

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 94-1964 FOR THE PURPOSE OF ADOPTING THE FY 1995 TO POST-1998 TRANSPORTATION IMPROVEMENT PROGRAM AND THE FY 1995-1997 THREE YEAR APPROVED PROGRAM.

Date: May 31, 1994

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FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

The Transportation Improvement Program (TIP) serves as the basis for receipt of federal transportation funds by local jurisdictions, the Oregon Department of Transportation (ODOT) and Tri-Met. Under ISTEA, the TIP also identifies projects receiving local funds that have the potential to adversely affect regional attainment and/or maintenance of federal air quality standards.

As was the case in FY 94, this year's edition of the TIP features a three-year Approved Program (FY 95-97) which will allow the region to advance projects in FY 95 that are programmed in FY 96 or 97 without processing TIP amendments. As previously, a comparable dollar amount of projects must be moved out of FY 95 to make room for such moves.

At its May 27 meeting, TPAC approved a package of revisions to the draft Metro FY 1995 TIP that were proposed by Tri-Met. They include a number of changes to the transit program and to CMAQ and the state STP programs. Those requiring action by resolution include:

- . Elimination of FY 1995 CMAQ funding for the Transit-Oriented Development project (Metro ID #609). The \$565,889 allocated to this project is split to support increased bus purchases (\$202,000) and additional support for the Tigard park-and-ride facility (\$363,889). Both of these projects received high administrative scores and are currently programmed to receive CMAQ funds. The deleted federal funds will be replaced by Tri-Met local funds and will allow greater flexibility in the selection of future TOD projects.
- . Movement of two Section 3 Discretionary projects to the Section 3 Discretionary Westside Systems Completion program and renaming of this program to the "Section 3 Discretionary Light Rail System Completion program." The two projects are:
 - 1) City of Gresham Park-and-Ride (Metro ID #174); and
 - 2) Banfield Station Retrofit for Low-Floor Vehicles (Metro ID #192).

Tri-Met also proposes to change the name of the second project to "Low-Floor Vehicle Premium," to reflect the cost "premium"

of this style of light rail vehicle that Tri-Met is assuming in order to comply with the Americans with Disabilities (ADA) Act, and also proposes to increase authorization for this project to \$17,182,800 from \$5,925,000 (a net increase of \$11,257,800).

- . Tri-Met proposes to include two projects from the Westside Deferral list as part of the Section 3 Westside Light Rail full-funding grant program. The projects are:
 - 1) Westside Light Rail Maintenance Equipment (\$1.2M in FY 95); and
 - 2) Sunset Transit Center Park-and-Ride (\$3.375M in FY 96).
- . Funding of \$357,000 (.89275 federal share) for an I-5 South (Tualatin) Park-and-Ride is proposed. The currently programmed I-84 at 82nd Park-and-Ride would be eliminated and the \$179,460 allocated to this project would be diverted to the new project consistent with ODOT's Draft FY 95 STIP.
- . As noted later in this Staff Report, the appropriation of Interstate Transfer funds to the region have fallen \$1.66 million short of the full \$517 million authorization. It was noted that Senator Hatfield's office has concurred with the suggestion that an appropriation in this amount should be pursued for allocation to the South/North Corridor project rather than to the more nebulous "I-205 Buslane Withdrawal Account." TPAC therefore recommended increasing the authorization for the South/North Study (Metro ID #128) by \$1.66 million and decreasing that of the Buslane Withdrawal Account by an equal amount.

ODOT Region 1 staff reviewed the Draft Metro FY 1995 TIP on May 27 and recommended that several projects contained in the Draft STIP be added to the Metro TIP. These projects include several Hazard Elimination System (HES) and bridge projects and will be added to the TIP as administrative amendments consistent with guidelines established in Resolution No. 85-592.

I. NEW ACTION

Adoption of the TIP would endorse the following major new programming actions:

A. ODOT SIX-YEAR PROGRAM REDUCTIONS

In summer of 1993, ODOT Region 1 staff advised the region that the state's FY 1993 through 1998 Six-Year Program was some \$400 million out of balance and that a reduction of approximately \$136 million from the Region 1 urban construction program would be required. The Oregon Transportation Commission (OTC) invited the region to recommend the needed cuts and to also identify cuts in excess of those

needed to balance the program. These additional savings would be considered by the OTC for reallocation to projects of benefit to alternative travel modes recommended by the region.

Metro Recommendation.

In January 1994, Metro adopted Resolution No. 94-1890A which recommended a package of construction program cuts and deferrals totaling approximately \$173 million and reallocation of approximately \$36 million to projects of benefit to alternative transportation modes.

Program Reduction Highlights.

Although 17 different projects were either eliminated, deferred or downscoped, the bulk of Metro's reductions to the state Construction program come from six recommendations which include:

- . Deferral of \$36 million of work related to reconstruction of the Sunset Highway between the Zoo Interchange and Highway 217 originally programmed to occur during construction of the Westside LRT, reducing the project allocation to a first phase of \$50 million.
- . Downscoping of the I-5\217\Kruse Way Interchange from \$43 million to a first phase project of \$13.5 million.
- . Deferral of \$7 million to widen I-84 to six lanes from the 238th Interchange to Troutdale.
- . Deferral of \$50 million associated with the I-5: East Marquam/Grand Avenue/MLK Jr. Ramps to post-1998.
- . Deferral of \$17.2 million associated with the I-5: Water Street Ramps project to post-1998.
- . Downscoping of the US 26: Highway 217 to Murray project (\$20 million) to the Development program (EIS authorization only).

The "STIP CUT/ADD APPENDIX" at the end of the TIP contains a table which summarizes the complete Metro recommendation.

Alternative Mode Recommendation.

Metro also recommended allocation of \$36 million to a set of alternative mode programs including \$29 million to Tri-Met's Core Capital Program and \$7 million to an Alternative Mode Construction Program.

Program Revisions Since January Adoption.

ODOT has continued to refine engineering of several of the larger projects addressed in the Metro recommendation in order to obtain better cost, scheduling and transportation system impact estimates. This work has produced two significant modifications to the January recommendation:

1. I-84: Widening to Six lanes between 223 and Troutdale.

Metro recommended saving \$7 million from this project by eliminating continuation of the proposed widening beyond the 238th Interchange. However, it now appears that \$5.5 million of this savings would have come from deferral of a railroad bridge crossing that cannot be deferred. The current estimate to complete this project is \$24.1 million, an approximate \$2 million increase. This would include reconstruction of the 238th Interchange to address significant safety problems, and reconstruction of the deficient railroad bridge. Widening from 223rd to Troutdale would be deferred.

As programmed in the TIP, the cost increase of \$2 million would reduce the Tri-Met Core Capital Program allocation discussed above from \$29 million to \$27 million.

2. US 26 Reconstruction.

The ability to defer \$36 million of this work was achieved in part by delaying, until after 1998, the \$14.3 million cost of constructing a westbound truck climbing lane between the Zoo and Sylvan interchanges. This deferral was contingent on continued availability after 1998 of \$14.3 million earmarked for this project in the ISTEPA Demonstration Grants program. In spring, the Office of Management and Budget recommended rescinding all such funds not obligated by the end of FY 94. ODOT has therefore proceeded with plans to construct this project in FY 1994.

This change did not, however, affect Metro's recommended "budget." A second element of the \$36 million savings assumed that \$50 million would be needed to both reconstruct the Sylvan overcrossing of US 26 and to construct an off-system collector\distributor system needed to alleviate significant westbound weave and merge safety problems. ODOT has engineered a solution to these problems costing only \$35 million. Thus the climbing lane and the westbound safety problems can both be accommodated within Metro's January fiscal cap.

However, Metro had stipulated that should the "Sylvan Interchange" project cost less than \$50 million, the difference was to be allocated to increased support of

alternative mode projects. In effect, this savings has now been allocated to building the climbing lane. To do otherwise would result in the region both losing \$14.3 million of ISTEA grant funds and needing to eventually fund the cost of the climbing lane with local resources. Therefore, Metro staff concurs with ODOT's decision to advance construction of the climbing lane.

Tri-Met Core Capital Program Funds (Metro ID #154).

ODOT has allocated \$18 million of state STP funds and Metro has allocated \$9 million of regional STP funds to purchase 144 buses (a mixture of 40-foot standard and articulated buses for mostly replacement and some service increase) and 20 Special Needs Transit minibuses.

Metro's original recommendation was to allocate \$29 million of state STP dollars to fund these Tri-Met Core Capital Program needs. This figure was reduced to \$27 million in response to cost increases on the I-84: 223rd to Troutdale project. (Tri-Met's need for the additional funds relates largely to the updated Hillsboro Extension financial plan; Tri-Met was required to allocate an additional \$18 million to the Extension project. This money was taken from resources previously allocated by Tri-Met to purchase buses that were to meet service demands associated with start-up of Hillsboro rail service.)

ODOT countered Metro's January recommendation with a proposal to allocate \$18 million of state STP dollars to purchase buses for Tri-Met; \$9 million dollars would directly make up for the diverted Hillsboro funds and the other \$9 million would purchase other miscellaneous transit capital. The remaining \$9 million of "Hillsboro-related" bus purchases will be funded by allocation of regional STP Reserve dollars. Between these two fund pools, the full \$27 million bus purchase can be made.

Region 2040 Reserve Account (Metro ID #381).

ODOT has allocated the "freed" \$9 million to a Region 2040 Reserve account that will be allocated, in cooperation with Metro, to implement both roadway and alternative mode projects consistent with the development form that will be recommended for adoption by the Region 2040 process (Summer, 1994). This ODOT contribution is matched by allocation of the remaining \$11.2 million balance of Regional STP Reserve dollars, thus creating a \$20.2 million "Region 2040 Reserve Account".

Alternative Mode Construction Program Account (Metro ID #382).

A \$7.16 million Alternative Mode Construction Program account is approved in the FY 95 TIP to fund construction of projects related to TODs, bicycle and pedestrian projects of regional significance, and projects recommended for construction from the Congestion Management and Intermodal Management Systems, including up to \$1.05 million of Port of Portland recommended projects.

B. "ROUND 2" CONGESTION MITIGATION/AIR QUALITY PROJECTS

The Metro FY 95 TIP formally allocates anticipated FY 95, 96 and 97 CMAQ funds to 15 "Round 2" Congestion Mitigation/Air Quality (CMAQ) projects previously approved as the region's priorities in Metro Resolution No. 93-1829A.¹ By agreement with ODOT, the region did not program these projects until public comment was concluded on the Preliminary 1995 through 1998 State Transportation Improvement Program in March 1994. The 15 projects were included in the Preliminary STIP which provided for additional review beyond that provided as part of Metro's project selection and Resolution adoption process. The projects will not be formally approved by the Oregon Transportation Commission until July 1994. The projects are shown in Table 1 below:

TABLE 1
FY 95 - 97 CMAQ PROJECTS

Metro ID No.	Project Description and Lead Agency
609	<u>Transit-Oriented Development (TOD) - Phase II</u> - The TOD will subsidize infrastructure costs associated with private development land use designs which increase density, mixed uses, and transit, bike, and pedestrian-friendly amenities and access. (DEQ)
613	<u>Regional TDM</u> - An expanded Transportation Demand Management (TDM) program would include programs to attract new participants to ridesharing and other alternatives to the single-occupant vehicle mode. (Tri-Met)

¹ On March 14 1994, Metro notified ODOT and federal authorities that the Metro FY 1994 TIP had been amended to include three Round 2 CMAQ projects at Tri-Met's request: 1) Bus purchases for service increase; 2) Mini-bus purchase; and 3) Sunset Transit Center (bike/pedestrian bridge). The projects were amended into the TIP so that Tri-Met could initiate a timely request for these funds as part of the Section 9 grant cycle as required by FTA. The bus purchases were amended into the FY 94 element because approximately \$5 million of Round 1 project right of way and construction phases had been delayed. Therefore, this action did not impact the region's commitment to these previously approved projects.

- 635 Columbia Slough Intermodal Expansion Bridge - This intermodal expansion rail bridge would span the Columbia Slough waterway and connect North and South Rivergate, allowing rail movement to terminals without going through congested inner-city rail yards and neighborhoods. (Port of Portland)
- 154 Busés for service expansion - New, cleaner buses would be purchased to provide expanded transit service and mobility in the region. (Tri-Met)
- 648 Gresham Traffic Signal Coordination & Optimization Project - Development and installation of an integrated traffic signal interconnection and operation system. The system would coordinate traffic signal phasing to reduce travel times, improve traffic flow and reduce emissions. (Gresham)
- 452 Mini-buses - Community based demand-responsive transit vehicles would be purchased for operation in areas which currently have no service. (Tri-Met)

TABLE 1
FY 95 - 97 CMAQ PROJECTS (cont'd)

- 606 Pedestrian to Transit: Phase III - Funds for the study, design and construction of capital improvements to the public right-of-way that will enhance pedestrian access to transit facilities. Phases I and II (CMAQ Round 1) study and design activities were funded with prior year grants; actual construction is to occur during Phase III. (PDOT)
- 615 Pedestrian to MAX Capital Program - Construction of priority capital improvements for pedestrian/bicycle access and amenities around eight Gresham MAX stations. (Gresham)
- 641 Portland Area Telecommuting Project - Funds to assist public agencies and private employers in the Portland area to develop and implement telecommuting programs. (ODOE)
- 629 Eastside Bikeway/Trail Loop (OMSI-Springwater) - Construction of a major urban bike-way/pedestrian trail in four segments. This segment would connect the Springwater Corridor trail to the Eastbank Esplanade. (Metro/Portland Parks)
- 628 Eastside Bikeway/Trail Loop (Springwater-Milwaukie) - Construction of a major urban bike-way/pedestrian trail in four segments. This segment would complete the Willamette Greenway/Eastside Trail link to Milwaukie. (Metro/City of Milwaukie)
- 604 Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps - Funds for improvements to the Willamette River bridges to enhance access by bicyclists, pedestrians and disabled persons. Specific projects could include reconstruction of bridgeheads to provide sidewalks and bike lanes, and construction of wheelchair/bicycle ramps from the bridges to the street system. (Multnomah Co.)
- 633 Strawberry Lane: Webster to I-205 - bike lanes - Construction of bike lanes on Strawberry Lane from Webster Road to I-205. The project would connect existing bike lanes on Webster to the bike path paralleling I-205. (Clack. Co.)
- 612 Sunset Transit Center pedestrian/bike bridge - This project would provide a bicycle/pedestrian

connection between the Sunset Transit Center and the Cedar Hills shopping center. The bridge would span the Sunset Highway, a distance of 320 feet. (Tri-Met)

- 637 Highway 217 Corridor Bike Lanes - Phase I would focus on evaluation and prioritization of links needed to complete a continuous bike route parallel to Highway 217 in Washington County. The bike route generally follows Cedar Hills Blvd. and Hall Blvd. from the Sunset Highway to the I-5/I-205 interchange. Phase II would involve construction of high priority bike lanes identified in Phase I. (Washington Co.)

C. "ROUND 2" TRANSPORTATION ENHANCEMENT PROJECTS

The Metro FY 95 TIP formally incorporates six "Round 2" Transportation Enhancement projects previously approved as the region's priorities in Metro Resolution No. 93-1858B and No. 94-1900. By agreement with ODOT, the region did not program these projects until public comment was concluded on the Preliminary 1995 through 1998 State Transportation Improvement Program in March 1994. The six projects were included in the Preliminary STIP which provided for additional review beyond that provided as part of Metro's project selection and Resolution adoption process. The projects will not be formally approved by the Oregon Transportation Commission until July 1994. The projects are shown in Table 2 below.

TABLE 2
FY 95 - 97 TRANSPORTATION ENHANCEMENT PROJECTS

<u>Metro ID No.</u>	<u>Project Description and Lead Agency</u>
621	<u>112th Linear Park.</u> Funding for 10-foot bicycle/pedestrian path, with small bridge, within a linear park paralleling NW 112th south of Cornell Road. (Washington Co.)
306	<u>Eastbank Trail: Steel Bridge/OMSI.</u> One of four trail segments providing Eastbank trail connection to the Springwater Corridor trail. (City of Portland)
311	<u>Cedar Creek Trail.</u> Completes a 3,550 foot bicycle/pedestrian trail in a heavily developed portion of the City of Sherwood. (City of Sherwood).
312	<u>Springwater - Boring Connection.</u> Acquisition of on-half mile segment of Springwater Corridor near Boring. (Clackamas Co.)
316	<u>Rock Creek Bike/Pedestrian Path).</u> Construction of a path parallel to Rock Creek between Rock Creek Park (just north of Sunset Highway) to Evergreen. (City of Hillsboro)

- 318 Intermodal Transfer Park. Reconstruct Troutdale Community Park to include bicycle/pedestrian access; construct a bus shelter; provide interpretive information and kiosk. (City of Troutdale)
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D. TRANSIT PROGRAMMING

The Metro FY 95 TIP incorporates several recent changes to the region's transit programming. These include:

- . *Section 3 Programming Activity.* FTA has authorized Tri-Met to allocate \$75 million of Section 3 funds as a Contingent Commitment of post-1997 revenues. This represents a \$9 million increase from previously authorized amounts. The funds will be awarded to the region as an amendment of the Westside Light Rail Project Full-Funding Grant Agreement to support extension of the system to Hillsboro. The funds are allocated within the new "Integrated Westside\Hillsboro LRT Project" (Metro ID #206) which combines previously separate Hillsboro Extension and Westside Full-Funding Grant Agreement funds into a single program of expenditures across all fund categories.
- . *Section 9 Programming Activity.* Tri-Met has proposed comprehensive reprogramming of appropriated and projected Section 9 revenue to a number of previously approved projects. Technically, most of these changes fall within the parameters of administrative TIP amendments. However, in aggregate, the proposal is substantial and several high-points are discussed in Table 3 below:

TABLE 3
TRI-MET SECTION 9 PROGRAM RECOMMENDATION

- . Draws down the entire \$15 million reserve balance previously identified in FY 97.
- . Eliminates \$800,000 of Section 9 revenue previously allocated in FY 97 to "Banfield Park and Rides" (Metro ID #675).
- . Reduces Section 9 Operating Program from \$4.396 million in FY 95 and 96 to \$3.51 million annually in FY 95 through 97.
- . Increases a planned bus purchase from \$13.53 million to \$14.70 million (net increase of \$1.17 million). Defers \$8.85 million of the total bus purchase to FY 97 rather than expending \$13.5 million in FY 96 as previously programmed.
- . Allocates an additional \$8 million of Section 9 revenue in FY 96 to the Hillsboro Extension of Westside LRT (\$30 million total Section 9 allocation).

Consolidates Section 9 funding for the Hillsboro Extension of Westside LRT into a new "Integrated Westside\Hillsboro LRT Project" (Metro ID #206).

Allocates first time Section 9 funding to purchase Special Needs Transit Vehicles (Metro Id #897)

E. PROJECTS ADDED BY FY 94 RESOLUTION ACTIONS

The bulk of "new" programming in the 1995 TIP consists of complete integration of programming actions approved by resolutions adopted throughout FY 94. Table 4 below shows all resolution actions taken in FY 1994 which approved new programming now reflected in the draft TIP. Many of these actions have been discussed in greater detail above.

F. ADMINISTRATIVE AMENDMENTS

- . Transfer of \$106,000 of regional STP funds allocated to Clackamas County to the state in exchange for an equivalent amount of state Gas Tax funds (\$0.96 on the dollar).
- . Allocation of \$30,000 of regional STP funds previously allocated to Clackamas County to conduct an EIS on widening of Sunnyside Avenue from I-205 to 172nd, in conformance of the East Sunnyside Village traffic plan to multi-modal criteria of the community master plan. This work is directly pertinent to the proposed EIS and the County has agreed to hold harmless the EIS up to the original project estimate of \$600,000.

