars to the transit component of the regional program. Both state and regional STP dollars and CMAQ funds have been allocated for a variety of purposes including light rail construction, bus purchases, operation of the regional TDM (Transportation Demand Management) program housed at Tri-Met and support of TOD (Transit-Oriented Development) projects linked to light rail and other high quality transit corridors. This trend has continued in the current allocation.

Resolution No. 99-2791 approved allocation of these regional dollars and these funds are reflected in Exhibit 1. Additionally though, Tri-Met continues to receive federal funds which are programmed in the current resolution. Table 1 (following), shows in consolidated form, all the transit-related funds approved by Metro for programming in the MTIP. (It should be noted that some \$3 million of funds approved for the TOD program in this and prior allocations have been exchanged for Tri-Met general funds and are now represented as allocations for bus-related maintenance programs.)

Light Rail Program. The single largest block of funds consists of anticipated FTA support for the Interstate MAX Light Rail Extension (I-MAX) project (\$263.4 million). Another \$24 million of regional flexible (federal) dollars are also allocated to the project, bringing total support for the project to \$287.4 million. Formula-driven Fixed Guideway Modernization funds are also allocated to the region to maintain the Eastside MAX facilities. Total light rail-related funding is therefore \$301.5 million.

It should also be noted that Tri-Met and the City of Portland are cooperating in construction of the Portland Streetcar project. This project uses no federal funds but is a significant element of the region’s rail-based transit and transit-oriented development strategy.

Finally, the region allocated \$18 million of regional dollars to supplement existing transit service by one percent, largely to address standing room only conditions during peak hour on the most popular bus lines. An explicit condition of this support was that Tri-Met would allocate the same amount of general funds toward partial funding of the Airport LRT Extension. This has occurred and the project is currently under construction. It relies on no federal transportation funds and is therefore not an explicit element of the MTIP.

TABLE 1

FY 99 - FY 03 METRO AUTHORIZED TRANSIT PROGRAM

GROUPED BY MAINTENANCE, SERVICE ENHANCEMENT AND SERVICE CAPTIAL PURPOSES

MAINTENANCE	Agency	Funding Source	FY 99	FY 00	FY 01	FY 02	FY 03	TOTAL
			Powell Garage Rehabilitation/Expansion	Tri-Met	§ 5309		0.500	8.000
Bus Support Equipment & Facilities	Tri-Met	Gen Fund		2.000	2.000	2.000	2.000	8.000
Preventive Maintenance (bus)	Tri-Met	§ 5307		19.324	20.890	21.450	23.023	84.687
Preventive Maintenance (bus)	Tri-Met	STP	4.502					4.502
Bus Support, Equip & Facilities Subtotal			4.502	21.824	30.890	31.450	25.023	113.689
Bus Signals & Communications	Tri-Met	Gen Fund		2.000	2.000	2.000	2.000	8.000
Bus Signals & Communications	Tri-Met	STP	1.039					1.039
Bus Signal & Communications Subtotal			1.039	2.000	2.000	2.000	2.000	9.039
Preventive Maintenance (rail)	Tri-Met	§ 5307				1.000	1,000	2.000
Rail Support Equipment & Facilities	Tri-Met	Gen Fund		2.000	2.000	2.000	2,000	8.000
Rail Support Equipment & Facilities	Tri-Met	STP	0.045					0.045
OTHER FEDERAL AID	SMART	?	?	?	?	?	?	
Rail Support Equipment & Facilities Subtotal			0.045	2.000	2.000	3.000	3.000	10.045
TOTAL			5.586	26.324	42.890	44.450	30.023	132.773

ENHANCEMENT	Agency	Funding Source	FY 99	FY 00	FY 01	FY 02	FY 03	TOTAL
			Station/Stop Amenities	Tri-Met	§ 5307		0.196	0.212
Transit Enhancements (Accessible Bus Stops)	Tri-Met	§ 5307		0.196	0.212	0.227	0.243	0.878
Progress Park/Ride (TCL)	Tri-Met	CMAQ		0.525				0.525
Bus Stations, Stops, Terminals (TCL)	Tri-Met	CMAQ		0.900	1.425	1.425	1.457	5.207
Rail Stations, Stops & Terminals	Tri-Met	STP	0.269					0.269
TOTAL			0.269	1.621	1.637	1.652	1.700	6.879