G. PREVIOUS PROJECTS

Past policy endorsement of projects identified in the TIP. Previous programming of Surface Transportation Program, Transportation Enhancement, Congestion Mitigation/Air Quality, Interstate Maintenance, Interstate Transfer, Federal-Aid Urban, National Highway System and Federal Transit Administration (FTA) program funds are reaffirmed. Previous programming of ODOT highway funds scheduled for expenditure in the region is reaffirmed as modified by the STIP reduction process.

**TABLE 4
FY 94 METRO RESOLUTION ACTIONS
AFFECTING TIP PROGRAMMING**

<u>METRO RES. NO.</u>	<u>RESOLUTION TITLE AND EFFECT</u>
93-1829A:	ENDORSED THE REGION'S FY 95-97 CONGESTION MITIGATION/AIR QUALITY PROJECTS AND RECOMMENDED THEM TO THE OREGON TRANSPORTATION COMMISSION FOR INCLUSION IN THE STIP. (9-9-93). <i>See above for project descriptions.</i>
93-1845A:	ALLOCATED I-205 INTERSTATE TRANSFER FUNDS TO THE SOUTH/NORTH ALTERNATIVES ANALYSIS AND COMMITTED LRT BOND MEASURE FUNDS AS REPLACEMENT FUNDS (09-23-93). <i>Allocated approximately \$1.6 million for this purpose.</i>
93-1865:	ESTABLISHED A FUNDING POOL IN THE AMOUNT OF \$896,000 TO WASHINGTON COUNTY FOR COMPLETION OF THE CEDAR HILLS/HALL BOULEVARD "ALTERNATE TO HIGHWAY 217 BIKE LANE SYSTEM" AS A REGIONAL CMAQ PROJECT PRIORITY (10-14-93). <i>Final action approving the Round 2 CMAQ project priorities; see above for project descriptions.</i>
93-1858B:	ENDORSED ODOT REGION 1 PRIORITY FY 95, FY 96 AND FY 97 TRANSPORTATION ENHANCEMENT PROJECTS FOR INCLUSION IN THE 1995-1998 TRANSPORTATION IMPROVEMENT PROGRAM (10-28-93). <i>See above for project descriptions.</i>
93-1874:	PERMISSION FOR TRI-MET TO APPLY FOR SECTION 3 FUNDS IN THE REDIRECTED PROJECT BREAKEVEN ACCOUNT (12-23-93). <i>Transferred three Banfield System Completion projects into the newly created "Section 3: Westside Systems Completion Program" account together with \$13.901 million of appropriated Section 3 Discretionary funds previously allocated to Project Breakeven. Deleted Project Breakeven from the TIP and left the Gresham Park & Ride facility as an unfunded system completion need in the TIP. Allocated approximately \$3.9 million of "Section 3: Rail Modernization" program funds to one Banfield System Completion project.</i>
94-1890A:	RECOMMENDED A PACKAGE OF PROGRAM REDUCTIONS AND ADDITIONS TO THE OREGON TRANSPORTATION COMMISSION FOR INCORPORATION IN THE 1995 THROUGH 1998 STATE TRANSPORTATION IMPROVEMENT PROGRAM (01-27-94). <i>This approved Metro's recommendation for OTC approval of approximately \$173 million of STIP construction program deferrals and reprogramming of \$36.19 million for implementation of alternative mode project additions. The current status of</i>
94-1900:	ENDORSED THE NW 112TH LINEAR PARK FOR FUNDING AS PART OF ODOT REGION 1 PRIORITIES FOR TRANSPORTATION ENHANCEMENT FUNDING IN THE 1995-1998 TRANSPORTATION IMPROVEMENT PROGRAM (02-24-94). <i>This finalized approval of the Round 2 Transportation Enhancement program funds.</i>
94-1905:	ALLOCATED FUNDS TO SUPPORT THE OREGON TRANSPORTATION FINANCE COMMITTEE PUBLIC OUTREACH PROGRAM (02-24-94). <i>This allocated \$8,700 for continuation of work on the Oregon Transportation Finance Study (formerly the Oregon Roads Finance Study.)</i>

- 94-1916: APPROVED ADOPTION OF THE FY 95 UNIFIED WORK PROGRAM (3/10/94). *This action also allocated \$70,000 of Regional STP funds as partial support of a study to assess commodity goods movement relative to the anticipated 2040 transportation network.*
- 94-1937: ALLOCATED FUNDS TO SUPPORT THE EXTENSION OF WESTSIDE LIGHT RAIL TO THE CITY OF HILLSBORO (final adoption pending). *This resolution allocated an additional \$8 million of Section 9 revenue to the Hillsboro Extension in FY 96 (\$30 million total allocation) and programmed \$75 million of Section 3 revenue anticipated as an amendment of the Westside Full Funding Grant Agreement.*

II. OTHER ITEMS OF NOTE

A. FUND BALANCES

Revised fiscal data was made available in March 1994 which affects several regionally significant fund balances. These are discussed below:

Regional STP.

Appropriation of regional STP funds fell below expectation in both FY 93 and 94. The current unallocated reserve now stands at \$18.517 million, down \$2.448 million from the projected reserve of approximately \$21 million.

Interstate Transfer.

As of November, 1994, the region has appropriated all but \$1.740 million of the total \$517,750,507 Interstate Transfer authorization that resulted from withdrawal of three approved Interstate freeway projects in the '70s and '80s. Unless additional appropriation is made by Congress, this shortfall will leave the I-205 Buslane Withdrawal project (Metro ID #907) at a balance of approximately \$12.601 million (plus as much as \$1.6 million of Tri-Met General Revenue bonds pledged as repayment to the account in the event it is determined by the region that the ultimate scope of this project will require the funding).

Section 9.

The 1994 appropriation of Section 9 revenue was approximately \$450,000 higher than previously anticipated. This increase has been assumed through the remainder of ISTEA, increasing the Section 9 program total by approximately \$1.5 million.

B. PUBLIC INVOLVEMENT PROCESS

Resolution 93-1890, which adopted the Metro FY 94 TIP, directed staff to work with members of the Metro Committee for Citizen Involvement to improve public involvement.

procedures pertinent to TIP adoption. This coordination has generated a draft public involvement program which is nearing submission to TPAC prior to review and approval by JPACT and Metro Council. These procedures will address the required content of public involvement plans mandated in the federal Metropolitan Planning Rule issued October 28, 1994 and will govern future TIP amendments and updates.

In the interim, public involvement associated with formulation and adoption of Metro's Draft FY 1995 TIP has revolved around four key processes. The first of these was the state TIP reduction effort which commenced in August of 1993. To stimulate public input to this process, Metro held two public hearings in October and December of 1993 that were attended by over 200 persons and organizations. Metro also solicited, received and responded to several hundred written comments. Input from these hearings was instrumental in both developing and refining the project selection criteria, determining whether to cut more than needed to balance the program so that alternative modes could receive increased funding and in modifying two iterations of staff recommendations as to which projects should be cut and by what amounts and in the identification of the types of projects recommended to receive additional funding.

The second event focused on adoption of Resolutions No. 93-1829A (CMAQ Round 2) and 93-1858B (Transportation Enhancement Round 2) and Resolutions No. 93-1865 (Washington County Highway 217 Corridor Bike Program CMAQ project process); and 94-1900 (112th Linear Park Enhancement funding) in the fall and winter of 1993. These actions were preceded by broad interest group participation in the project nomination and ranking processes and additional citizen participation in workshops and public hearings preceding adoption of the resolutions.

The third event, was a series of four ODOT public hearings held in the region throughout March 1994 to receive comment on the Preliminary 1995 STIP. Metro intentionally delayed formal incorporation of the Round 2 CMAQ and Enhancement projects to afford additional opportunity at these hearings to receive citizen and interest group comment on the programs. The ODOT hearings were also an additional opportunity to generate input on the STIP reduction recommendation approved by Metro in January, but for which Oregon Transportation Commission approval remains pending.

Finally, the Draft Metro FY 1995 TIP is currently subject to a 30-day comment period preceding review and adoption by JPACT (June 9); an additional 14 days is also provided prior to final adoption by the Metro Council (June 23). As part of this review period, the TIP was presented at a public workshop on Monday, May 16, 1994, in order to take testimony

and to foster informed public comment during these hearings. Timely notice of the public meeting was sent to over 1,200 persons and organizations and materials were freely available for review. JPACT and Metro Council resolution adoption actions are noticed in a newspaper of general circulation one week preceding such actions.

Sixteen people attended the meeting (exclusive of agency representatives). One letter was submitted and nine people testified. Staff response to the comments was distributed as a handout at the May 27 TPAC session and is included in this Staff Report as Attachment 1. The final response to comments will be included as an Appendix to the TIP.

Virtually all of the comments centered on the STIP reduction package and split more or less evenly along two basic, somewhat competing themes. Roughly, one group of commentors favored changing the Metro recommendation to increase support of "urban core" transportation projects defined as completion of all originally programmed Sunset Highway improvements, including widening from 217 to Murray, as well as the Marquam Interchange projects (i.e., Water Avenue Ramps and the East Marquam/Grand Avenue/MLK Jr. Ramps). The arguments centered on the need to reinforce and preserve urban core vitality and economic competitiveness; the significance of the Sunset corridor for goods and commuter movement; and the importance of maintaining capacity within the corridor in order to deliver automobile commuters to the Sunset LRT park-and-ride facility.

A second group of comments favored the recommendation's preservation of "periphery" improvements such as the I-5/Stafford and I-5/Kruse Way Interchanges, recognizing that significant economic activity has and will continue to move to these locations.

One commentor suggested the road project reductions did not go far enough and that Metro should recommend a moratorium on all further highway and arterial expansion.

Again, a more comprehensive assessment of and response to these comments will be provided at the TPAC meeting.

III. CONTENTS

The TIP is organized so that funds controlled by Region appear first. State-controlled funds appear last. The funds include:

- . The Regional Surface Transportation Program (STP); and
- . The Regional Congestion Mitigation/Air Quality (CMAQ) program.

These funds are allocated according to regional priorities and are not subdivided by jurisdiction.

Following these two funds are the Interstate Transfer projects which are organized according to the following:

- . Regional Projects (Category I Projects)
- . City of Portland
- . Multnomah County
- . Clackamas County
- . Washington County

The next section of the TIP is organized by funding sources available through the Federal Transit Administration (FTA) which consist of:

- . FTA Section 3 (Discretionary) Capital Program
- . FTA Section 3 (Trade) Capital Program (all projects complete)
- . FTA Section 9 Program
- . FTA Section 3 Westside Light Rail Program
- . FTA Section 20 Human Resources Program
- . FTA Section 3 (Formula) Rail Capital Modernization Program
- . FTA Section 16 (b) Special Needs Transit Capital Program
- . FTA Section 3 Westside Systems Completion Program

Following the FTA projects are those projects forming the remnant of the Federal-Aid Urban System (FAU) Program organized by jurisdiction. The region's outstanding FAU balance of \$8.25 million of FAU funds was used by ODOT at the close of the 1992 fiscal year to complete a state-sponsored project. In exchange, ODOT will make available to the region an equal sum of state STP funds to complete those projects which were originally programmed to use the FAU funds. The resulting repayment program has been dubbed the "FSTP" program and is included as a distinct program in the TIP as a way of tracking the state's repayment of the borrowed funds. The FAU program "history" of authorized and obligated funds is also included for reference purposes.

The final section of the TIP consists of projects supported by ODOT-controlled fund sources grouped by:

- . Highway Bridge Replacement (HBR)
- . Hazard Elimination System (HES)
- . Interstate Maintenance
- . State Modernization
- . State Operations
- . Bikeways
- . Access Oregon Highways
- . State Surface Transportation Program
- . State Surface Transportation Program (Safety)
- . National Highway System Program (NHS)
- . State Congestion Mitigation/Air Quality Program
- . Transportation Enhancement Program (TE)

IV. FISCAL CONSTRAINT

The list of projects contained in the TIP is "fiscally constrained to reasonably expected revenue," i.e., the region has authorized projects to obligate only funds that are anticipated to be allocated to the region. With respect to federal funds, this expectation is based on consideration of funds received by the region in the first three years of ISTEA as a benchmark for projecting the funds that will be appropriated by Congress over the remaining three years of ISTEA. The first three years of appropriations have been less than authorized by the Act. Therefore, the formula used to estimate future revenue is conservative as it "discounts" the maximum amount ISTEA authorizes for appropriation to reflect the reduced historical trend.

The TIP programs 100 percent of the discounted revenue projection. However, in any given year, the Federal Government may authorize the region to obligate a percentage of the appropriated funds (an "obligation ceiling"). Typically, this ceiling is about 80-90 percent of the annual appropriation. Authority to obligate all appropriations has historically occurred prior to federal adoption of a new transportation assistance act (e.g., by FY 1998 when the current assistance act lapses). Additional information regarding anticipated revenues is provided in the discussion of individual programs.

V. PROJECT SELECTION

ODOT, in cooperation with Metro, selects projects that are funded under the ISTEA Interstate Maintenance and Bridge Replacement programs, or that are on the National Highway System. All other projects are selected by Metro in consultation with ODOT.

The year a project is scheduled for funding, and thus the manner in which its relative priority is established, is a function of need, readiness and regional equity. The need for a project is established by technical and administrative criteria established by JPACT and Metro Council. Technical considerations include congestion relief, correction of hazards, and ratios of benefit to cost. Administrative considerations include project relationships to regional goals identified in the RTP and the 15 planning factors identified in ISTEA.

If a high-priority project (e.g., a first year project) is not ready to proceed, projects scheduled for later years may advance "out of turn." For example, a high-priority project may have delays in development of plans and specifications, or its right-of-way acquisition may encounter legal obstacles. Under such conditions, projects from the second or third years of the Approved Program would be brought forward. This assures that the region contributes its share to orderly statewide obligation of available funds.

Although projects may be moved between years, fiscal constraint in any given year must continue to be maintained. However, the demonstration of fiscal constraint may rely upon availability of statewide funds. In other words, this region may be advanced federal or state funds by ODOT so that more projects can be completed than the region's TIP identifies revenues to afford in a given year. When this occurs, ODOT draws upon statewide funds available for obligation outside the region. When Metro and ODOT agree to such arrangements, Metro reduces later-year regional reserve funds identified in the TIP to reflect the dollar amounts involved. Therefore, on a multi-year, total program basis, the region constrains programming of federal funds to those reasonably anticipated to be available.

Should a project "slip" to a later year, either because it was not ready to proceed or because less funding is made available than expected, it would then share equal priority with all other projects scheduled in that later year of the Approved Program. Again, readiness to proceed is the main issue in deciding which projects "go first" that year.

Finally, regional equity plays an important role in prioritization of projects. In previous years, equity was ensured by the requirement that certain classes of federal funds be suballocated on the basis of population. ISTEA prohibits this practice in order to increase the likelihood that important regional needs will be addressed regardless of cost or geographic location. However, equity is an approved long-term consideration. In the Metro region, individual year allocations to jurisdictions are not treated as annual entitlements to fixed amounts based on population. Rather, the distribution of funds in an equitable manner is a long-term objective of TIP programming founded in public policy. Specifically, the desire to program funding to the most "important" projects is tempered by the legitimate need to maintain a balanced regional transportation system.

VI. GENERAL REQUIREMENTS

Private Enterprise Participation.

In accordance with UMTA (FTA) Circular 7005.1, recipients of FTA funding are required to develop a process for considering the capability of private providers to perform mass transportation and related support services. They are also required to provide periodic documentation on the results of implementation of the policy. This requirement falls both on Metro as the Metropolitan Planning Organization (MPO) and Tri-Met as the principal provider of transit services and FTA grant recipient. Specifically, Metro is required to adopt a policy which provides for consideration of private enterprises in local transit service planning, ensure a fair resolution of disputes and certify at the time of submission of the annual Transportation Improvement Program that the local process is being followed. The policy is intended to respond to

the above requirements while recognizing that the principal responsibility for involving the private sector should rest with Tri-Met since it is the only operator in the Portland region. In accordance with these requirements, Tri-Met's compliance with the policy to ensure private sector participation has been determined and is shown in Attachment 2.

Financial Capacity.

On March 30, 1987, UMTA (FTA) issued Circular 7008.1 which requires transit agencies and MPOs to evaluate the financial ability of transit agencies to construct and operate projects proposed in the TIP. Tri-Met's Finance Administration has conducted an analysis of the District's ability to fund the capital improvements appearing in the TIP. The results are shown in Attachment 3.

Air Quality.

Clean Air Act of 1990 - Transitional Conformity. The TIP has not yet been found to comply with the Clean Air Act Amendments of 1990 and the Transitional Conformity requirements contained in 40 CFR Parts 51 and 93. The TIP must be found to be consistent with the most recent estimates of mobile source emissions; provide for the expeditious implementation of transportation control measures; and contribute to annual emission reductions. The TIP conformity is YET TO BE DETERMINED.

Certification of the Urban Transportation Planning Process.

- . ODOT and Metro have certified that the planning process carried out by Metro is in conformance with requirements established as a prerequisite for receipt of federal highway and transit funding. This certification is documented in Resolution No. 94-1917 and its attachments.
- . ISTEA mandates that as part of compliance with federal metropolitan planning requirements, the TIP is to explicitly address 15 planning factors. This evaluation is included in Appendix D of the Draft Metro FY 1995 TIP.
- . Title 23 U.S.C. and the Federal Transit Act, as amended by ISTEA, prohibits programming of federal funds for highway or transit projects that provide a significant increase in SOV capacity in TMAs that are in nonattainment for carbon monoxide and/or ozone, unless the project results from an approved Congestion Management System or unless it complies with interim procedures established in 23 CFR Part 450. Preliminary analysis of this question indicates that one project allocated funding in the three-year approved program period will be required to comply with the interim procedures before receipt of federal approval to obligate federal funds.

**RESPONSE TO SIGNIFICANT COMMENTS
ON THE
DRAFT METRO FY 1995 TRANSPORTATION IMPROVEMENT PROGRAM**

RECEIVED AT THE PUBLIC HEARING
HELD MONDAY MAY 16, 1994
AT THE METRO COUNCIL CHAMBERS
7:00 - 9:00 P.M.

**Peter Sato,
CPO 1**

Mr. Sato stressed that the Westside combined light rail and US 26 improvement program has been the subject of an extensive regional debate for nearly a decade. The current STIP "cut/add" process is merely the latest round of negotiations. He pointed out that the original vision of a \$1 billion package of improvements has been incrementally modified by a series of decisions which have escalated the LRT cost and which have now begun to sacrifice the integrity of the agreed-upon highway improvements. His principle concern is that the suburban Westside stations are dependent upon road access and that this has always been an integral aspect of the Westside planning. If street/highway congestion is allowed to escalate, especially within the US 26 corridor, to the point that access to the Sunset station park and ride lot is significantly impeded, then the region risks throwing away significant benefits of this \$1 billion investment. He rejects any contention that an increase in congestion will in fact "force" increased ridership by commuters seeking to avoid the highway congestion.

Mr. Sato suggested that Metro transportation system planning should emphasize preservation of access to the urban core employment centers (extending to Westside communities) and that Washington County "edge" projects should be sacrificed in favor of completing the full Westside highway improvement program. Specifically, Metro should recommend deletion of the Farmington Road widening (167th to Murray); the I-5/Stafford Road interchange reconstruction; and the OR 47 Bypass (Council Creek to Quince). These savings would pay for construction of the US 26 widening from 217 to Murray (\$20 million).

Response:

The US 26 widening from Hwy 217 to Murray was not part of the Westside package of LRT and highway improvements. The elements of the widening recommended by Metro for construction within the 1998 timeframe were those that bear direct relationship to the LRT program. Not even all of these projects can begin construction by 1998. Elements of both the east and westbound widening between the Zoo and Hwy 217 interchanges have been deferred. The deferrals are recommended both because of funding constraints and in order that startup of LRT service can be used as one means of minimizing congestion impacts of mainline reconstruction activity. Moreover, the Metro recommendation very firmly states

that completion of the full Westside package of LRT and highway projects is the region's number one system expansion priority and is to be addressed during the next STIP update.

Mr. Sato stated that more Westside highway work could be completed immediately if other regional road projects were deferred. This would jeopardize Metro's commitment to maintain a balanced regional system. The Metro recommendation to include the other Washington County road projects considered both technical and administrative criteria. The three projects do not have higher technical rankings than Westside-related project elements that have been deferred. However, the projects all enjoy very significant private/local funding commitments that could be voided by delay of the projects. These political and economic administrative criteria were approved by JPACT and the Metro Council for use in determining the projects to defer.

Natalie Bates

Ms. Bates expressed her concern that the commute route she relies upon, US 26, is a significant facility and that everything possible should be done to maintain and improve its capacity. She felt that other "edge" projects should be deferred (e.g., the I-5/Stafford Road interchange reconstruction) rather than limiting US 26 projects to a \$50 million cap within the FY 98 timeframe. Specifically, the Hwy 217 to Sylvan eastbound widening should proceed as well as the LRT project.

Response:

Ms. Bates comments are noted. These issues are addressed in the previous response.

Terry Parker:

Mr. Parker suggested that the Draft TIP was not a regionally balanced document. He felt the TIP only addresses movement of people to downtown Portland and provides "scatter-shot" support of suburban projects. He felt the TIP needs to better address mobility across the region, generally and that it should fund the Eastside Connector LRT proposal especially. The flavor of Mr. Parker's comments are somewhat aligned with Mr. Sato's. Both individuals believe that Metro's transportation planning should better support an urban-centered land use orientation and deemphasize provision of greater access to suburban population and employment centers.

Response:

Mr. Parker's specific concern, the Eastside Connector project, was evaluated in the South/North LRT Tier 1 scoping analysis (see the *Central Eastside Connector Technical Memorandum*). It was concluded by the Steering Group that the concept not be advanced into Tier I for further study because of the very strong household and employment dominance of the Downtown relative to the Eastside, the minimal improvement or increase in travel times to the Eastside, and the operational difficulties and the high costs associated with an

additional line and service parallel to an alignment through Downtown Portland.

The TIP is not an appropriate document to reassess these issues. Staff does note that the next RTP update will mark the beginning of the process of integrating system development with the Region 2040 land form decision. This is a more appropriate forum to address the planning related issues addressed by Mr. Parker, who is invited to participate in this RTP update process.

**Mike Cook,
Mentor Graphics:**

Mr. Cook restated his previous support for the Stafford Road Interchange and the I-5/Kruse Way Interchange reconstruction projects. He also questioned Metro programming of Round 2 Transportation Enhancement funds to construct a southerly extension of the Lake Oswego Trolley in light of the possibility that a portion of this corridor may be selected in the South/North Alternatives Analysis for extension of light rail.

Response:

The Trolley serves transportation and recreational functions within the regional system and is a project that is both eligible and very consistent with Transportation Enhancement program funding objectives identified in ISTEA. The Trolley's immediate utility is that it is providing transportation service while preserving a significant rail corridor parallel to OR 43. Should the South/North Alternatives Analysis adopt an alignment which uses some portion of this corridor, the Trolley service may or may not remain viable within its current and planned termini (Riverfront to south of Lake Oswego). However, continued marginal investment in the Trolley's operation and in improvement and extension of the tracks is justified at this time given the balance of current utility, uncertainty regarding eventual South/North alignment issues, greater uncertainty regarding the timing of financing, construction and startup of an LRT extension in this corridor and the impact of any such operation on viability of continued Trolley operation.

**Gary Coe,
Central Eastside Industrial Council**

Mr. Coe expressed his concern that the Water Avenue southbound on-ramp to I-5 has been deferred. He indicated that the project would improve air quality as it would eliminate circuitous, stop-and-go truck movement into and through the congested downtown area currently required to access the freeway.

Response:

Metro's recommendation to defer this project to post-1998 was effectively dictated by the City of Portland's announced rejection of the proposed Water Ramps configuration, together with its stated long-term desire to study relocation of the entire I-5 facility eastward of its

present alignment. In light of these decisions, the prospect of implementing the project within the 1998 timeframe was considered remote, and thus the funding allocation enjoyed by the project was reallocated. However, Metro has left the Water Ramp project within the Regional Transportation Plan and has allocated funding within the 1998 timeframe to continue project development. The proposed Water Ramps will remain a regionally approved project until such time as it is constructed or an alternative southbound alignment is approved for construction by all parties, including the City of Portland.

**Jack Burns,
Central Eastside Industrial Council**

Mr. Burns reiterated support for the Water Ramps and the associated (northbound) Marquam auxiliary braids which would bypass the current weave/merge congestion which now occurs between Water Street and the Coliseum exit. Mr. Burns remarked that increased access to the Central Eastside would consolidate the area and lead to an increase of up to 40,000 family wage production jobs in a "close in" portion of the central city.

Response:

This issue is addressed in the previous Response.

**Fred Nussbaum,
Association of Oregon Rail Transportation Advocates**

(See written comments, attached). Mr. Nussbaum notes AORTA's support for highway cutbacks programmed in the TIP. He notes that these cuts are consistent with the Clean Air Act Amendments of 1990 and with ISTEA. However, he states AORTA's desire for deeper cuts and requested a moratorium on new highway construction where viable alternatives to vehicular travel modes exist, including bike, pedestrian, and transit modes. Savings should be used to improve such alternative travel options.

Response:

Mr. Nussbaum's request is noted. Although the moratorium suggested by Mr. Nussbaum is not under active consideration, it is worth noting that approximately 60 percent of funds previously allocated to system expansion have either been cut or transferred to support construction of projects of benefit to alternative modes as a result of the "STIP cut/add" package reflected in the Draft Metro 1995 TIP. Excluding nearly \$700 million of federal funds allocated to construction of the Westside LRT system, nearly 68 percent of all funds reported in the Draft Metro FY 1995 TIP are allocated to other than highway system expansion projects between FY 1995 and FY 1998.

Over 60 percent of "new" state STP controlled funds expended within the region are allocated to direct support of transit. Approximately 56 percent of regionally controlled STP funds are allocated to direct support of transit and an additional 20 percent is being held in reserve to fund yet to be determined projects that will be consistent with the upcoming Region 2040

land form decision.

Peter Fry
Eastside Industrial Council Consultant

Mr. Fry also expressed concern that urban core concerns are under-represented in the Draft TIP. He expressed concern that subarea circulation deficiencies are being slighted due to overemphasis of intra-regional connectivity. The lack of progress on the Water Ramps project is one example of this deficiency. In addition to access impacts, the failure of the TIP to advance this project is also leading to interrelated impacts on pedestrian/bike elements of Central Eastside Industrial Area Transportation Plan. Deficiencies of the multi-modal infrastructure in this part of the city, and elsewhere in the region are creating serious safety impacts that are not being addressed.

Response:

Mr. Fry's concerns point out the difficulty in managing the interface of regional transportation system planning and local system interaction with the regional system. Through the 2040 process, Metro has become increasingly aware of the importance of local system management to encourage regional goals of increased pedestrian and bicycle travel and reduced reliance on automobile travel. The LCDC mandated Transportation Planning Rule (Goal 12), the associated Transportation and Growth Management Grants program, the Westside Station Area design program now in process and the Transit Oriented Development program which will soon begin project screening, are all Metro sponsored initiatives that will generate increased regional programming to help resolve the types of local system needs addressed by Mr. Fry.]]

**TRI-MET
PRIVATE ENTERPRISE PARTICIPATION POLICY**

A. Purpose

The Tri-County Metropolitan Transportation District of Oregon (Tri-Met) shall comply with the Federal Transit Administration (FTA) policy regarding private sector participation (FTA Circular 9030.1A). That FTA policy dictates that recipients of FTA funds need to develop a process for involving the private sector in planning new transit services and projects.

Tri-Met has a history of private sector contributions to transit service. At present, several services are operated under contract with private providers. Additionally, Tri-Met has used private providers for a portion of maintenance work.

Tri-Met wants to integrate private sector participation as part of the District's overall work program addressing improvements in transit efficiency and effectiveness. Tri-Met's specific objectives and plan to implement the federal policy are as follows.

B. Objectives

1. Tri-Met will involve the private sector in transit planning and operation.
2. Tri-Met will facilitate communication and coordination of service opportunities between itself and private transit operators.
3. Tri-Met will provide technical assistance, as available and appropriate, to private transit operators as they seek to implement the provisions of the federal policy.
4. Tri-Met will work cooperatively with the bargaining unit to clarify options for using private sector resources in appropriate areas of service delivery, maintenance, and administration.

Process

1. Involve the Private Sector in Transit Planning and Programming

- Solicit advance input and comments from the private sector in the planning process for the Transit Development Plan (TDP). The TDP is the basis for developing transportation improvement program annual elements, FTA Section 9 program of projects, and the annual Service Plan. The TDP is developed in coordination with the long-range Regional Transportation Plan for the Portland Metropolitan Area.
- Consult with private sector providers early in Tri-Met's public participation process for service changes.
- Mail notices of opportunity for public hearing on proposed capital projects before grant application to FTA.
- Coordinate with the MPO (METRO) in the involvement of private providers.
- Review major capital project site plans to assess joint development potential.
- As appropriate, modify proposed program of projects based on comments received from private transportation providers.

2. Facilitate Communication Between Tri-Met and Private Providers

- Establish and maintain a directory of private sector transit operators and support services.
- Publish, and disseminate to parties listed in the directory, notices of meetings and public hearings, describing transit service modifications which may provide reasonable opportunities for private sector contracting.
- Coordinate regional efforts with any private sector provider organizations.

- Hold workshops for private providers to discuss service and fare changes prior to general public workshops.

3. Provide Technical Assistance to Private Transit Operators

- Maintain information regarding contracting, specifications, bidding cost analyses, and other related actions.
- Coordinate private sector participation activities with other regional programs to enhance transit efficiency and effectiveness, including coordination and productivity improvements.
- Provide other technical assistance as requested by transit operators; including identification of any existing impediments to policy implementation.

4. Service Contracting

- Tri-Met shall describe the issues related to contracting for service and the measures taken to address the impact of such issues.

5. Dispute Resolution Process

- A protest based upon Tri-Met's Private Enterprise Participation Policy must be received in writing by the Executive Director of Finance & Administration (or his designee) no later than 10 working days following any decision or recommendation.
- The decision of the Executive Director of Finance & Administration can be appealed by written communication to the Deputy General Manager (or his designee) within 10 working days of receiving the Executive Director's decision. Tri-Met must in each case render a decision within 10 working days of receipt of the protest or appeal.

- The protest or appeal must be in writing, include a detailed explanation of the basis of the protest or appeal, and state the course of action that the protesting party thinks Tri-Met should take. Any interpretation of the FTA regulations can be appealed to FTA following the Tri-Met steps.

- This dispute resolution process is not applicable to RFQ/RFP or bid protests which have their own procedures.

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TRI-MET

4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202



May 18, 1994

Mr. Andrew Cotugno
Director, Transportation Planning
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

Subject: Certification of Financial Capacity on Behalf of Tri-Met
For Transit Projects in the FY 1995
Metropolitan Transportation Improvement Program (TIP)

Dear Andy:

The purpose of this letter is to certify that Tri-Met has conducted a financial analysis and the results show that the District is financially capable of funding the capital elements programmed for FY 1995 in the regional TIP.

Please call me at 238-4842 if you require additional information.

Sincerely,

A handwritten signature in cursive script that reads "Bruce Harder".

Bruce Harder
Executive Director
Finance & Administration

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 94-1964
FY 1995 TO POST-1998 TRANSPORTATION)
IMPROVEMENT PROGRAM AND THE FY 1995) Introduced by the
THROUGH 1997 THREE-YEAR APPROVED) Planning Committee
PROGRAM

WHEREAS, Projects using federal funds must be specified in the Transportation Improvement Program by the fiscal year in which obligation of those funds is to take place; and

WHEREAS, In accordance with the Metro Council/Southwest Washington Regional Transportation Council Memorandum of Agreement, the Transportation Improvement Program will be submitted to the Southwest Washington Regional Transportation Council for review and comment; and

WHEREAS, The Metro Council must certify compliance with the proposed policy on private enterprise participation in the Federal Transit Administration Program; and

WHEREAS, The Metro Council must evaluate the program of transit projects included in the Transportation Improvement Program to ensure financial capacity to fund the capital improvements; and

WHEREAS, The 1995 Air Quality Conformity Determination is not yet complete and is not expected to be approved by federal authorities until the end of September 1994; and

WHEREAS, Some 1994 Annual Element projects may not be obligated by the end of FY 1994 and the exact time for their obligation is indeterminate; and

WHEREAS, Metro staff have worked with TPAC members and the Metro Committee for Citizen Involvement and have defined a draft public involvement process for TIP development as directed at adoption of the Metro FY 1994 Transportation Improvement Program; and

WHEREAS, Tri-Met has proposed to substitute local funds for Transit-Oriented Development (TOD) activity previously funded under the FY 95 CMAQ program in exchange for using the CMAQ funds to purchase additional buses and to complete funding of the Tigard Park-and-Ride; now therefore

BE IT RESOLVED:

1. That the Metro Council adopts the FY 1995 through post-1998 Transportation Improvement Program for the urban area and the FY 1995-1997 Three-Year Approved Program as contained in the attachment to this Resolution marked Exhibit A.

2. That projects that are not obligated by September 30, 1994 be automatically reprogrammed for FY 1995 for all funding sources.

3. That the Metro Council allows funds to be transferred among projects consistent with the Transportation Improvement Program Project Management Guidelines adopted by Resolution No. 85-592.

4. That the Transportation Improvement Program is in conformance with the Regional Transportation Plan, and that the planning process meets all requirements of Title 23 -- Highways

and Title 49 -- Transportation of the Code of Federal Regulations, including those provisions that have been added by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

5. That the Metro Council finds that Tri-Met has complied with the requirements of the region's Private Enterprise Participation Policy, adopted in August 1987. Documentation is shown in the Attachment to the Staff Report.

6. That the Metro Council finds sufficient financial capacity, as certified by Tri-Met and as demonstrated in the adopted Transit Development Plan, to complete the projects programmed for FY 1995 and incorporated in the Transportation Improvement Program.

7. That the Transportation Improvement Program is presumed to conform with the Clean Air Act Amendments of 1990 and 40 CFR Parts 51 and 93 (the federal Final Air Quality Conformity Rule) and the 1982 Air Quality State Implementation Plan (Ozone and Carbon Monoxide).

8. That Metro will provide final certification of the Transportation Improvement Program's conformance with all pertinent air quality requirements at such time as the 1995 Conformity Determination is complete.

9. That Metro staff have complied with the resolve attached to adoption of the Metro FY 1994 Transportation Improvement Program respecting development of public involvement procedures.

10. That the Metro Council hereby gives affirmative Inter-governmental Project Review approval.

11. That Tri-Met use of TOD-related CMAQ funds for other

than TOD-related activities is contingent upon receipt from Tri-Met of a letter committing an equal amount of Tri-Met local funds to support the TOD project.

ADOPTED by the Metro Council this ____ day of _____,
1994.

Judy Wyers, Presiding Officer

TPAC Recommendation
TW:lnk
94-1964.RES/5-31-94

DRAFT
(REVISIONS THROUGH 5/04/94)
PORTLAND METROPOLITAN AREA
FISCAL YEAR 1995 THROUGH POST-1998
TRANSPORTATION IMPROVEMENT PROGRAM

METRO

Effective October 1, 1994

Metro was created by voters in 1978 to handle regional concerns in the urban areas of Clackamas, Multnomah and Washington counties. Metro is responsible for solid waste management, operation of the Metro Washington Park Zoo and the Oregon Convention Center, transportation and land-use planning, urban growth boundary management and technical services to local governments.

Metro is located at 600 NE Grand Avenue, Portland, OR 97232-2736. For more information, call the Planning Department at 797-1700.

Executive Officer
Rena Cusma

Councilors by district are:

District 1	Susan McLain
District 2	John Kvistad
District 3	Jim Gardner
District 4	Richard Devlin
District 5	Mike Gates
District 6	George Van Bergen
District 7	Ruth McFarland
District 8	Judy Wyers
District 9	Rod Monroe
District 10	Roger Buchanan
District 11	Ed Washington
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District 13	Terry Moore

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SECTION 1: INTRODUCTION



METRO FY 1995 THROUGH POST-1997 TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION

I. DOCUMENT PURPOSE AND RELATIONSHIP TO KEY ELEMENTS OF THE FEDERAL METROPOLITAN PLANNING RULE

A. PURPOSE

United States Department of Transportation (USDOT) regulations require that no less than every two years, the region's Metropolitan Planning Organization (MPO), which is Metro, must develop a program which lists:

- a. highway and transit projects which use federal funds, and
- b. State or locally funded that have a potential to affect regional attainment and/or maintenance of Federal air quality standards.

In practice, the TIP describes how federal and State funds for highway and transit projects in the Portland Urbanized Area will be spent during the three-year period of October 1, 1994, through September 30, 1997 (the FY 1995-97 Approved Program). The TIP shows cost estimates for projects scheduled for completion during the three-year Approved Program period and provides other descriptive information about projects. For perspective, projects completed prior to FY 1995 and those programmed for years subsequent to FY 1997 are also indicated.

New federal guidance also stresses the TIP's role as a tool for tracking how the capital improvement component of the Regional Transportation Plan (RTP) is being implemented. Although no project may receive federal funds that is not approved in the RTP, the RTP approves more projects than can be afforded by the region in any given year. The TIP programming process determines which projects will be given funding priority by balancing a broad range of local and regional priorities, which range from correcting deficiencies unique to a local street to advancing major long-range projects.

The program reflected in this document is a mid-step in establishing actual priorities for FY 1995 through 1997. Many projects identified in this TIP have been carried over from previously approved TIPs. (Each Resolution which adopts a TIP states that if the approved projects do not receive or spend their authorized funding in the year expected, they are automatically brought forward to the current fiscal year. These projects remain approved to spend available funds unless specifically removed from

the Approved Program at the request of the sponsoring jurisdiction, or by action of JPACT and the Metro Council.)

Administrative adjustments and Metro Council amendments to the TIP have also been adopted throughout FY 1994. Approval of the 1995 TIP consolidates these past project approvals into the current document. Amendments adopted throughout 1995 will then alter the program of projects currently approved.

B. CONTENTS

Six-Year Summary Tables

The core of the TIP consists of the Six-Year Summary Tables which appear after this Introduction. The Summary Tables display all of the region's approved projects in all programs and the total amount of federal, or state funding they are authorized to spend. Project authorization occurs when JPACT and the Metro Council adopt Resolutions which approve of a project receiving and spending Federal and State transportation funding; these Metro actions must then be approved by the Oregon Transportation Commission for amendment into the State TIP.

The Summary Tables also show the amount each project is expected to obligate during the three-year Approved Program period (FY 95-97) and ensuing years, through post-1998. (An "obligation" is a commitment by federal agencies to reimburse State and local entities for "up front" project expenditures.) The Tables show past federal obligations for active and completed projects. Projects with funds shown in FY 94 were expected to obligate that amount of money in that fiscal year (by the September 30, 1994 deadline).

The Summary Tables are organized so that funds controlled by Region appear first. State-controlled funds appear last. The funds include:

- . the Regional Surface Transportation Program (STP),
- . the Regional Congestion Mitigation/Air Quality (CMAQ) program.

These funds are allocated according to regional priorities and are not subdivided by jurisdiction, although sponsoring agencies are indicated.