TDM and TMA Support Activity	Agency	Funding Source	FY 99	FY 00	FY 01	FY 02	FY 03	TOTAL
			Regional TDM	Reg.	CMAQ			0.412
Regional TDM	Reg.	STP			0.288	0.700	0.999	1.987
Subtotal					0.700	0.700	0.999	2.399
Region 2040 Initiatives	Tri-Met	CMAQ		0.250	0.250	0.250	0.250	1.000
TMA Assistance Program	Metro	CMAQ		0.250	0.250	0.250	0.250	1.000
Wilsonville/Canby Jobs Access Program	ODOE	§ 3037	0.150					0.150
Regional Jobs Access Program	Tri-Met	§ 3037	1.009					1.009
TOTAL			1.159	0.500	1.200	1.200	1.499	5.558

SERVICE CAPTIAL	Agency	Funding Source	FY 99	FY 00	FY 01	FY 02	FY 03	TOTAL
			Bus Purchase & LRT Captial	Tri-Met	§ 5309		46.000	42.700
I-MAX Light Rail Project	Tri-Met	§ 5309		46.000	42.700	83.200	91.500	263.400
I-MAX Light Rail Project	Tri-Met	CMAQ		6.000	4.000			10.000
I-MAX Light Rail Project	Tri-Met	STP			2.000	6.000	6.000	14.000
I-MAX Subtotal				52.000	48.700	89.200	97.500	287.400
Westside Light Rail Project	Tri-Met	§ 5309		14.062				14.062
New Start LRT Subtotal				66.062	48.700	89.200	97.500	301.462
Fixed Guideway Modernization	Tri-Met	§ 5309		3.149	3.356	3.860	4.318	14.683
South Corridor Alternatives Analysis	Metro	STP	1.500					1.500
Standard Buses (TEA-21 High Priority)	Tri-Met	§ 5309	1.750	1.750				3.500
Bus Purchases/PDX	Tri-Met	STP	10.586					10.586
Bus Purchases/PDX	Tri-Met	CMAQ	3.500				4.500	8.000
TOTAL			17.336	70.961	52.056	93.060	106.318	339.731
METRO AUTHORIZED GRAND TOTAL			24.350	99.406	97.783	140.362	139.540	484.941

Maintenance and Powell Garage Rehabilitation. The second largest transit allocation grouping is bus maintenance and, to a lesser extent, rail maintenance activity (\$132.7 million). Of this total, \$83.7 million is derived from lumping all the region's Section 5307 (former Section 9) formula funding into Bus Preventative Maintenance. This streamlines federal grant processing procedures by reducing the grant to a single "vanilla" line item. Before FTA permitted this as an eligible activity, the Section 5307 funds were often split into dozens of different projects. The consolidation has enabled reduction of Tri-Met's staffing for the grant program from the equivalent of two full-time positions to just over one-half of a Full-Time Equivalent position.

Another large component of the bus maintenance activity is anticipated appropriation of \$16.5 million for rehabilitation and expansion of the Powell Garage Maintenance Facility. The increased bus program pursued by the region has overwhelmed the existing maintenance facility. Funding for this project was listed as Tri-Met's highest priority for federal discretionary appropriations. If federal funding is not forthcoming, Tri-Met will complete the expansion using general funds.

Finally, Tri-Met has requested regional programming in the MTIP of \$24 million of general funds for a variety of maintenance activity (Metro is not responsible for and has no authority to require programming of Tri-Met's general fund expenditures). The purpose of this programming is so that if any of Tri-Met's regional partners request trading of federal funds for less restricted general funds, the action can be accommodated with a minimum of MTIP amendment activity simply by "swapping" funds within these previously programmed projects.

Transit Choices for Livability and Other Transit Enhancement. A variety of fund sources are allocated to improve service, and especially the amenities associated with bus transit. The biggest chunk is about \$5.3 million of CMAQ funds allocated by the region to begin rapid bus service along the Barbur Corridor between downtown Portland and SW Washington County and within the McLoughlin Corridor between downtown and Oregon City.

Also along the lines of enhancing service, the region has assured continuation of TDM program funding at the higher level of \$700,000 per year. The TDM program has focused increasingly on supporting efforts with Regional Centers identified in regional transportation and land use policies. To supplement these efforts, the region has also allocated \$2.0 million for support of public/private TMAs (Transportation Management Associations) in these locations and \$2.0 for capital support of TMAs and/or other Regional Center-based, non-traditional transit service delivery projects.

Conclusion

The funds identified in Exhibit A are a mixture of funds authorized for programming by prior resolution actions and funds requested by ODOT and Tri-Met for first time

programming. All the funds appear for the first time scheduled by year, phase of work and fund type.

Some changes still occur, especially the ODOT programming which has not yet received final Headquarters staff approval of statewide financial constraint and equity issues. The Oregon Transportation Commission may also request revisions. Any changes will be processed administratively according to existing Metro MTIP Management Guidelines that provide for monthly notification to TPAC and quarterly notification to JPACT/Metro Council of significant revisions.