Following these two funds are the Interstate Transfer projects which are organized according to the following:

- . Regional Projects (Category I Projects)
- . City of Portland

- . Multnomah County
- . Clackamas County
- . Washington County

The next section of the TIP is organized by funding sources available through the Federal Transit Administration (FTA) which consist of:

- . FTA Section 3 (Discretionary) Capital Program
- . FTA Section 3 (Trade) Capital Program (all projects complete)
- . FTA Section 9 Program
- . FTA Section 3 Westside Light Rail Program
- . FTA Section 20 Human Resources Program
- . FTA Section 3 (Formula) Rail Capital Modernization Program
- . FTA Section 16 (b) Special Needs Transit Capital Program
- . FTA Section 3 Westside Systems Completion Program

Following the FTA projects are those projects forming the remnant of the Federal-Aid Urban System (FAU) Program organized by jurisdiction. The region's outstanding FAU balance of \$8.25 million of FAU funds was used by ODOT at the close of the 1992 fiscal year to complete a state-sponsored project. In exchange, ODOT will make available to the region an equal sum of state STP funds to complete those projects which were originally programmed to use the FAU funds. The resulting repayment program has been dubbed the "FSTP" program and is included as a distinct program in the TIP as a way of tracking the state's repayment of the borrowed funds. The FAU program "history" of authorized and obligated funds is also included for reference purposes.

The final section of the TIP consists of projects supported by ODOT-controlled fund sources grouped by:

- . Highway Bridge Replacement (HBR)
- . Hazard Elimination System (HES)
- . State Modernization
- . State Operations
- . Bikeways
- . Access Oregon Highways
- . Interstate Maintenance
- . State Surface Transportation Program
- . Transportation Enhancement Program (TE)
- . National Highway System Program (NHS)

Appendix A: Consolidated Funding History

Many projects receive funding from more than one source. While the Six-Year Summary Tables do show these funds, it is difficult to use the Tables to identify all

C. PUBLIC PARTICIPATION

Federal guidance and State regulations require active outreach to broad segments of the both the transportation-related and general community, reasonable opportunity for public comment on this TIP and demonstration of responsiveness. At least one formal public meeting must be held during the TIP development process.

Local Projects.

Projects included in the TIP were identified through cooperative participation of the Oregon Department of Transportation, the cities and counties in the region, and special districts such as Tri-Met. Projects contained in the TIP, that were submitted by local jurisdictions, were drawn from local Capital Improvement Programs (CIP) and from recommendations of County Transportation Coordinating Committees in each of the three Counties in the Region. Metro has taken steps over the past year to assure that local CIP development includes outreach to members of the general public and to representatives of local Community Planning Organizations (CPOs) formed under authority of O.R.S. Chapter 197. Metro expects local jurisdictions to assure that public comment on CIP project lists is obtained both during the initial list formulation process and as a part of hearings held prior to CIP adoption by local ordinance.

State TIP

Projects nominated by ODOT have undergone State-level hearings preceding their adoption into the Six-Year Plan (now called the State TIP, or STIP); adoption into the State TIP is a pre-requisite for inclusion in the Metro TIP.

During FY 94, ODOT and Metro cooperated in a process which produced a joint recommendation to the Oregon Transportation Commission to balance the STIP by reducing the FY 1995-98 construction program by approximately \$136 million and to reprogram an additional \$36 million from previously approved road-related construction projects to projects of benefit to alternative travel modes. Metro initiated a public process to both refine the technical and administrative project selection criteria used in this process and to determine whether there was sufficient support in the region for cutting more roadway construction funds than needed so that alternative mode projects could receive additional funding.

Metro held two public hearings in October and December of 1993 that were attended by over 200 persons and organizations. Metro also solicited, received and responded to several hundred written comments. Input from these hearings was instrumental in both developing and refining the selection criteria and in modifying two iterations of staff recommendations as to which projects should be cut and by what amounts and

in the identification of the types of projects recommended to receive additional funding.

Regional (20 Year) Transportation Plan (RTP)

No project may be included in the Metro TIP that has not also been included in the Metro RTP as either a specific project, or as an element of a corridor concept or system study. The formal RTP revision schedule encompasses a complete public outreach and comment process. Interim, or single project RTP amendments also include opportunities for public input during debate of Metro's Joint Policy Alternatives Committee on Transportation, or JPACT and the elective Metro Council which together constitute the federally designated MPO. Projects are also identified through sub-area and corridor studies; through formation of Technical and Citizen Advisory Committees, these studies involve affected local jurisdictions and the public in all phases of the planning process.

Metro TIP Adoption

Projects nominated from these sources for inclusion in the Metro TIP are then subject to public comment during a 30 day comment period preceding review and adoption by JPACT; an additional 14 days is also provided prior to final adoption by the Metro Council. The TIP was presented at a public workshop held on May 16, 1994 in order to foster informed public comment during these hearings. Timely notice of the public meetings was sent to over 1,200 persons and organizations and materials were freely available for review. JPACT and Metro Council Resolution adoption actions are noticed in paper of general circulation one week preceding such actions.

D. FISCAL CONSTRAINT

The list of projects contained in the TIP is "fiscally constrained to reasonably expected revenue", i.e., the region has authorized projects to obligate only funds that are anticipated to be allocated to the region. With respect to federal funds, this expectation is based on consideration of funds received by the region in the first three years of the ISTEA as a benchmark for projecting the funds that will be appropriated by Congress over the remaining three years of the ISTEA. The first three years of appropriations have been less than authorized by the Act. Therefore, the formula used to estimate future revenue is conservative as it "discounts" the maximum amount ISTEA authorizes for appropriation to reflect the reduced historical trend. The TIP programs 100 percent of the discounted revenue projection. However, in any given year, the federal government may authorize the region to obligate a percentage of the appropriated funds (an "obligation ceiling"). Typically, this ceiling is about 80 to 90 percent of the annual appropriation. Authority to obligate all appropriations has historically occurred prior to federal adoption of a new transportation assistance act (e.g., by FY 1998 when the current assistance act lapses). Additional information regarding anticipated revenues is provided in the discussion of individual programs.

E. PROJECT PRIORITIZATION

The year a project is scheduled for funding, and thus the manner in which its relative priority is established, is a function of need, readiness and regional equity. The need for a project is established by technical and administrative criteria established by ODOT, JPACT and Metro Council. Administrative considerations include project relationships to significant policy documents, including:

- regional goals identified in the RTP;
- the 15 planning factors identified in ISTEA (see Appendix D);
- the Transportation Planning Rule (Goal 12); and
- provisions of the Clean Air Act Amendments (CAAA) of 1990

Technical considerations include congestion relief, correction of hazards, and ratios of benefit to cost. Individual programs are governed by other more specific criteria. (These are addressed in later sections of this Introduction under the individual program discussions.)

F. PROJECT SELECTION

ODOT, in cooperation with Metro, selects projects that are funded under the ISTEA Interstate Maintenance and Bridge Replacement programs, or that are on the National

Highway System. All other projects are selected by Metro in consultation with ODOT.

If a high-priority project (e.g., a first year project) is not ready to proceed, projects scheduled for later years may advance "out of turn". For example, a high-priority project may have delays in development of plans and specifications, or its right-of-way acquisition may encounter legal obstacles. Under such conditions, projects from the second or third years of the Approved Program would be brought forward. This assures that the region contributes its share to orderly statewide obligation of available funds.

Although projects may be moved between years, fiscal constraint in any given year must continue to be maintained. However, the demonstration of fiscal constraint may rely upon availability of statewide funds. In other words, this region may be advanced federal or state funds by ODOT so that more projects can be completed than the region's TIP identifies revenues to afford in a given year. When this occurs, ODOT draws upon statewide funds available for obligation outside the region. When Metro and ODOT agree to such arrangements, Metro reduces later-year regional reserve funds identified in the TIP to reflect the dollar amounts involved. Therefore, on a multi-year, total program basis, the region constrains programming of federal funds to those reasonably anticipated to be available.

Should a project "slip" to a later year, either because it was not ready to proceed or because less funding is made available than expected, it would then share equal priority with all other projects scheduled in that later year of the Approved Program. Again, readiness to proceed is the main issue in deciding which projects "go first" that year.

Finally, regional equity plays an important role in prioritization of projects. In previous years, equity was ensured by the requirement that certain classes of federal funds be suballocated on the basis of population. ISTEA prohibits this practice in order to increase the likelihood that important regional needs will be addressed regardless of cost or geographic location. However, equity is an approved long-term consideration. In the Metro region, individual year allocations to jurisdictions are not treated as annual entitlements to fixed amounts based on population. Rather, the distribution of funds in an equitable manner is a long-term objective of TIP programming founded in public policy. Specifically, the desire to program funding to the most "important" projects is tempered by the legitimate need to maintain a balanced regional transportation system.

II. NEW PROJECTS APPROVED IN THE 1995 TIP

A. ODOT SIX-YEAR PROGRAM REDUCTIONS

In summer of 1993, ODOT Region 1 staff advised the region that the State's FY 1993 through 1998 Six-Year Program was some \$400 million out of balance and that a reduction of approximately \$136 million from the Region 1 urban construction program would be required. The Oregon Transportation Commission (OTC) invited the region to recommend the needed cuts and to also identify cuts in excess of those needed to balance the program. These additional savings would be considered by the OTC for reallocation to projects of benefit to alternative travel modes recommended by the region. Metro initiated a two-fold program to address these issues which included development of project selection criteria and an extensive public involvement process.

Metro Recommendation.

In January 1994, Metro adopted Resolution No. 94-1890A which recommended a package of construction program cuts and deferrals totalling approximately \$173 million and reallocation of approximately \$34 million to projects of benefit to alternative transportation modes.

Program Reduction Highlights.

Although 17 different projects were either eliminated, deferred or down-scoped, the bulk of Metro's reductions to the State Construction program come from six recommendations which include:

- Deferral of \$36 million of work related to reconstruction of the Sunset Highway between the Zoo Interchange and Highway 217 originally programmed to occur during construction of the Westside LRT, reducing the project allocation to a first phase of \$50 million.

- Down-scoping of the I-5\217\Kruse Way Interchange from \$43 million to a first phase project of \$13.5 million.

- Deferral of \$7 million to widen I-84 to six lanes from the 238th Interchange to Troutdale.

Deferral of \$50 million associated with the I-5: E. Marquam/Grand Ave/MLK Jr. Ramps to post-1998.

Deferral of \$17.2 million associated with the I-5: Water Street Ramps project to post-1998.

Down-scoping of the US 26: Hwy 217 to Murray project (\$20 million) to the Development program (EIS authorization only).

The "STIP CUT/ADD APPENDIX" at the end of this TIP contains a Table which summarizes the complete Metro recommendation.

Alternative Mode Recommendation.

Metro also recommended allocation of \$36 million to a set of alternative mode programs including \$29 million to Tri-Met's Core Capital Program and \$7 million to an Alternative Mode Construction Program.

Program Revisions Since January Adoption.

ODOT has continued to refine engineering of several of the larger projects addressed in the Metro recommendation in order to obtain better cost, scheduling and transportation system impact estimates. This work has produced two significant modifications to the January recommendation.

1. I-84: Widening to Six lanes between 223 and Troutdale.

Metro recommended saving \$7 million from this project by eliminating continuation of the proposed widening beyond the 238th Interchange. However, it now appears that \$5.5 million of this savings would have come from deferral of a railroad bridge crossing that cannot be deferred. The current estimate to complete this project is \$24.1 million, an approximate \$2 million increase. This would include reconstruction of the 238th Interchange to address significant safety problems, and reconstruction of the deficient railroad bridge. Widening from 223 to Troutdale would be deferred. The cost increase of \$2 million would reduce the Tri-Met Core Capital Program allocation discussed above, from \$29 million to \$27 million.

2. US 26 Reconstruction.

The ability to defer \$36 million of this work was achieved in part by delaying, until after 1998, the \$14.3 million cost of constructing a westbound truck climbing lane between the Zoo and Sylvan interchanges. This deferral was contingent on continued availability after 1998 of \$14.3 million earmarked for this

project in the ISTEA Demonstration Grants program. In spring, the Office of Management and Budget recommended rescinding all such funds not obligated by the end of FY 94. ODOT has therefore proceeded with plans to construct this project in FY 1994.

This change did not, however, effect Metro's recommended "budget". A second element of the \$36 million savings assumed that \$50 million would be needed to both reconstruct the Sylvan overcrossing of US 26 and to construct an off-system collector\ distributor system needed to alleviate significant westbound weave and merge safety problems. ODOT has engineered a solution to these problems costing only \$35 million. Thus the climbing lane and the westbound safety problems can both be accommodated within Metro's January fiscal cap.

However, Metro had stipulated that should the "Sylvan Interchange" project cost less than \$50 million, the difference was to be allocated to increased support of alternative mode projects. In effect, this savings has now been allocated to building the climbing lane. To do otherwise would result in the region both losing \$14.3 million of ISTEA grant funds and needing to eventually fund the cost of the climbing lane with local resources. Therefore, Metro staff concur with ODOT's decision to advance construction of the climbing lane.

Tri-Met Core Capital Program Funds (Metro ID #154).

ODOT has allocated \$18 million of State STP funds and Metro has allocated \$9 million of Regional STP funds to purchase 144 buses (a mixture of 40-foot standard and articulated buses for mostly replacement and some service increase) and 20 Special Needs Transit minibuses.

Metro's original recommendation was to allocate \$29 million of State STP dollars to fund these Tri-Met Core Capital Program needs. This figure was reduced to \$27 million in response to cost increases on the I-84: 223 to Troutdale project. (Tri-Met's need for the additional funds relates largely to the updated Hillsboro Extension financial plan; Tri-Met was required to allocate an additional \$18 million to the Extension project. This money was taken from resources previously allocated by Tri-Met to purchase buses that were to meet service demands associated with startup of Hillsboro rail service.)

ODOT countered Metro's January recommendation with a proposal to allocate \$18 million of State STP dollars to purchase buses for Tri-Met; nine million dollars of which would directly make up for the funding that Tri-Met shifted to Hillsboro. The other \$9 million of "Hillsboro related" bus purchases is funded by allocation of

Regional STP Reserve dollars. Between these two fund pools, the full \$27 million bus purchase can be made.

Region 2040 Reserve Account (Metro ID #381).

ODOT has allocated the "freed" \$9 million to a Region 2040 Reserve account that will be allocated, in cooperation with Metro, to implement both roadway and alternative mode projects consistent with the development form that will be recommended for adoption by the Region 2040 process (Summer, 1994). This ODOT contribution is matched by allocation of the remaining \$11.2 million balance of Regional STP Reserve dollars, thus creating a \$20.2 million "Region 2040 Reserve Account".

Alternative Mode Construction Program Account (Metro ID #382).

A \$7.16 million Alternative Mode Construction Program account is approved in the FY 95 TIP to fund construction of projects related to TODs, bicycle and pedestrian projects of regional significance, and projects recommended for construction from the Congestion Management and Intermodal Management Systems, including up to \$1.05 million of Port of Portland recommended projects.

B. "ROUND 2" CONGESTION MITIGATION/AIR QUALITY PROJECTS

The Metro FY 95 TIP formally allocates anticipated FY 95, 96 and 97 CMAQ and funds to fifteen "Round 2" Congestion Mitigation/Air Quality (CMAQ) projects previously approved as the region's priorities in Metro Resolution No. 93-1829A. By agreement with ODOT, the region did not program these projects until public comment was concluded on the Preliminary 1995 through 1998 State Transportation Improvement Program in March 1994. The 15 projects were included in the Preliminary STIP which provided for additional review beyond that provided as part of Metro's project selection and Resolution adoption process. The projects will not be formally approved by the Oregon Transportation Commission until July 1994. The projects are shown in Table 1 below:

**TABLE 1
FY 95 - 97 CMAQ PROJECTS**

Metro ID No.	Project Description and Lead Agency
609	<u>Transit-Oriented Development (TOD) - Phase II</u> - The TOD will subsidize infrastructure costs associated with private development land use designs which increase density, mixed uses, and transit, bike, and pedestrian-friendly amenities and access. (DEQ)
613	<u>Regional TDM</u> - An expanded Transportation Demand Management (TDM) program would include programs to attract new participants to ridesharing and other alternatives to the single-occupant vehicle mode. (Tri-Met)

TABLE 1
FY 95 - 97 CMAQ PROJECTS (cont'd)

- 635 Columbia Slough Intermodal Expansion Bridge - This intermodal expansion rail bridge would span the Columbia Slough waterway and connect North and South Rivergate, allowing rail movement to terminals without going through congested inner-city rail yards and neighborhoods. (Port of Portland)
- 154 Buses for service expansion - New, cleaner buses would be purchased to provide expanded transit service and mobility in the region. (Tri-Met)
- 648 Gresham Traffic Signal Coordination & Optimization Project - Development and installation of an integrated traffic signal interconnection and operation system. The system would coordinate traffic signal phasing to reduce travel times, improve traffic flow and reduce emissions. (Gresham)
- 452 Mini-buses - Community based demand-responsive transit vehicles would be purchased for operation in areas which currently have no service. (Tri-Met)
- 606 Pedestrian to Transit: Phase III - Funds for the study, design and construction of capital improvements to the public right-of-way that will enhance pedestrian access to transit facilities. Phases I and II (CMAQ Round 1) study and design activities were funded with prior year grants; actual construction is to occur during Phase III. (PDOT)
- 615 Pedestrian to MAX Capital Program - Construction of priority capital improvements for pedestrian/bicycle access and amenities around eight Gresham MAX stations. (Gresham)
- 641 Portland Area Telecommuting Project - Funds to assist public agencies and private employers in the Portland area to develop and implement telecommuting programs. (ODOE)
- 629 Eastside Bikeway/Trail Loop (OMSI-Springwater) - Construction of a major urban bike-way/pedestrian trail in four segments. This segment would connect the Springwater Corridor trail to the Eastbank Esplanade. (Metro/Portland Parks)
- 628 Eastside Bikeway/Trail Loop (Springwater-Milwaukie) - Construction of a major urban bike-way/pedestrian trail in four segments. This segment would complete the Willamette Greenway/Eastside Trail link to Milwaukie. (Metro/City of Milwaukie)
- 604 Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps - Funds for improvements to the Willamette River bridges to enhance access by bicyclists, pedestrians and disabled persons. Specific projects could include reconstruction of bridge-heads to provide sidewalks and bike lanes, and construction of wheelchair/bicycle ramps from the bridges to the street system. (Multnomah Co.)
- 633 Strawberry Lane: Webster to I-205 - bike lanes - Construction of bike lanes on Strawberry Lane from Webster Road to I-205. The project would connect existing bike lanes on Webster to the bike path paralleling I-205. (Clack. Co.)

TABLE 1
FY 95 - 97 CMAQ PROJECTS (cont'd)

-
- | | |
|-----|---|
| 612 | <u>Sunset Transit Center pedestrian/bike bridge</u> - This project would provide a bicycle/pedestrian connection between the Sunset Transit Center and the Cedar Hills shopping center. The bridge would span the Sunset Highway, a distance of 320 feet. (Tri-Met) |
| 637 | <u>Highway 217 Corridor Bike Lanes</u> - Phase I would focus on evaluation and prioritization of links needed to complete a continuous bike route parallel to Highway 217 in Washington County. The bike route generally follows Cedar Hills Blvd. and Hall Blvd. from the Sunset Highway to the I-5/I-205 interchange. Phase II would involve construction of high priority bike lanes identified in Phase I. (Washington Co.) |
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C. "ROUND 2" TRANSPORTATION ENHANCEMENT PROJECTS

The Metro FY 95 TIP formally incorporates six "Round 2" Transportation Enhancement projects previously approved as the region's priorities in Metro Resolution No. 93-1858B and No. 94-1900. By agreement with ODOT, the region did not program these projects until public comment was concluded on the Preliminary 1995 through 1998 State Transportation Improvement Program in March 1994. The six projects were included in the Preliminary STIP which provided for additional review beyond that provided as part of Metro's project selection and Resolution adoption process. The projects will not be formally approved by the Oregon Transportation Commission until July 1994. The projects are shown in Table 2 below.

TABLE 2
FY 95 - 97 TRANSPORTATION ENHANCEMENT PROJECTS

Metro ID No.	<u>Project Description and Lead Agency</u>
621	<u>112th Linear Park</u> . Funding for 10-foot bicycle/pedestrian path, with small bridge, within a linear park paralleling NW 112th south of Cornell Road. (Washington Co.)
306	<u>Eastbank Trail: Steel Bridge/OMSI</u> . One of four trail segments providing Eastbank trail connection to the Springwater Corridor trail. (City of Portland)
311	<u>Cedar Creek Trail</u> . Completes a 3,550 foot bicycle/pedestrian trail in a heavily developed portion of the City of Sherwood. (City of Sherwood).

TABLE 2
FY 95 - 97 TRANSPORTATION ENHANCEMENT PROJECTS

- 312 Springwater - Boring Connection. Acquisition of on-half mile segment of Springwater Corridor near Boring. (Clackamas Co.)
- 316 Rock Creek Bike/Pedestrian Path). Construction of a path parallel to Rock Creek between Rock Creek Park (just north of Sunset Highway) to Evergreen. (City of Hillsboro)
- 318 Intermodal Transfer Park. Reconstruct Troutdale Community Park to include bicycle/pedestrian access; construct a bus shelter; provide interpretive information and kiosk. (City of Troutdale)
-

D. TRANSIT PROGRAMMING

The Metro FY 95 TIP incorporates several recent changes to the region's transit programming. These include:

Section 3 Programming Activity. FTA has authorized Tri-Met to allocate \$75 million of Section 3 funds as a Contingent Commitment of post-1997 revenues. This represents an \$8 million increase from previously authorized amounts. The funds will be awarded to the region as an amendment of the Westside Light Rail Project Full Funding Grant Agreement to support extension of the system to Hillsboro. The funds are allocated within the new "Integrated Westside\Hillsboro LRT Project" (Metro ID #206) which combines previously separate Hillsboro Extension and Westside Full Funding Grant Agreement funds into a single program of expenditures across all fund categories.

Section 9 Programming Activity. Tri-Met has proposed comprehensive reprogramming of appropriated and projected Section 9 revenue to a number of previously approved projects. Technically, most of these changes fall within the parameters of administrative TIP amendments. However, in aggregate, the proposal is substantial and several high-points are discussed in Table 3 below:

**TABLE 3
TRI-MET SECTION 9 PROGRAM RECOMMENDATION**

Draws down the entire \$15 million reserve balance previously identified in FY 97.

Eliminates \$800,000 of Section 9 revenue previously allocated in FY 97 to "Banfield Park and Rides" (Metro ID #675).

Reduces Section 9 Operating Program from \$4.396 million in FY 95 and 96 to \$3.51 million annually in FY 95 through 97.

Increases a planned bus purchase from \$13.53 million to \$14.70 million (net increase of \$1.17 million). Defers \$8.85 million of the total bus purchase to FY 97 rather than expending \$13.5 million in FY 96 as previously programmed.

Allocates an additional \$8 million of Section 9 revenue in FY 96 to the Hillsboro Extension of Westside LRT (\$30 million total Section 9 allocation).

Consolidates Section 9 funding for the Hillsboro Extension of Westside LRT into a new "Integrated Westside/Hillsboro LRT Project" (Metro ID #206).

Allocates first time Section 9 funding to purchase Special Needs Transit Vehicles (Metro ID #897)

E. PROJECTS ADDED BY FY 94 RESOLUTION ACTIONS

The bulk of "new" programming in the 1995 TIP consists of complete integration of programming actions approved by resolutions adopted throughout FY 94. Table 4 below shows all resolution actions taken in FY 1994 which approved new programming now reflected in the draft TIP. Many of these actions have been discussed in greater detail, above.

F. ADMINISTRATIVE AMENDMENTS

Transfer of \$106,000 of Regional STP funds allocated to Clackamas County to the state in exchange for an equivalent amount of state Gas Tax funds (\$0.96 on the dollar).

Allocation of \$30,000 of Regional STP funds previously allocated to Clackamas County to conduct an EIS on widening of Sunnyside Avenue from I-205 to 172nd, to conformance of the East Sunnyside Village traffic plan to multi-modal criteria of the community master plan. This work is directly pertinent to the

proposed EIS and the County has agreed to hold harmless the EIS up to the original project estimate of \$600,000.

G. PREVIOUS PROJECTS

Past policy endorsement of projects identified in the TIP. Previous programming of Surface Transportation Program, Transportation Enhancement, Congestion Mitigation/Air Quality, Interstate Maintenance, Interstate Transfer, Federal-Aid Urban, National Highway System and Federal Transit Administration (FTA) program funds are reaffirmed. Previous programming of ODOT highway funds scheduled for expenditure in the region is reaffirmed as modified by the STIP reduction process.

**TABLE 4
FY 94 METRO RESOLUTION ACTIONS
AFFECTING TIP PROGRAMMING**

<u>METRO RES. NO.</u>	<u>RESOLUTION TITLE AND EFFECT</u>
93-1845A:	ALLOCATED I-205 INTERSTATE TRANSFER FUNDS TO THE SOUTH/NORTH ALTERNATIVES ANALYSIS AND COMMITTED LRT BOND MEASURE FUNDS AS REPLACEMENT FUNDS (09-23-93). <i>Allocated approximately \$1.6 million for this purpose.</i>
93-1865:	ESTABLISHED A FUNDING POOL IN THE AMOUNT OF \$896,000 TO WASHINGTON COUNTY FOR COMPLETION OF THE CEDAR HILLS/HALL BOULEVARD "ALTERNATE TO HIGHWAY 217 BIKE LANE SYSTEM" AS A REGIONAL CMAQ PROJECT PRIORITY (10-14-93). <i>Final action approving the Round 2 CMAQ project priorities; see above for project descriptions.</i>
93-1858B:	ENDORSED ODOT REGION 1 PRIORITY FY 95, FY 96 AND FY 97 TRANSPORTATION ENHANCEMENT PROJECTS FOR INCLUSION IN THE 1995-1998 TRANSPORTATION IMPROVEMENT PROGRAM (10-28-93). <i>See above for project descriptions.</i>
93-1874:	PERMISSION FOR TRI-MET TO APPLY FOR SECTION 3 FUNDS IN THE REDIRECTED PROJECT BREAKEVEN ACCOUNT (12-23-93). <i>Transferred three Banfield System Completion projects into the newly created "Section 3: Westside Systems Completion Program" account together with \$13.901 million of appropriated Section 3 Discretionary funds previously allocated to Project Breakeven. Deleted Project Breakeven from the TIP and left the Gresham Park & Ride facility as an unfunded system completion need in the TIP. Allocated approximately \$3.9 million of "Section 3: Rail Modernization" program funds to one Banfield System Completion project.</i>

TABLE 4
FY 94 METRO RESOLUTION ACTIONS
AFFECTING TIP PROGRAMMING (cont'd)

- 94-1890A: RECOMMENDED A PACKAGE OF PROGRAM REDUCTIONS AND ADDITIONS TO THE OREGON TRANSPORTATION COMMISSION FOR INCORPORATION IN THE 1995 THROUGH 1998 STATE TRANSPORTATION IMPROVEMENT PROGRAM (01-27-94). *This approved Metro's recommendation for OTC approval of approximately \$173 million of STIP construction program deferrals and reprogramming of \$36.19 million for implementation of alternative mode project additions. The current status of*
- 94-1900: ENDORSED THE NW 112TH LINEAR PARK FOR FUNDING AS PART OF ODOT REGION 1 PRIORITIES FOR TRANSPORTATION ENHANCEMENT FUNDING IN THE 1995-1998 TRANSPORTATION IMPROVEMENT PROGRAM (02-24-94). *This finalized approval of the Round 2 Transportation Enhancement program funds.*
- 94-1905: ALLOCATED FUNDS TO SUPPORT THE OREGON TRANSPORTATION FINANCE COMMITTEE PUBLIC OUTREACH PROGRAM (02-24-94). *This allocated \$8,700 for continuation of work on the Oregon Transportation Finance Study (formerly the Oregon Roads Finance Study.)*
- 94-1916: APPROVED ADOPTION OF THE FY 95 UNIFIED WORK PROGRAM (3/10/94). *This action also allocated \$70,000 of Regional STP funds as partial support of a study to assess commodity goods movement relative to the anticipated 2040 transportation network.*
- 94- 1937: ALLOCATED FUNDS TO SUPPORT THE EXTENSION OF WESTSIDE LIGHT RAIL TO THE CITY OF HILLSBORO (final adoption pending). *This resolution allocated an additional \$8 million of Section 9 revenue to the Hillsboro Extension in FY 96 (\$30 million total allocation) and programmed \$75 million of Section 3 revenue anticipated as an amendment of the Westside Full Funding Grant Agreement.*
-

III. STATUS OF FUNDING PROGRAMS

The TIP encompasses Federal-Aid programs relating to highways and transit. In addition, it includes transportation projects funded from state and local sources. Some \$228 million is being sought from the Federal Government this year for improving our region's transportation system. The money, however, comes through various mechanisms -- each with different requirements and local funding responsibilities and with varying policies concerning match funding. These are discussed below.

A. INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA)

The policy declaration which begins this relatively new Act states that its purpose is "to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy-efficient manner." The Act contains major new features including:

- De-emphasis of highway construction and maintenance as denoted by the title - "*Intermodal Surface Transportation Efficiency Act of 1991*" (emphasis added).
- Authorization is for a six-year period from FY 1992 through FY 1997.
- Changes name of "Urban Mass Transportation Administration" to "Federal Transit Administration."
- Transit match ratios for Section 3 and Section 9 are increased to 80%; operating assistance is 50% as in the past.
- Interstate Transfer and Federal-Aid Urban funding currently programmed in the TIP will remain available until the funds are expended.

Funding Programs Added in FY 92.

The ISTEA created several new program categories. They include the following:

- National Highway System Program
- State Surface Transportation Program
- State Surface Transportation Program (Safety)

- Regional Surface Transportation Program
- Regional Congestion Mitigation/Air Quality Program (CMAQ)
- State Transportation Enhancement(TE) Program

National Highway System (NHS)

Provides funding for a new National Highway System, composed of Interstate highways and other primary roads. Interstate maintenance is considered part of the program funding total. The NHS will become the new focus of the Federal-Aid Program following the completion of the Interstate Highway System. Up to 50% of program funds can be transferred by the state to the more flexible Surface Transportation Program, or 100% if approved by the U.S. Secretary of Transportation.

Surface Transportation Program (STP)

STP funds derive from a new flexible block grant-type program category which provides funds for a broad range of transportation uses and which consolidates the former functions of the Federal Aid Interstate Secondary, Urban, and Primary programs. STP funds are allocated both to ODOT and to Metropolitan Planning Organizations (MPO). A portion of the state's funds are taken "off the top" for safety projects. The 1995 TIP tracks projects funded by:

- The Regional Surface Transportation Program; and
- The State Surface Transportation Program (includes safety-related projects);

Congestion Mitigation/Air Quality Program

CMAQ funded projects are intended to help urban areas achieve air quality standards mandated by the 1990 Clear Air Act and to reduce urban congestion. For practical purposes the program has been interpreted by federal authorities to direct funds toward transportation projects in Clean Air Act non-attainment areas (as in the Portland area) for ozone and carbon monoxide. Funds are used for projects which will contribute to meeting the attainment of national ambient area air quality standards; the federal share is approximately 90 percent with 10 percent state or local for all eligible projects except for pedestrian and bicycle projects which enjoy only an 80/20 match ratio.

Transit and ISTEA

As a result of ISTEA, all activities are now allocated by formula with the exception of 1) Section 3 Capital Grants for new rail or fixed guideway systems; 2) Section 3 Capital Grants for bus and bus-related projects, and 3) the national portion of the

Planning and Research Program. Approximately 76 percent of the FTA program resource is now delivered by formula apportionment.

The Section 3 Program at the federal level provides 40 percent of funds for fixed-guideway modernization, 40 percent for new fixed-guideway systems and extensions, and 20 percent for buses and bus-related equipment and facilities. The program is funded for six years with a federal share of project costs of 80 percent. However, negotiations with FTA in this region have resulted in funding agreements with a variety of federal participation ratios ranging from 75 percent for the Westside LRT project and 66 percent for the Hillsboro Extension project.

Other programs include:

- Section 9 for capital and operating expenses with federal shares of 80 percent and 50 percent respectively. Section 9 funds may be applied for highway projects in Transportation Management Areas (TMA) if all needs related to the Americans with Disabilities Act are met, the MPO approves and there is a balanced local approach to funding highways and transit (no Section 9 funds are allocated to road purposes in the region).

- Section 16(b)(2) funds for elderly and disabled persons may go to private, nonprofit organizations or to public bodies to provide for capital costs or for capital costs of contracting for services. Allocation of Section 16(b)(2) funds are overseen by Tri-Met in cooperation with ODOT in the Portland metropolitan area.

B. REGIONALLY CONTROLLED HIGHWAY PROGRAMS

Regional STP Program

The current six-year projection of Regional STP funding is \$58.551 million. This projection is based actual FY 92-94 appropriations and assumption of a percentage increase of FY 95 - 97 appropriations equal to total annual STP authorization increases mandated in the ISTEA. This yields the following schedule of program increases:

Regional STP Funding Assumptions:

FY 92 (Appropriated)	\$8.72 mil.	
FY 93 (Appropriated)	\$8.70 mil.	
FY 94 (Appropriated)	\$9.76 mil.	
FY 95 (est.)	\$10.45 mil.	19.84% above base yr.
FY 96 (est.)	\$10.46 mil.	19.87% above base yr.
FY 97 (est.)	\$10.46 mil.	19.87% above base yr.
Six-Year Total	\$58.55 mil.	

McLoughlin PE	\$ 920,721
223rd Connector (207th)	2,637,581
Johnson Creek Boulevard	897,150
Misc./Reserves Under \$500,000	<u>3,255,702</u>
Total	\$ 7,711,154

And those using remaining funds on the transit side are:

I-205 Buslane Withdrawal	15,941,283
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The fiscal year 94 appropriation of transit/highway funds did not account for a transfer of funds between accounts. The highway "side" thus has a positive balance that should be allocated to transit purposes. The transfer is as follows:

Transit to Highway Transfers:

Metro Planning (Transit)	-\$43,305
Metro Planning (Highway)	\$43,305

Federal-Aid Urban (FAU) System Program

The FAU program has been eliminated under ISTEA and replaced by the STP program through which the Metro region receives annual allocations. Resolution No. 92-1644 established administrative procedures between Metro and ODOT for use and exchange of remaining FAU funds for an equal amount of State STP funds having an availability of four years. Highlights of the Resolution provide for the following:

1. Metro may request of ODOT that FAU fund balances be exchanged for STP funds and that any remaining amounts currently programmed for FAU projects in the TIP be allocated to corresponding projects under the STP program.
2. Metro and ODOT's Salem Program Section will mutually establish the Metro areas annual authority and six-year obligation authority in order to assure compatibility between Metro and statewide program ceiling limitations.
3. Annual programmed amounts may vary from annual allocations by mutual agreement of ODOT and Metro subject to ODOT ability to accommodate shifts relative to the statewide program and subject to the region's assurance that future authority will be available on a one-for-one basis.

There still remain FAU balances amounting to some \$600,000 which must be obligated by the end of FY 94. Approximately \$8.25 million of FAU appropriations were converted to State STP funds in FY 93 to avoid their lapse. The combined total

of these funds are tracked in the FY 95 TIP as the FAU/STP Replacement Program with a control total of \$8.8 million. Approximately \$3.3 million has been obligated since FY 93. About \$2.5 is anticipated to be obligated by the end of FY 94. Another \$1.7 million of mostly miscellaneous reserve funds remains to be obligated by the City of Portland and \$1.2 million more in the rest of the region. The largest shareholder for the region is Clackamas County with \$933,000 retained for the McLoughlin Boulevard - Harrison Street through Milwaukie CBD project which is remains largely undefined at this time. The precise mix of residual FAU funds and traded STP funds was being determined by ODOT Headquarters staff at the time of this publications.

C. STATE TRANSPORTATION IMPROVEMENT PROGRAM

The Highway Division in the past has biennially published a Six-Year Highway Improvement program which has essentially targeted highway improvements. That publication has now been replaced in keeping with the broad interest of ODOT and the multi-modal policy emphasis that has occurred at the national level. The current publication (1995-1998 Six-Year Transportation Improvement Program) lists major activities expected to be under way over the next four years of the Aeronautics, Highway, Public Transit, and Rail programs. The state highway projects listed in Metro's TIP were extracted from ODOT's proposed TIP (August 1993) and comprise the "State Highway Program Section" section.

As has been previously discussed the State's FY 1993 through 1998 Six-Year Program was some \$400 million out of balance. ODOT Region 1 staff and Metro cooperated to identify a recommended package of construction program cuts and deferrals totalling approximately \$173 million and reallocation of approximately \$34 million to projects of benefit to alternative transportation modes. This agreement is reflected in the Metro FY 95 TIP although it will not be finalized until adoption by the Oregon Transportation Commission in July 1994. If the OTC amends the recommendation, the Metro TIP will be amended accordingly.

Criteria.

The guiding objectives of the recommendations are to craft an ODOT Program that strengthens consistency with federal and state directives contained in ISTEA, the Clean Air Act, the OTP and the Transportation Planning Rule, to reduce reliance on Single Occupant Vehicle travel, increase multi-modal transportation options and improve air quality. The recommendation creates a program that:

- . Maintains and preserves existing transportation infrastructure investment;
- . Funds critical safety projects; and
- . Funds those regionally significant highway projects that are:

- a. of critical need to the multi-modal transportation system
- b. substantially supported by local overmatch made in anticipation of state completion;
- c. likely to proceed on schedule;
- d. linked to construction and enhanced operation of the Westside LRT;
- e. important to the flow of commodities and goods; and
- f. justified by high technical ranking.

The recommended Program allocates no funding to highway projects not currently in the TIP and defers to the Development element those projects previously identified for construction now left unfunded.

Program Highlights.

Interstate Maintenance. The Interstate 4R Program has been replaced with the 3R Program which is mostly referred to as the Interstate Maintenance Program (IM). It provides funds for resurfacing, restoring, and rehabilitating Interstate highways. Reconstruction is eligible but cannot add capacity unless primary use is high-occupancy lanes. Projects classed as Interstate Maintenance by the state have been included in this section.

Highway Bridge Replacement

This program was established to replace or repair bridges that have structural deficiencies and physical deterioration. Funding for HBR projects is 80 percent federal and 20 percent state or local. The program (ISTEA) is basically unchanged from previous years in its formula and requirements.

Hazard Elimination System

The Hazard Elimination System (HES) funds safety projects under \$500,000 and which are categorically exempt from NEPA review (i.e., they cannot generate environmental impacts of any sort).

State Highway Funds Financing. This TIP update incorporates categories devoted to state funding - State Modernization, State Operations, and Access Oregon Highways wherein the state participates in part or in whole in the development of a project and its funding. The projects use funds generated by the Fuel and Equivalent Truck taxes. The Modernization projects would generally create new highway capacity. The Operations projects are essentially safety oriented and are limited to elimination of operational deficiencies with provision of only incidental capacity expansion. The

Access Oregon Highways program consists of funding for EIS completion only on several large highway expansion proposals.

Bicycle Transportation and Pedestrian Walkways . ORS Chapter 366 requires that bicycle trails and footpaths be considered on all state and federally funded highway, road or street construction, reconstruction or relocation projects, with certain exceptions: where establishment would be contrary to public safety; where cost would be disproportionate to need or probable use; and where sparsity of population or other factors indicate an absence of any need. Sources of bikeway funds include the Oregon State Highway fund and, when approved by FHWA, federal highway funds. Federal funds are matched at the same ratio as for the highway to which the bikeway is accessory. Other bikeway projects are funded by state and local revenues.