Priorities 2000 Project Selection Schedule

22-May-98	Public notification to kick-off process
23-Jun-98	Public hearing on draft criteria
16-Oct-98	Deadline for local governments to submit projects
Oct – Feb	Technical ranking of projects
8-Feb-99	Public comment period begins
23-Feb-99	Public workshop with ODOT (in Portland): Comment on technical and administrative factors
27-Feb-99	Open house (in Hillsboro) – distribute information to public
17-Mar-99	Public workshop with ODOT (in Oregon City) – Comment on technical and administrative factors
22-Mar-99	Public comment period ends
26-Mar-99	TPAC: review/approve 150% cut list
6-Apr-99	JPACT/Transportation Planning Committee public hearing on 150% cut list 5:30 p.m., Council Chamber, Metro Regional Center, 600 NE Grand, Portland
8-Apr-99	JPACT/Metro Council Review/Approve 150% cut list
20-Apr-99	Transportation Planning Committee review
30-Apr-99	TPAC Approval of Program Recommendation
4-May-99	JPACT/Transportation Planning Committee public hearing on program recommendation – 5:30 p.m., Council Chamber, Metro Regional Center, 600 NE Grand, Portland
13-May-99	JPACT consideration of program approval
27-May-99	Metro Council consideration of program approval



20-YEAR CAPITAL IMPROVEMENT NEEDS FOR THE WILLAMETTE RIVER BRIDGES

ATTACHMENT 2

Line item costs include: PE, CE, Construction Contingency

Construction and Paint Projects - Summary

Estimates in Thousands of 1998 Dollars

Funding Provided in 00-03 MTIP/STIP

Rank	Bridge Name	MS Bridge	Cat	Project Description	Cost	Total Pts
2	Hawthorne Br. Hawthorne St. Viaduct Eastbound	R 2757A	S	Approach Span Bent Cap Strengthening	\$523	120
3	Broadway Bridge	MS 6757	M	Anchor/Operating Struts Mechanical Rehab (Phase I)	\$516	115
4	Morrison Br. Morrison St. Viaduct Westbound	R 8589	S	Approach Span Bent Cap Strengthening	\$523	115
5.2	Morrison Bridge	MS 2758	LM	Phase I: Electrical Rewiring & Gate Replacement	\$406	100
6	Broadway Bridge	MS 6757	M	Span Drive Mechanical Renovation (Phase III)	\$1,285	115
7	Broadway Approach Ramp	R 6757A	ES	Ramp Sidewalk Rehab & Lighting Rehab	\$595	110
8	Broadway Bridge (partially funded 00-03)	MS 6757	P	Paint (lower truss funded @ \$8.7 M)	\$26,013	110
9	Morrison Bridge	MS 2758	E	Phase II: Control Improvements and Submarine C	\$488	100
10	Morrison Br. Belmont St. Viaduct Eastbound	R 2758A	RS	Deck Rehab and Microsilica Overlay	\$5,880	105
11	Broadway Bridge	MS 6757	E	Electrical Control Upgrades	\$259	105
12	Burnside Bridge	MS 511	LM	Electrical Traffic Control Upgrades	\$207	105
13	Broadway Bridge	MS 6757	S	Deck Replacement	\$7,899	105
14	Burnside Bridge	MS 511	S	Deck Rehab and Microsilica Overlay	\$1,880	105
16.2	Burnside Bridge	MS 511	S	Seismic Phase 1 Upgrade	\$3,035	95
15	Burnside Bridge	MS 511	P	Steel Deck Truss/Bascule Entire Bridge	\$7,297	105
17	Burnside Bridge West Approaches	R 0511A	R	Deck Rehab and Microsilica Overlay	\$3,175	105
18	Morrison Br. Morrison St. Viaduct Westbound	R 8589	S	Bearing Repair	\$381	95
19	Burnside Bridge	MS 511	EM	Buffer Cylinder Replacement	\$540	95
20	Burnside Bridge	MS 511	M	Mechanical Improvements	\$635	95
21	Broadway Approach Ramp	R 6757A	S	Deck & Joint Rehabilitation	\$744	90
22	Sellwood Bridge	MS 6879	S	Concrete & AC Overlay	\$1,020	90
23	Sellwood Bridge	MS 6879	P	Trusses	\$5,555	90
24	Hawthorne Bridge	MS 2757	E	Electrical Control Upgrades	\$127	90
25	Broadway Bridge	MS 6757	S	Sidewalk Replacement	\$1,144	85
26	Morrison Bridge	MS 2758	S	East Side Deck Rehabilitation	\$2,509	80
27	Morrison Bridge	MS 2758	M	Gear Reducer Replacement	\$953	80
28	Broadway Bridge	MS 6757	E	Variable Message Fiber Optic Warning Signs	\$552	85
29	Hawthorne Br. Hawthorne St. Viaduct Eastbound	R 2757A	RS	Rdwy Approach/Deck Overlay	\$1,443	80
30	Broadway, East End	R 6757C	S	Resurface Bridge Deck & Approaches	\$89	80
31	Sellwood Bridge	MS 6879	S	Replace Structure	\$62,164	80
32	Broadway Approach Ramp	R 6757A	P	Paint Steel Framing and Columns	\$5,032	79
33	Morrison Transition Structure (West)	R 2758B	P	Paint Steel I-Beams	\$3,778	78
34	Morrison Bridge	MS 2758	P	Steel Deck Truss/Bascule	\$1,410	74
35	Broadway Bridge	MS 6757	M	Emergency Drive System	\$228	65
36	Sauvie Island Bridge	MS 2641	S	Concrete Deck Overlay	\$371	70
37	Hawthorne Br. Hawthorne St. Viaduct Eastbound	R 2757A	P	Paint Steel I-Beams	\$4,848	63
38	Sauvie Island Bridge	MS 2641	P	Steel Deck Truss/Thru Truss	\$1,671	63
39	Sauvie Island Bridge	MS 2641	S	2nd Crossing or Replacement	\$19,442	60
40	Morrison Bridge	MS 2758	M	Emergency Drive System	\$345	50
41	Morrison Bridge	MS 2758	S	Fender Replacement	\$953	50
42	Morrison Br. Morrison St. Viaduct Westbound	R 8589	P	Paint Steel I-Beams	\$6,509	54.5
	Willamette River Bridges	R WRB	S	Accessibility Improvements (Bike, Ped, Disabled)	\$7,680	
	Willamette River Bridges	R WRB	S	OR-OSHA Facility Compliance	\$2,649	
	Willamette River Bridges	R WRB	S	Seismic Retrofit - One Crossing and All Ramps	\$48,730	
	Willamette River Bridges	R WRB	S	In-Depth and Semi-In-Depth Inspections	\$1,016	