State Surface Transportation Program. The Surface Transportation Program (STP) is a new block grant-type program that may be used by the states and localities for any roads (including NHS) that are not functionally classified as local or rural minor collectors. Transit capital projects are also eligible under this program. Funding is approximately 90 percent federal and 10 percent state or local. ISTEA mandates that a portion of the Oregon's entire STP allocation be suballocated to metropolitan areas with population in excess of 200,000. These funds support the Regional STP program discussed previously. Another portion is allocated to the state to expend anywhere within the state. The portion of these funds that ODOT has allocated to the Portland region are reported in the Metro TIP as the State STP Program.

ODOT and Metro have cooperated in an agreement to "flex" nearly \$41 million, or almost 60 percent of the total of \$69 million of State controlled STP funds allocated to the Portland region to directly support transit, including:

- . construction of the Hillsboro LRT Extension project (\$22 million);
- . improved ground transportation connections to the LRT system (\$9 million);
- . miscellaneous transit capital needs (\$9 million); and
- . I-84: Gateway Park & Ride Lot (\$861,000).

An additional \$7.16 million is being reserved to construct projects of benefit to alternative modes including support of transit oriented development projects, bike and pedestrian facilities and other right of way projects recommended as part of the Congestion Management System and up to \$1.05 million of Port of Portland related Intermodal facility improvements.

Finally, another \$9 million is being reserved to implement yet to be determined right of way and/or alternative mode projects that respond to the Region 2040 land form decision expected in summer of FY 95.

Approximately \$5.4 million has been obligated to reconstruct the Sunset/185th Interchange. The balance of approximately \$7 million is either obligated or allocated to highway safety and preservation projects.

National Highway System Program . This includes Interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors. Funding is 90 percent federal and 10 percent state; if used on Interstate facilities, 92 percent federal and 8 percent state.

D. FEDERAL TRANSIT ADMINISTRATION PROGRAMS

The Federal Transit Administration (FTA) carries out the federal mandate to improve urban mass transportation. It is the principal source of federal financial assistance to help urban areas (and, to some extent, non-urban areas) plan, develop and improve comprehensive mass transportation systems. The FTA's programs of financial aid include, but are not limited to, the following:

- Section 9 formula grant program covering capital and operating expenses at 80 percent federal, 20 percent local for capital funding, and 50 percent federal for operating expenses. For FY 1994, some \$14.5 million is programmed.

- Section 3 discretionary and formula capital grant program at 80 percent federal, 20 percent local funding.

Section 9 Program

Section 9 funds are committed to the region by formula allocation of annual congressional appropriations. Appropriations for FY 92, 93 and 94 are known. Appropriations for FY 95 through 97 are estimates. Federal Section 9 *appropriations* over the last ten years have averaged only 85 percent of *authorizations*. Therefore, Section 9 revenue during FY 95 through 97 is assumed to be only 85 percent of the legislatively authorized funds. The FY 93 appropriation was even lower and this trend has been factored. However, FY 94 exceeded the projection by approximately \$550,000. The resulting projection of annual Section 9 revenue is shown in the Section 9 Revenue table, below:

Projected Section 9 Revenue:

Prior Year Grants	\$118.110 mil.	(obligations)
FY 93	7.225 mil.	(actual carryover)
FY 94	14.824 mil.	(actual approp.)
FY 95	14.824 mil.	(projected auth.)
FY 96	14.824 mil.	(projected auth.)
FY 97	<u>17.048 mil.</u>	(projected auth.)
TOTAL	\$186.855 mil.	

The FY 95 TIP programs approximately \$64 million of revenue from FY 95 though FY 98. One item of note concerns changes in the allocation of funds to work phases of the Westside LRT Extension to Hillsboro. The Hillsboro Extension Locally Preferred Alternative was selected in April 1993. Section 9 and Section 3 funds were allocated to conclude the Final EIS, including approximately \$875,000 of \$22 million programmed in FY 93 for construction activity scheduled for 1994. A Letter of No Prejudice was obtained so that the funds transferred to complete the EIS would continue to be counted toward the "1/3-1/3-1/3" Local-Federal-Discretionary funding package agreed to in 1993 for the Extension project. In FY 94, an additional \$8 million of Section 9 funding authority was approved for FY 96 (\$30 million total Section 9 allocation) to reflect estimated system cost increases. This increase was necessary to secure FTA approval of the Hillsboro EIS and issuance of a Letter of No Prejudice for advancing the Extension project using local funds. This programming action is addressed in greater detail in the Westside Program discussion, below.

Another \$24 million is spread to three other capital projects including bus purchases and retrofitting Banfield LRT vehicles with air conditioning. Tri-Met has also included annual allocation of \$3.5 million of operating funds in FY 95, 96 and 97 (\$10.5 million total operating) compared to previous years which averaged \$4-\$5 million annually. No assumption is made regarding operating revenue in FY 98. Tri-Met thus continues to decrease reliance of Section 9 revenue for operational costs, following the trend of decreasing federal support for transit operating assistance. federal is continuing a trend of reduced allocation of Section 9. These programming changes eliminate the substantial unallocated reserves that have been carried over the previous two years. In total, the Section 9 program described in the FY 95 TIP is fiscally constrained to revenue appropriated through FY 94 and federal revenues reasonably anticipated in future years.

Section 3 Programs

The regions's Section 3 Program is currently composed of four major subdivisions. These are:

- Section 3: Discretionary Capital
- Section 3: Rail Modernization Formula Funds
- Section 3: Westside Light Rail Program (FFGA)

Section 3: Westside Systems Completion projects

Section 3: Discretionary Capital. Projects proposed for FY 1995 Section 3 Discretionary Capital program funding include:

· City of Gresham Park & Ride:	\$4,500,000
· Banfield Station Low-Floor Vehicle Retrofit:	\$5,925,000

Section 3: Rail Modernization Formula Funds. Fiscal year 1994 marks the seventh year of Banfield LRT revenue service and thus, the first year of regional eligibility for Rail Modernization funds. Based on projection of first year appropriation levels, Tri-Met anticipates the following revenue stream through completion of the ISTEA authorization:

Rail Modernization Revenue:

Prior Year Grants:	\$0	
Obligations to date:	0	
Firm Carryover:	639,809	(BLRT Reserve transfer)
FY 94 Appropriation:	1,043,553	
FY 95 Projection:	1,190,000	
FY 96 Projection:	1,190,000	
FY 97 Projection:	<u>1,190,000</u>	
TOTAL:	7,633,362	

First year funds of \$1,683,362 were allocated to final engineering, support services and contingencies for three Banfield system completion projects needed to optimize integration of Banfield and Westside LRT service. An additional \$3.9 million has been allocated to construction of Banfield System Operation Control improvements. Approximately \$2.4 million is held in reserve pending additional prioritization of projects.

Westside Corridor Light Rail Project (Section 3 Statutory Authorization). Over the last five years, the Region has been heavily engaged in planning the Westside Light Rail program, an extension of the MAX light rail system from Downtown Portland to Hillsboro. This project represents the region's top transit priority.

In December 1991, Congress authorized the expenditure of up to \$515.995 million of Section 3 funds to support the Westside extension. In April 1992, Resolution No. 92-1598 amended the TIP and endorsed an overall Westside Light Rail Transit funding package. The Resolution recognized two elements of the project: extension of light rail from Downtown Portland to SW 185th, and extension from SW 185th to Hillsboro. In July 1992, Tri-Met submitted a revised grant application to the Federal Transit Administration (FTA) for constructing the first program phase: a construction of the Westside Light Rail to SW 185th. The Full Funding Grant Agreement

subsequently approved by FTA authorized a multi-year award of \$515.995 million for this project. The extension to SW 185th will be 75 percent funded with federal Section 3 program funds and 25 percent funded with a state/local share. (Additional detail regarding the Westside to 185th funding agreement is contained in the Westside Appendix of this TIP.)

Section 7 of the Full Funding Grant Agreement authorized an amendment to include extension of the project to downtown Hillsboro upon conclusion of the project EIS and appropriation of federal funds by Congress. It was agreed that the Extension would be funded with one-third state/regional funds, one-third Section 3 Discretionary funds, and one-third flexible federal funds; Metro Resolution No. 92-1598 committed \$22 million of Regional STP funds, \$22 million of State STP funds and \$22 million of Tri-Met Section 9 funds for the Hillsboro extension.

In FY 94 the Hillsboro Final EIS identified construction costs totalling \$27 million in excess of previous estimates. In order to secure FTA approval of the EIS and a Letter of No Prejudice needed to advance the project, an additional \$8 million of Section 9 Reserve funds were allocated to the Extension project by Tri-Met/Metro action (\$30 million total Section 9). Tri-Met also allocated an additional \$10 million of general revenue funds. This \$19 million was composed of funds previously earmarked to purchase new buses directly related to increased service demands expected with startup of Hillsboro LRT service. Therefore, in the FY 95 TIP, the state and Metro commit an additional \$9 million each of STP funds (\$18 million total) to assure that these service demands are met. On the federal side, FTA has authorized Contingent Commitment of an additional \$8 million of Section 3 funds by FTA. This represents an earmark against Section 3 Discretionary funds anticipated in the FY 1998 federal transit authorization bill.

Three years into the Full Funding Grant Agreement schedule (through the Federal FY 94) \$175 million of Section 3 FFGA funds have been awarded by FTA, which is \$28.4 million less than anticipated by the schedule. These "short funds" have been rescheduled to FY 95 (\$6 million), FY 96 (\$6 million) and FY 97 (\$16.4 million). To date, this reduced pace of Westside obligations has not required expenditure of Hillsboro local funds to maintain the Westside to 185th construction schedule.

With approval of the Hillsboro Letter of No Prejudice, FTA has authorized blending of the two projects for purposes of cash flow accounting into the Integrated Westside/Hillsboro LRT Project (Metro ID #206). This account programs a total of \$590,995,000 of Section 3 Discretionary funds: \$515.995 million towards the Westside to 185th project and \$75 million toward the Hillsboro Extension segment, (an increase of \$8 million above funds previously authorized). The entire "Hillsboro" component of this funding package is scheduled after FY 97 which denotes that these funds are recognized by FTA only as a contingent commitment against funds as yet

unauthorized by Congress. However, again, this does not preclude the region from using the blended program funds to advance both projects prior to FY 98.

Section 3: Westside Systems Completion Projects. This is a program created in FY 94. It contains a set of project which are necessary to efficient functioning of a combined Banfield and Westside LRT system. It currently contains three projects which were deferred during Banfield construction.

Section 3 "Trade" Funding. These are funds committed through a \$76.8 million Section 3 Letter of Intent issued May 14, 1982. The funds are restricted to bus capital purposes but are flexible as to the particular bus capital purpose. With the exception of final auditing, this program is closed and is included in the TIP only for historical reference. It will be deleted from the TIP in FY 1996.

Miscellaneous Light Rail Activity.

Low Floor Vehicles. In April 1992, the Tri-Met Board of Directors authorized the acquisition of 29 "low-floor" light rail vehicles in the Westside Project and the grant application. This decision was made in part to comply with the 1990 Americans with Disabilities Act (ADA); the low floor vehicles are a superior alternative to Banfield-style mechanical lifts. In FY 1995, Tri-Met is seeking Section 3 Discretionary funds to retrofit Banfield system loading platforms to accommodate the new vehicle floor heights.

Sunset Highway Improvements. In addition to the Westside LRT, over \$100 million in highway/transit-related construction improvements are planned in the Sunset Highway Corridor between the Zoo and Highway 217. These changes will be managed by ODOT. Construction of highway improvements will be coordinated with construction of the light rail program. The original schedule and scope of these projects was a central focus of the STIP reduction process concluded in FY 94. These highway improvements are expected to use a blend of federal and state funds in a package approved by the Oregon Transportation Commission. The FY 95 TIP has been revised to reflect the following schedule of projects on US-26:

- Cedar Hills Blvd. Interchange to SW 76th Avenue (concluded)
- SW 82nd Place (Golf Creek Access Road) (concluded)
- Highlands (Zoo) Interchange (concluded)
- Sylvan Interchange to Highlands Interchange (anticipated '94)
- Camelot Interchange to Sylvan Interchange ('96)
- Beaverton/Tigard Highway to Camelot Interchange (post-FY 98)

IV. THE QUARTERLY TRANSPORTATION IMPROVEMENT PROGRAM

In 1985, by Resolution No. 85-592, the Metro Council amended procedures governing the TIP management process. These revisions were precipitated by a desire to streamline the process for routine amendments to the TIP while ensuring proper attention is paid by TPAC, JPACT and the Metro Council for amendments of significance. In this manner, the time of various committees can be used more productively and response to jurisdictions for routine amendments can be expedited. The changes accelerate the TIP process while maintaining compliance with federal, state and local requirements in preparation and maintenance of the TIP. The procedures provide for administratively adding to the TIP, at the option of Metro staff, new projects not significantly affecting roadway capacity:

- . Safety improvements;
- . Bridge replacements not exceeding \$2 million;
- . Interstate 3R (formerly 4R) resurfacing/rehabilitation improvements not exceeding \$2 million;
- . State Priority 3 (along state highways) and Priority 4 (local routes) Bike funds;
- . Emergency projects involving imminent public safety hazards; and
- . Additions to previously approved projects (such as Parts and Equipment, Signal programs, Overlay programs, etc.).

The procedures require that monthly notification be provided to TPAC and quarterly notification to JPACT of all TIP additions noted above. All other project additions to the TIP require an adopting resolution (policy action) approving a specific new project as a priority for use of a particular category of federal funds. The procedures also provide for amendments to the TIP for previously approved projects on the following basis:

Administrative Adjustments:

1. Transfer of funds between different phases of a project and different program years within previously approved funding levels.
2. Transfer of funds between projects within a jurisdiction and within previously approved funding levels; transfers between jurisdictions require the approval of each affected jurisdiction; must be accompanied by a statement as to the impact on the project relinquishing funds; and requires monthly report to TPAC and quarterly report to JPACT for all transfers in excess of \$100,000.

Adjustments by Resolution:

1. Funding transfers between projects resulting in an increase or decrease in funding allocation greater than 50 percent.

2. Increased allocation of funds to a jurisdiction in excess of the level previously authorized.

In preparation of this report - the FY 1995 TIP - information in the Quarterly TIP (where applicable) served as its basis with unobligated balances and federal obligations (where available) being processed through April, 1994.

Information to process Interstate Withdrawal funds in the Quarterly TIP is provided by the USDOT in the form of summary reports (HNG-13) which describe the fiscal status, and ledger reports which detail obligations by specific project. Information to process weekly project updates for FAU and Interstate Transfer programs is furnished by the Program Section of ODOT. The procedures outlined above require revision to account for the cessation of suballocation of funding to individual jurisdictions resulting from ISTEA.

V. GENERAL COMMENTS

Private Enterprise Participation.

In accordance with UMTA (FTA) Circular 7005.1, recipients of FTA funding are required to develop a process for considering the capability of private providers to perform mass transportation and related support services. They are also required to provide periodic documentation on the results of implementation of the policy. This requirement falls both on Metro as the Metropolitan Planning Organization (MPO) and Tri-Met as the principal provider of transit services and FTA grant recipient. Specifically, Metro is required to adopt a policy which provides for consideration of private enterprises in local transit service planning, ensure a fair resolution of disputes and certify at the time of submission of the annual Transportation Improvement Program that the local process is being followed. The policy is intended to respond to the above requirements while recognizing that the principal responsibility for involving the private sector should rest with Tri-Met since it is the only operator in the Portland region. In accordance with these requirements, Tri-Met's compliance with the policy to ensure private sector participation is YET TO BE DETERMINED.

Financial Capacity.

On March 30, 1987, UMTA (FTA) issued Circular 7008.1 which requires transit agencies and MPOs to evaluate the financial ability of transit agencies to construct and operate projects proposed in the TIP. Tri-Met's Finance Administration has conducted an analysis of the District's ability to fund the capital improvements appearing in the TIP. The results ARE YET TO BE DETERMINED.

Certification of the Urban Transportation Planning Process.

ISTEA mandates that as part of compliance with federal metropolitan planning requirements, the TIP is to explicitly address 15 planning factors. This evaluation is included in the TIP at Appendix D.

ODOT and Metro have certified that the planning process carried out by Metro is in conformance with requirements established as a prerequisite for receipt of federal highway and transit funding. This certification is documented in Resolution No. 94-1917 and its attachments (Appendix E).

Title 23 U.S.C. and the Federal Transit Act, as amended by ISTEA, prohibits programming of federal funds for highway or transit projects that provide a significant increase in SOV capacity in TMAs that are nonattainment for carbon monoxide and/or ozone, unless the project results from an approved Congestion Management System. The preliminary analysis of this issue indicates that only one project is currently programmed that has yet to comply with this requirement: Metro ID #855 Beaver Creek Rd Extension (Red Soils - Beaver Creek Rd. to Warner-Milne).

Air Quality.

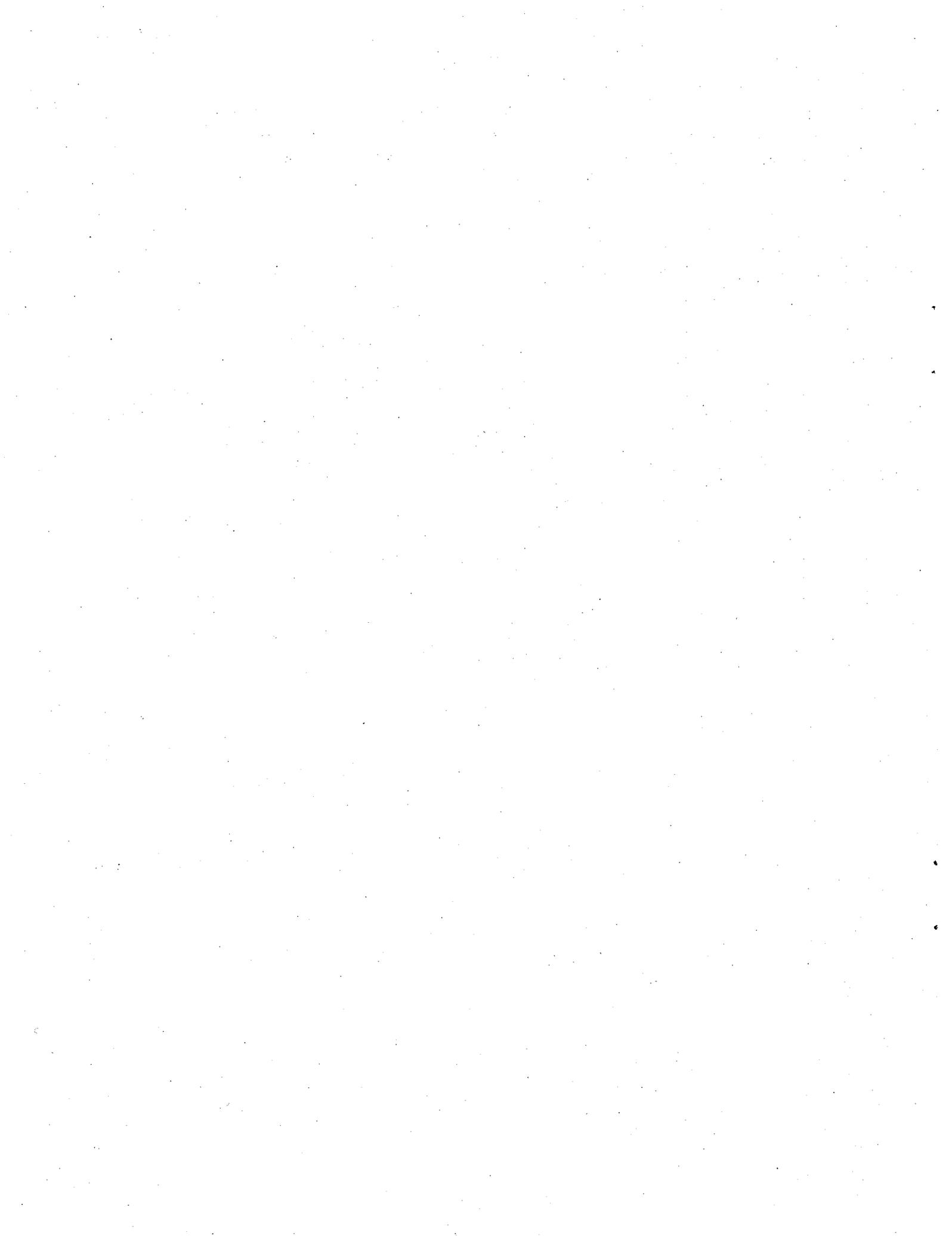
Clean Air Act of 1990 - Transitional Conformity. The TIP has not yet been found to comply with the Transitional Conformity Determination Rule finalized in November of 1993 pursuant to the Clean Air Act Amendments of 1990. The TIP has been found to be consistent with the most recent estimates of mobile source emissions (the 1994 Conformity Determination); provides for the expeditious implementation of transportation control measures; and contributes to annual emission reductions consistent with Section 182(b)(1) and 187(a)(7) of the Act.

The preliminary Conformity Network Table which will be used as the basis for quantitative modeling of the air quality effects of the FY 95 TIP is included in Appendix F. NOTE: This table has not been updated to reflect current expectations of probable project slippages from FY 95 to FY 96 (two milepost years). In addition, several projects are not yet included because system impacts have not yet been determined for modeling purposes (including I-5/Kruse Way Interchange phase 1 and 2; and the I-205/Sunnybrook Split Diamond Interchange project. These projects will be included in the final Conformity Determination Analysis which will be concluded prior to October 1, 1995.

This incomplete table is included at this time to afford the maximum possible public review of the Conformity process. Additional information regarding the Conformity Determination will be made available as the analysis gets underway in June.

Local Projects of Regional Significance. The federal Metropolitan Planning Rule finalized in October 1993 requires the Metro TIP to identify locally funded projects of regional significance. The primary intent of this requirement is to assure documentation of projects which do not receive federal funds but which have a potential to effect regional attainment and/or maintenance of federal air quality standards. The desired documentation is two-fold: 1) calculation of emissions which may result from such projects so that they will be quantified in the Conformity Determination process discussed above, and 2) identification of committed funding so that "proof" that the modelled air quality impacts (either positive or negative) will occur. Appendix F contains a Draft Table which lists these projects as they are known to Metro as of May 1994. The Table also shows the capacity effects that will be used in the Conformity Determination modeling process. Metro does not yet have

in place a system for tracking local project cost data. However, the Draft Table represents those projects considered by their local sponsors to be "legitimate" and which have a high probability of implementation within the identified schedule.



SECTION 2: SIX-YEAR PROGRAM SUMMARY TABLES



Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECTS

1 LOWER BOONES FERRY RD - MADROMA TO SW JEAN (CLACKAMAS)**68 *00-000***00000*FAU9473*703*****0****								
Constr	0	300,000	0	0	0	0	0	300,000
Total	0	300,000	0	0	0	0	0	300,000
2 REGIONAL SURFACE TRANSPORTATION PROGRAM RESERVE**100 *00-000***00000*na*na**na*****0****								
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
3 OREGON TRANSPORTATION FINANCE STUDY; SYSTEM STUDY '94**111 *00-000***00000*STP*****na*****0****								
Sys Study	125,447	8,700	0	0	0	0	0	134,147
Total	125,447	8,700	0	0	0	0	0	134,147
4 FY 93-94 SIGNAL RETIMING (CITY OF PORTLAND)**123 *93-054***06973*STP*****na*****0****								
Pre Eng	0	125,000	0	0	0	0	0	125,000
Total	0	125,000	0	0	0	0	0	125,000
5 METRO PLANNING**126 *80-404***00000*VARvar**na*****0****								
Pre Eng	3,148,812	0	325,000	0	0	0	0	3,473,812
Total	3,148,812	0	325,000	0	0	0	0	3,473,812
6 FY 93-94 ROAD REHABILITATION (CITY OF PORTLAND)**141 *91-013A**06971*STP*****na*****0****								
Constr	575,948	1,718,516	0	0	0	0	0	2,294,464
Total	575,948	1,718,516	0	0	0	0	0	2,294,464
7 BURGARD INTERSECTION IMPROVEMENT (CITY OF PORTLAND)**142 *93-055***06974*STP*****na*****0****								
Pre Eng	0	100,000	0	0	0	0	0	100,000
Total	0	100,000	0	0	0	0	0	100,000
8 COLUMBIA BLVD FEASIBILITY STUDY (CITY OF PORTLAND)**143 *00-000***00000*STP*****na*****0****								
Sys Study	0	150,000	0	0	0	0	0	150,000
Total	0	150,000	0	0	0	0	0	150,000
9 TRANSIT PREFERENTIAL CORRIDOR STUDY (CITY OF PORTLAND)**145 *93-058***06978*STP*****na*****0****								
Pre Eng	0	80,000	0	0	0	0	0	80,000
Total	0	80,000	0	0	0	0	0	80,000
10 SOUTH PORTLAND CIRCULATION STUDY (CITY OF PORTLAND)**146 *93-190***08042*STP*****na*****0****								
Sys Study	0	120,000	0	0	0	0	0	120,000
Total	0	120,000	0	0	0	0	0	120,000
11 SOUTHERN TRIANGLE STUDY (CITY OF PORTLAND)**148 *93-056***06975*STP*****na*****0****								
Pre Eng	0	32,000	0	0	0	0	0	32,000
Total	0	32,000	0	0	0	0	0	32,000
12 FY 93-94 SIGNAL SAFETY REMODELS (CITY OF PORTLAND)**149 *93-053***06972*STP*****na*****0****								
Pre Eng	0	30,000	0	0	0	0	0	30,000
Constr	0	215,000	0	0	0	0	0	215,000
Total	0	245,000	0	0	0	0	0	245,000
13 BUS PURCHASES (TRI-MET)**154 *00-000***00000*CR*var**na*****0****								
Non-Hwy Cp	0	0	0	9,000,000	0	0	0	9,000,000
Total	0	0	0	9,000,000	0	0	0	9,000,000
14 92ND AVENUE - IDLEMAN TO COUNTY LINE (CLACKAMAS)**160 *93-134***07187*STP*****na*****0****								
Pre Eng	0	0	150,000	0	0	0	0	150,000
Total	0	0	150,000	0	0	0	0	150,000
15 SUNNYSIDE ROAD - I-205 TO 172ND (CLACKAMAS)**161 *93-086***07051*STP*****na*****0****								
Env Study	0	570,000	0	0	0	0	0	570,000
Total	0	570,000	0	0	0	0	0	570,000
16 EAST SUNNYSIDE VILLAGE CIRCULATION SYSTEM (CLACKAMAS)**163 *****STP*****na*****0****								
Pre Eng	0	30,000	0	0	0	0	0	30,000
Total	0	30,000	0	0	0	0	0	30,000
17 CORNELL RD. - CORNELIUS PASS RD TO JOHN OLSEN AVE (WASHINGTON)**171 *00-000***07434*STP*****na*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Constr	1,115,463	0	0	0	0	0	0	1,115,463
Total	1,115,463	0	0	0	0	0	0	1,115,463

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 Approved Program Years

METRO
 Transportation Improvement Program
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 In Federal Dollars
 Regional Surface Transportation Program

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
	Obligated	1994	1995	1996	1997	1998	Post 1998	
REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECTS (Continued)								
18 INTEGRATED WESTSIDE/HILLSBORO LRT PROJECT***206 *00-000**06595*TRA**na*****0****								
Non-Rwy Cp	0	11,000,000	11,000,000	0	0	0	0	22,000,000
Total	0	11,000,000	11,000,000	0	0	0	0	22,000,000
19 MARINE DR WIDENING TO FOUR LANE - I-5 TO RIVERGATE (COP)***298 *0*****0*****FAU9962*120*****2****								
Constr	0	1,700,000	0	0	0	0	0	1,700,000
Total	0	1,700,000	0	0	0	0	0	1,700,000
20 REGIONAL 2040 RESERVE***381 *00-000**00000*STP*****0****								
Reserve	0	0	0	11,217,092	0	0	0	11,217,092
Total	0	0	0	11,217,092	0	0	0	11,217,092
21 NE SANDY BV TO NE GLISAN ST - 223RD CONNECTOR/207TH (MULTNOMAH)***864 *****FAU9867*726*****0****								
Constr	0	1,825,257	2,533,621	0	0	0	0	4,358,878
Total	0	1,825,257	2,533,621	0	0	0	0	4,358,878
22 33D TO 33C TRANSFER***899 *00-000**00000*STP*****2*****0****								
Constr	0	5,516,779	0	0	0	0	0	5,516,779
Total	0	5,516,779	0	0	0	0	0	5,516,779
23 33C TO 33D TRANSFERS***900 *00-000**00000*STP*****0****								
Other	0	-5,516,779	0	0	0	0	0	-5,516,779
Total	0	-5,516,779	0	0	0	0	0	-5,516,779
24 33C TO STATE GAS TAX***901 *00-000**00000*STP*****0****								
Other	0	106,000	0	0	0	0	0	106,000
Total	0	106,000	0	0	0	0	0	106,000
25 JOHNSON CREEK BV - LINWOOD AV TO 82ND AV (CLACKAMAS)***905 *00-000**00000*FAU9704*703*****0****								
Constr	0	0	249,218	0	0	0	0	249,218
Total	0	0	249,218	0	0	0	0	249,218
26 OR208 - 209TH AVENUE TO 167TH (WASHINGTON)***934 *00-000**00000*FAU9064*142*****8****								
Pre Eng	0	0	1,000,000	0	0	0	0	1,000,000
Total	0	0	1,000,000	0	0	0	0	1,000,000
Total REGIONAL SURFACE TRANSPORTATION PROGRAM	4,965,670	18,110,473	15,257,839	11,217,092	9,000,000	0	0	58,551,074

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 Approved Program Years

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Regional CMAQ Program

Fiscal Year 1995

METRO
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

Effective October 1, 1993

In Federal Dollars
Regional CMAQ Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
	Obligated	1993	1994	1995	1996	1997	Post 1997	
Total Program								
Pre Eng	1,246,025	-511,069	1,951,351	745,319	0	0	0	3,431,626
Rt-of-Way	646,020	0	374,000	1,640,000	1,651,600	0	0	4,311,620
Constr	0	0	297,725	1,226,839	4,905,454	2,886,000	0	9,316,018
Non-Hwy Cp	3,768,000	450	4,226,048	0	0	0	0	7,994,498
Reserve	0	0	0	0	-1,446,344	1,475,434	0	29,090
Total	5,660,045	-510,619	6,849,124	3,612,158	5,110,710	4,361,434	0	25,082,852

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 Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994

Regional CMAQ Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

REGIONAL CMAQ PROGRAM PROJECTS

1 BUS PURCHASES (TRI-MET)**154 *93-030**06904*CR*var**na*****0****							
Non-Hwy Cp	3,768,000	3,589,450	0	0	0	0	7,357,450
Total	3,768,000	3,589,450	0	0	0	0	7,357,450
2 MINIBUSES FOR EXPANDED SERVICE (TRI-MET)**452 *93-143**07974*CMAvar**na*****0****							
Non-Hwy Cp	0	538,350	0	0	0	0	538,350
Total	0	538,350	0	0	0	0	538,350
3 RESERVE**598 *0000**0000**CMA*****0****							
Reserve	0	0	0	-1,446,344	1,475,434	0	29,090
Total	0	0	0	-1,446,344	1,475,434	0	29,090
4 TIGARD PARK & RIDE LOT (ODOT)**601 *88-028**04821**CMA*****0****							
Rt-of-Way	646,020	0	0	0	0	0	646,020
Total	646,020	0	0	0	0	0	646,020
5 BIKES ON TRANSIT (TRI-MET)**602 *93-064**06897**CMA*****0****							
Non-Hwy Cp	0	98,698	0	0	0	0	98,698
Total	0	98,698	0	0	0	0	98,698
6 NEIGHBORHOOD RIDE SHARE (CITY OF PORTLAND)**603 *93-039**06898**CMA*****0****							
Pre Eng	0	35,890	35,890	0	0	0	71,780
Total	0	35,890	35,890	0	0	0	71,780
7 WILLAMETTE RIVER BRIDGES ACCESS STUDY (MULTNOMAH)**604 *93-034**06899**CMA*****0****							
Pre Eng	0	80,000	0	0	0	0	80,000
Rt-of-Way	0	0	0	500,000	0	0	500,000
Constr	0	0	0	0	500,000	0	500,000
Total	0	80,000	0	500,000	500,000	0	1,080,000
8 COURTNEY AVE BIKE/PEDESTRIAN LINK (CLACKAMAS)**605 *93-049**06900**CMA*****0****							
Constr	0	160,000	0	0	0	0	160,000
Total	0	160,000	0	0	0	0	160,000
9 PEDESTRIAN TO TRANSIT ACCESS STUDY (CITY OF PORTLAND)**606 *93-051**06901**CMA*****0****							
Pre Eng	0	80,000	0	0	0	0	80,000
Rt-of-Way	0	0	80,000	0	0	0	80,000
Constr	0	0	0	1,000,000	0	0	1,000,000
Total	0	80,000	80,000	1,000,000	0	0	1,160,000
10 PORTLAND REGIONAL TRANSPORTATION MNGT ASSOC (DEQ)**608 *93-042**06896**CMA*****0****							
Pre Eng	0	397,250	500,000	0	0	0	897,250
Total	0	397,250	500,000	0	0	0	897,250
11 TRANSIT ORIENTED DEVELOPMENT PROJECT (DEQ)**609 *93-041**06902**CMA*****0****							
Pre Eng	0	565,889	34,111	0	0	0	600,000
Rt-of-Way	0	0	1,450,000	0	0	0	1,450,000
Constr	0	0	0	1,431,454	0	0	1,431,454
Total	0	565,889	1,484,111	1,431,454	0	0	3,481,454
12 PEDESTRIAN ENHANCEMENT FAC/TRANSIT ACCESS STUDY (WASHINGTON)**610 *93-033**06903**CMA*****0****							
Pre Eng	0	30,000	0	0	0	0	30,000
Constr	0	0	170,000	0	0	0	170,000
Total	0	30,000	170,000	0	0	0	200,000
13 SUNSET T.C. PEDESTRIAN & BICYCLE BRIDGE (TRI-MET)**612 *93-167**07968**CMA*****0****							
Pre Eng	0	0	55,400	0	0	0	55,400
Rt-of-Way	0	0	0	20,000	0	0	20,000
Constr	0	0	0	0	395,000	0	395,000
Total	0	0	55,400	20,000	395,000	0	470,400
14 PORTLAND REGIONAL RIDESHARE/TDM PROGRAM (TRI-MET)**613 *93-031**06905**CMA*****0****							
Pre Eng	535,000	1,556	0	0	0	0	536,556
Constr	0	0	0	700,000	0	0	700,000
Total	535,000	1,556	0	700,000	0	0	1,236,556
15 NE KILLINGSWORTH - SE FLAVEL (CITY OF PORTLAND)**614 *93-037**06906**CMA*****0****							
Pre Eng	0	49,492	0	0	0	0	49,492
Constr	0	0	51,000	0	0	0	51,000
Total	0	49,492	51,000	0	0	0	100,492

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Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994

Regional CMAQ Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

REGIONAL CMAQ PROGRAM PROJECTS
(Continued)

16 PEDESTRIAN/BIKE ACCESS FOR MAX (MULTNOMAH)***615 *93-048***06907*CMA*****0****								
Pre Eng	64,000	0	0	0	0	0	0	64,000
Rt-of-Way	0	0	0	500,000	0	0	0	500,000
Constr	0	0	0	0	500,000	0	0	500,000
Total	64,000	0	0	500,000	500,000	0	0	1,064,000
17 CENTRAL CITY BIKEWAY FACILITIES (CITY OF PORTLAND)***617 *93-038***06908*CMA*****0****								
Pre Eng	0	20,000	0	0	0	0	0	20,000
Rt-of-Way	0	0	70,000	0	0	0	0	70,000
Constr	0	0	0	190,000	0	0	0	190,000
Total	0	20,000	70,000	190,000	0	0	0	280,000
18 KELLY PT PK RD - N. RIVERGATE BLVD/N LOMBARD BIKEWAY (POP)***619 *93-035***06910*CMA*****0****								
Pre Eng	0	0	20,000	0	0	0	0	20,000
Constr	0	0	300,000	0	0	0	0	300,000
Total	0	0	320,000	0	0	0	0	320,000
19 PEDESTRIAN/BIKE KING ON STEEL BRIDGE (CITY OF PORTLAND)***620 *93-040***06911*CMA9361*1W*****0****								
Pre Eng	198,400	51,600	0	0	0	0	0	250,000
Rt-of-Way	0	0	40,000	0	0	0	0	40,000
Constr	0	0	0	0	1,070,000	0	0	1,070,000
Total	198,400	51,600	40,000	0	1,070,000	0	0	1,360,000
20 COLUMBIA SOUTH SHORE TRANSIT DEMO (PORT OF PTLD, TRI-MET)***621 *93-036***06912*CMA*****0****								
Constr	0	89,725	0	0	0	0	0	89,725
Total	0	89,725	0	0	0	0	0	89,725
21 OREGON CITY DOWNTOWN PARK & RIDE (OREGON CITY)***622 *93-032***06913*CMA*****0****								
Pre Eng	0	25,405	0	0	0	0	0	25,405
Rt-of-Way	0	370,000	0	0	0	0	0	370,000
Constr	0	0	125,000	0	0	0	0	125,000
Total	0	395,405	125,000	0	0	0	0	520,405
22 ELECTRIC VEHICLE DEMO (DEQ)***623 *93-043***06914*CMA*****0****								
Pre Eng	0	0	26,918	0	0	0	0	26,918
Constr	0	0	40,376	0	0	0	0	40,376
Total	0	0	67,294	0	0	0	0	67,294
23 REGIONAL PUBLIC EDUCATION (DEQ)***625 *93-044***06916*CMA*****0****								
Pre Eng	448,625	0	0	0	0	0	0	448,625
Total	448,625	0	0	0	0	0	0	448,625
24 MAX BIKE LOCKERS/BUS SHELTERS (MULTNOMAH, CITY OF GRESHAM)***627 *93-060***06917*CMA*****0****								
Pre Eng	0	12,000	0	0	0	0	0	12,000
Rt-of-Way	0	4,000	0	0	0	0	0	4,000
Constr	0	48,000	0	0	0	0	0	48,000
Total	0	64,000	0	0	0	0	0	64,000
25 EASTSIDE BIKEWAY/TRAIL LOOP (SPRINGWATER-MILWAUKIE) (MILW/METRO)***628 *93-147***07260*CMA*****0****								
Pre Eng	0	91,200	0	0	0	0	0	91,200
Total	0	91,200	0	0	0	0	0	91,200
26 EASTSIDE BIKEWAY TRAIL LOOP (OMSI-SPRINGWATER)***629 *****CMA*****0****								
Constr	0	0	0	584,000	0	0	0	584,000
Total	0	0	0	584,000	0	0	0	584,000
27 STRAWBERRY LANE BIKE LANE (CLACKAMAS)***633 *****CMA*****0****								
Pre Eng	0	0	20,000	0	0	0	0	20,000
Rt-of-Way	0	0	0	209,600	0	0	0	209,600
Total	0	0	20,000	209,600	0	0	0	229,600
28 COLUMBIA SLOUGH INTERMODAL EXPANSION BRIDGE (PORT OF PORTLAND)***635 *****DEMO*****0****								
Constr	0	0	0	1,000,000	0	0	0	1,000,000
Total	0	0	0	1,000,000	0	0	0	1,000,000
29 HIGHWAY 217 CORRIDOR BIKE/PED FUND (WASHINGTON)***637 *****CMA*****0****								
Pre Eng	0	0	53,000	0	0	0	0	53,000
Rt-of-Way	0	0	0	422,000	0	0	0	422,000
Constr	0	0	0	0	421,000	0	0	421,000
Total	0	0	53,000	422,000	421,000	0	0	896,000