Estimated Total Capital Need (Thousands) \$242,496

Multnomah County - Willamette River Bridges
 Tentative Capital Rehabilitation Program (1999-2003)

Fed FY	Bridge	Description	Program Est.	Fund Type	Problem	Solution
2000						
Winter	Hawthorne Ramps	East Ramps Bent Cap Strengthening	\$500,000	HBRR	Load ratings indicated low capacity. Bridge requires posting for (Type-3: 21 tons, Type 3S2: 25 tons, Type 3-3: 23 tons). Transit and trucks restricted.	Reinforce understrength bents
Winter	Broadway	Replace Lighting/ Ramp Rehab (Phase 2)	\$923,000	High Priority	Risk of short circuit and loss of street lighting, extremely hazardous to maintenance personnel, electrical code violation. Ramp sidewalks and supports deteriorated.	Remove old wiring and lights, replace with modern 480 V high pressure sodium system. Remove old sidewalks on structure, remove corrosion on supports, install new concrete sidewalks.
Winter	Morrison Ramps	East Ramps Bent Cap Strengthening/ Deck Overlay	\$6,800,000	HBRR	Load ratings indicated low capacity. Bridge requires posting for (Type 3: 13 tons, Type 3S2: 17 tons, Type 3-3: 15 tons). Transit and trucks restricted. I-5 North truck access restricted.	Reinforce understrength bents, grind deck, remove delamination, overlay with microsilica concrete.
Summer	Broadway	Anchor/Operating Strut Rehab (Phase 1)	\$850,000	High Priority	High potential for span becoming jammed during lift and extended closure to roadway or river traffic or both.	Rehabilitate or replace anchor and operating struts with more reliable design.
Summer	Broadway	Mechanical Rehab/Centerlocks (Phase 3)	\$1,284,000	High Priority	Operating machinery wearing, potential for jamming during lift.	Rehabilitate east side machinery, replace centerlocks with improved design.
Fall	Morrison	Electrical Repairs/ Submarine Cables/ Gates	\$890,000	MTIP	High potential for span becoming inoperable during lift and extended closure to roadway or river traffic or both.	Install new wiring, install modern control system, install new submarine cable, install new gates.
Fall	Morrison	Accessibility PE	\$100,000	MTIP	Morrison Bridge affords poor accessibility for bicycles and other users	Design accessibility improvements for bicycles, pedestrians, and handicapped.
2001						