Approved Program Years

METRO
 Transportation Improvement Program
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 In Federal Dollars
 Regional CMAQ Program

Project Description	Obligated	Estimated Expenditures by Federal Fiscal Year	1995	1996	1997	1998	Post 1998	Authorized
----- REGIONAL CMAQ PROGRAM PROJECTS (Continued)								
30 PORTLAND AREA TELECOMMUTING PROJECT***					641			
Constr	0	0	240,463	0	0	0	0	240,463
Total	0	0	240,463	0	0	0	0	240,463
31 GRESHAM TRAFFIC SIGNAL COORDINATION & OPTIMIZATION PROJECT***					648			
Constr	0	0	300,000	0	0	0	0	300,000
Total	0	0	300,000	0	0	0	0	300,000
Total REGIONAL CMAQ PROGRAM	5,660,045	6,338,505	3,612,158	5,110,710	4,361,434	0	0	25,082,852

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 Approved Program Years



DRAFT

Interstate Transfer Program

Fiscal Year 1995

METRO
 Transportation Improvement Program
 Portland Urbanized Area

In Federal Dollars
 Interstate Transfer Program

Fiscal Years 1994 to Post 1997
 Effective October 1, 1993

Project Description	Estimated Expenditures by Federal Fiscal Year						Post 1997	Authorized
	Obligated	1993	1994	1995	1996	1997		
Total Program								
Pre Eng	50,397,643	-92,615	274,135	0	0	88,298	0	50,667,461
Rt-of-Way	75,290,092	-1,779,214	0	0	0	66,696	0	73,577,574
Constr	362,782,558	-286,844	586,528	1,435,677	0	158,243	0	364,676,162
Non-Hwy Cp	2,863,490	0	3,000,000	0	0	0	0	5,863,490
Operating	2,188,124	-190,527	226,527	0	0	0	0	2,224,125
Reserve	0	631,374	0	0	0	16,525,321	0	17,156,695
Sys Study	0	0	0	0	0	0	0	0
Pre AA	997,050	0	0	0	0	0	0	997,050
Alt Anal	0	987,950	1,600,000	0	0	0	0	2,587,950
Pending	0	0	0	0	0	0	0	0
Total	494,518,958	-729,876	5,687,190	1,435,677	0	16,838,558	0	517,750,507

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 Approved Program Years

Fiscal Years 1995 to Post 1998

METRO
Transportation Improvement Program

Portland Urbanized Area

Effective October 1, 1994

In Federal Dollars

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Category I Projects

Project Description	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
1 Finalized Vouchered Projects								
Pre Eng	447,648	0	0	0	0	0	0	447,648
Rt-of-Way	1,339,429	0	0	0	0	0	0	1,339,429
Constr	5,879,244	0	0	0	0	0	0	5,879,244
Non-Hwy Cp	0	0	0	0	0	0	0	0
Operating	155,015	0	0	0	0	0	0	155,015
Reserve	0	0	0	0	0	0	0	0
Sys Study	0	0	0	0	0	0	0	0
Pre AA	0	0	0	0	0	0	0	0
Total	7,821,336	0	0	0	0	0	0	7,821,336
2 Completed Projects not Vouchered								
Pre Eng	18,828,687	0	0	0	0	0	0	18,828,687
Rt-of-Way	20,259,158	0	0	0	0	0	0	20,259,158
Constr	128,367,198	0	0	0	0	0	0	128,367,198
Non-Hwy Cp	2,863,490	0	0	0	0	0	0	2,863,490
Reserve	0	0	0	0	0	0	0	0
Pre AA	997,050	0	0	0	0	0	0	997,050
Total	171,315,583	0	0	0	0	0	0	171,315,583
3 RESERVE FOR OREGON DEPARTMENT OF TRANSPORTATION (ODOT)								
Reserve	0	0	0	0	1,323,006	0	0	1,323,006
Total	0	0	0	0	1,323,006	0	0	1,323,006
4 BANFIELD TRANSITWAY - HIGHWAY FUNDS								
Pre Eng	5,506,103	0	0	0	0	0	0	5,506,103
Rt-of-Way	7,929,650	0	0	0	0	0	0	7,929,650
Constr	14,194,021	42	0	0	0	0	0	14,194,064
Total	27,629,774	42	0	0	0	0	0	27,629,817
5 INCIDENT RESPONSE EQUIPMENT								
Constr	0	595,000	0	0	0	0	0	595,000
Total	0	595,000	0	0	0	0	0	595,000
6 METRO PLANNING								
Pre Eng	2,314,004	44,075	0	0	0	0	0	2,358,079
Total	2,314,004	44,075	0	0	0	0	0	2,358,079
7 M'LOUGHLIN BOULEVARD LRT ALTERNATIVES ANALYSIS AND DEIS(T)								
Alt Anal	0	2,587,950	0	0	0	0	0	2,587,950
Total	0	2,587,950	0	0	0	0	0	2,587,950
8 M'LOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD								
Rt-of-Way	8,296,000	394,825	0	0	0	0	0	8,690,825
Total	8,296,000	394,825	0	0	0	0	0	8,690,825
9 M'LOUGHLIN BLVD PHASE II - TACOMA TO HIGHWAY 224								
Constr	9,675,867	633,133	0	0	0	0	0	10,309,000
Total	9,675,867	633,133	0	0	0	0	0	10,309,000
10 BUS PURCHASES (TRI-MET)								
Non-Hwy Cp	0	3,000,000	0	0	0	0	0	3,000,000
Total	0	3,000,000	0	0	0	0	0	3,000,000
11 FREEWAY MANAGEMENT OPERATIONS CENTER								
Constr	98,658	-12,408	0	0	0	0	0	86,250
Total	98,658	-12,408	0	0	0	0	0	86,250
12 Y'RON/ VAUGHN/ NICOLAI/ WARDWAY AND ST HELENS ROAD RECONSTRUCTION								
Pre Eng	1,985,482	0	0	0	0	0	0	1,985,482
Constr	44,322	0	0	0	0	0	0	44,322
Reserve	0	0	0	0	0	0	0	0
Total	2,029,804	0	0	0	0	0	0	2,029,804
13 TRI-MET RIDESHARE PROGRAM								
Operating	1,708,185	226,527	0	0	0	0	0	1,934,713
Total	1,708,185	226,527	0	0	0	0	0	1,934,713

Approved Program Years

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Project Description	Estimated Expenditures by Federal Fiscal Year						Authorized
	Obligated	1994	1995	1996	1997	1998	
Category I Projects (Continued)							
**14 BANFIELD LRT CAPITAL GRANT - (FFA)							
Reserve	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
**15 METRO TECHNICAL ASSISTANCE							
Operating	65,878	36,000	0	0	0	0	101,878
Total	65,878	36,000	0	0	0	0	101,878
**16 NW YEOM AVE - NW ST HELENS RD TO NW NICOLAI							
Rt-of-Way	760,217	0	0	0	0	0	760,217
Constr	9,839,200	211,544	0	0	0	0	10,050,745
Reserve	0	0	0	0	0	0	0
Total	10,599,417	211,544	0	0	0	0	10,810,962
**17 VAUGHN ST / WARDWAY - NW 31ST AVE TO NW 24TH AVE							
Constr	1,000,912	763	0	0	0	0	1,001,675
Total	1,000,912	763	0	0	0	0	1,001,675
**18 FRONT - YEOM CONNECTION							
Rt-of-Way	1,003,071	0	0	0	0	0	1,003,071
Constr	4,452,733	- 0	0	0	0	0	4,452,733
Reserve	0	0	0	0	0	0	0
Total	5,455,804	- 0	0	0	0	0	5,455,804
**19 REGIONAL RESERVE							
Reserve	0	0	0	0	11,802	0	11,802
Total	0	0	0	0	11,802	0	11,802
**20 NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM							
Pre Eng	83,027	59,007	0	0	0	0	142,035
Total	83,027	59,007	0	0	0	0	142,035
**21 TRANSIT MALL EXTENSION NORTH - W BURNSIDE ST TO NW IRVING							
Pre Eng	270,300	0	0	0	0	0	270,300
Constr	3,146,025	0	0	0	0	0	3,146,025
Total	3,416,325	0	0	0	0	0	3,416,325
**22 SUNSET HIGHWAY RAMP METERING							
Pre Eng	32,848	7,152	0	0	0	0	40,000
Constr	693,105	36,895	0	0	0	0	730,000
Total	725,953	44,047	0	0	0	0	770,000
**23 I-205 BUSLANES WITHDRAWAL RESERVE(T)							
Reserve	0	0	0	0	14,341,283	0	14,341,283
Total	0	0	0	0	14,341,283	0	14,341,283
Total Category I	252,236,529	7,820,506	0	0	15,676,091	0	275,733,127

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 Approved Program Years

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Project Description	Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized
	Obligated							
City of Portland Projects								
24 Finalized Vouchered Projects***	00000000*000000*****							CLOSED
Pre Eng	1,246,823	0	0	0	0	0	0	1,246,823
Rt-of-Way	1,111,410	- 1	0	0	0	0	0	1,111,409
Constr	24,613,209	0	0	0	0	0	0	24,613,209
Reserve	0	0	0	0	0	0	0	0
Total	26,971,442	- 1	0	0	0	0	0	26,971,441
25 Completed Projects not Vouchered***	10000000*000000*****							
Pre Eng	1,327,693	0	0	0	0	0	0	1,327,693
Rt-of-Way	708,133	0	0	0	0	0	0	708,133
Constr	20,783,695	0	0	0	0	0	0	20,783,695
Operating	32,519	0	0	0	0	0	0	32,519
Total	22,852,040	0	0	0	0	0	0	22,852,040
26 I-5 - GREELY/I-5 CONNECTION - LANDSCAPING***	21 *76-009***00305*FAUvar**726*****							
Constr	92,898	0	0	0	0	0	0	92,899
Total	92,898	0	0	0	0	0	0	92,899
27 M'LOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION***	153 *80-081***02345*VARvar**726*****							
Pre Eng	19,043	0	0	0	0	0	0	19,043
Constr	0	0	0	0	0	0	0	0
Total	19,043	0	0	0	0	0	0	19,043
28 BEAVERTON HILLSDALE HWY(OR10) - CAPITOL HWY TO SCHOLLS FY RD***	243 *78-050***00383*FAU9228*40*****							
Pre Eng	298,044	0	0	0	0	0	0	298,044
Rt-of-Way	476,620	0	0	0	0	0	0	476,620
Constr	1,646,619	0	0	0	0	0	0	1,646,620
Total	2,421,283	0	0	0	0	0	0	2,421,284
29 ST HELENS ROAD RECONSTRUCTION - WEST CITY LIMITS TO NW KITTRIDGE***	271 *79-067***02107*FAP1****2W*****							
Pre Eng	62,165	-11,012	0	0	0	0	0	51,153
Rt-of-Way	0	256	0	0	0	0	0	256
Constr	156,182	-147,649	0	0	0	0	0	8,533
Total	218,347	-158,405	0	0	0	0	0	59,942
30 NORTHWEST PORTLAND TRANSPORTATION STUDY***	285 *79-035***01088*VARvar**726*****							
Pre Eng	28,804	0	0	0	0	0	0	28,804
Total	28,804	0	0	0	0	0	0	28,804
31 MARINE DR WIDENING TO FOUR LANE - I-5 TO RIVERGATE (COP)***	298 *79-056***00458*FAU9962*120*****							
Pre Eng	2,394,082	16	0	0	0	0	0	2,394,098
Rt-of-Way	5,525,000	-2,380,000	0	0	0	0	0	3,145,000
Constr	8,079,313	-2,678,903	0	0	0	0	0	5,400,410
Total	15,998,395	-5,058,887	0	0	0	0	0	10,939,508
32 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES - NE 60TH AVE TO I-205***	301 *79-055***00881*FAU9966*123*****							
Pre Eng	298,577	0	0	0	0	0	0	298,577
Rt-of-Way	225,649	0	0	0	0	0	0	225,649
Constr	2,462,096	20,094	0	0	0	0	0	2,482,191
Total	2,986,322	20,094	0	0	0	0	0	3,006,417
33 SW TERWILLIGER BLVD - BARBUR BLVD TO TAYLORS FERRY RD***	309 *80-015***00709*FAU9361*726*****							
Pre Eng	525,897	218	0	0	0	0	0	526,115
Rt-of-Way	23,477	0	0	0	0	0	0	23,477
Constr	1,598,900	-58,312	0	0	0	0	0	1,540,588
Total	2,148,274	-58,094	0	0	0	0	0	2,090,180
34 SW BERTHA BLVD - SW VERMONT TO BARBUR BLVD***	515 *84-078***02535*FAU9420*726*****							
Pre Eng	183,880	-1,527	0	0	0	0	0	182,353
Rt-of-Way	16,150	0	0	0	0	0	0	16,150
Constr	1,334,549	6,581	0	0	0	0	0	1,341,130
Total	1,534,579	5,054	0	0	0	0	0	1,539,633
35 NW 23RD AVE / BURNSIDE***	626 *10093***00733*FAU9326*726*****							
Pre Eng	188,500	92,767	0	0	0	0	0	281,267
Rt-of-Way	206,125	-94,681	0	0	0	0	0	111,444
Constr	0	443,079	0	0	0	0	0	443,079
Total	394,625	441,165	0	0	0	0	0	835,790

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Project Description	Estimated Expenditures by Federal Fiscal Year					1998	Post 1998	Authorized
	Obligated	1994	1995	1996	1997			
City of Portland Projects (Continued)								
36 NW 21ST/22ND - THURMAN TO FRONT***					630	*10126**00743*FAU9317*726*****	0	0
Pre Eng	54,230	0	0	0	0	0	0	54,230
Total	54,230	0	0	0	0	0	0	54,230
37 NW INTERSECTION IMPROVEMENTS - 22 LOCATIONS***					631	*10017**00545*VARvar**726*****	0	0
Pre Eng	33,000	67,117	0	0	0	0	0	100,117
Constr	137,253	12,382	0	0	0	0	0	149,636
Total	170,253	79,499	0	0	0	0	0	249,753
38 CITYWIDE SIGNAL SYSTEM ANALYSIS***					660	*89-027**05128*VARvar**726*****	0	0
Pre Eng	1,039,873	46,143	0	0	0	0	0	1,086,016
Constr	2,849,392	-41,882	0	0	0	0	0	2,807,510
Total	3,889,265	4,260	0	0	0	0	0	3,893,526
39 COLUMBIA BLVD - DELAWARE TO CHAUTAUQUA RRKINGS***					712	*10131**00768*FAU9956*726*****	0	0
Pre Eng	116,429	0	0	0	0	0	0	116,429
Total	116,429	0	0	0	0	0	0	116,429
40 BANFIELD FIRE LINE***					724	*80-900**00000*FAP68**2*****	0	0
Pre Eng	15,842	-15,842	0	0	0	0	0	0
Total	15,842	-15,842	0	0	0	0	0	0
41 SW VERMONT STREET - 30TH AVENUE TO OLESON ROAD***					726	*10133**02013*FAU9398*726*****	0	0
Pre Eng	123,318	- 0	0	0	0	0	0	123,318
Total	123,318	- 0	0	0	0	0	0	123,318
42 MARQUAM RAMP ST IMPROVEMENTS - SE WATER, YAMHILL, TAYLOR, CLAY***					727	*10132**01412*FAU9366*726*****	0	0
Pre Eng	102,834	0	0	0	0	0	0	102,834
Constr	871,736	0	0	0	0	0	0	871,736
Total	974,570	0	0	0	0	0	0	974,570
43 82ND AVENUE - DIVISION TO CRYSTAL SPRINGS - UNITS 1 & 2***					730	*79-049b**00700*FAU9713*68*****	4	0
Pre Eng	637,048	-158,481	0	0	0	0	0	478,567
Rt-of-Way	830,003	31,372	0	0	0	0	0	861,375
Constr	1,073,393	159,433	0	0	0	0	0	1,232,827
Total	2,540,445	32,323	0	0	0	0	0	2,572,769
44 NW FRONT AVE - GLISAN TO COUCH (EVERETT-FRONT CONNECTOR)***					751	*10140**01250*FAU9300*726*****	0	0
Pre Eng	291,123	-24,540	0	0	0	0	0	266,583
Constr	2,024,513	0	0	0	0	0	0	2,024,513
Total	2,315,636	-24,540	0	0	0	0	0	2,291,096
45 BANFIELD FREEWAY - CITY BRIDGE REPAIR WORK***					808	*80-900**00000*FAI84**2*****	0	0
Constr	149,405	-149,405	0	0	0	0	0	0
Total	149,405	-149,405	0	0	0	0	0	0
46 SIGNAL MODIFICATIONS(3) - NORTH PORTLAND***					840	*84-001**02362*VARvar**726*****	0	0
Pre Eng	53,850	-49,958	0	0	0	0	0	3,892
Constr	0	49,958	0	0	0	0	0	49,958
Total	53,850	0	0	0	0	0	0	53,850
47 SIGNAL REPLACEMENTS(22)***					842	*84-002**02364*VARvar**726*****	0	0
Pre Eng	32,689	0	0	0	0	0	0	32,689
Constr	680,957	-300	0	0	0	0	0	680,657
Total	713,646	-300	0	0	0	0	0	713,346
48 NE LOMBARD / COLUMBIA BLVD VIA NE 60TH AVENUE***					854	*80-011**00835*FAU9917*123*****	9	0
Pre Eng	212,925	-92,070	0	0	0	0	0	120,855
Total	212,925	-92,070	0	0	0	0	0	120,855
49 NE GERTZ/13TH - VANCOUVER WAY TO MERRITT/FAZIO***					857	*84-051**02464*FAU9961*726*****	0	0
Pre Eng	169,856	0	0	0	0	0	0	169,856
Constr	1,094,681	0	0	0	0	0	0	1,094,681
Total	1,264,537	0	0	0	0	0	0	1,264,537
50 AIRPORT WAY UNIT DESIGN - I-205 TO 181ST AVE***					858	*84-022**02355*FAU9964*726*****	0	0
Pre Eng	1,805,245	- 1	0	0	0	0	0	1,805,244
Total	1,805,245	- 1	0	0	0	0	0	1,805,244

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Project Description	Estimated Expenditures by Federal Fiscal Year						Authorized
	Obligated	1994	1995	1996	1997	1998	
City of Portland Projects (Continued)							
51 AIRPORT WAY EMBANKMENT (2/5)***859 *84-022b**04112*FAU9964*726*****0****							
Pre Eng	47,557	-47,557	0	0	0	0	0
Constr	2,596,641	-201,520	0	0	0	0	2,395,121
Total	2,644,198	-249,077	0	0	0	0	2,395,121
52 AIRPORT WAY - I-205 TO 138TH AVENUE (1/5)***860 *84-022a**05001*FAU9964*726*****0****							
Pre Eng	71,784	-71,784	0	0	0	0	0
Constr	4,685,646	66,562	0	0	0	0	4,752,208
Total	4,757,430	-5,222	0	0	0	0	4,752,208
53 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE(5/5)***861 *84-022e**05002*FAU9964*726*****0****							
Constr	7,209,916	-255,772	0	0	0	0	6,954,144
Pending	0	0	0	0	0	0	0
Total	7,209,916	-255,772	0	0	0	0	6,954,144
54 JOHNSON CREEK BLVD - 32ND AVENUE TO 45TH AVENUE***902 *91-014**06357*FAU9704*703*****0****							
Pre Eng	102,850	0	0	0	0	0	102,850
Constr	0	0	897,150	0	0	0	897,150
Total	102,850	0	897,150	0	0	0	1,000,000
55 45TH AVENUE - HARNEY TO GLENWOOD***906 *91-015**06358*FAU9708*726*****0****							
Pre Eng	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
56 AIRPORT WAY - THREE STRUCTURES - 158th AVE TO 181ST AVE(3/5)***918 *84-022c**03384*FAU9964*726*****0****							
Constr	1,762,655	-14,691	0	0	0	0	1,747,964
Total	1,762,655	-14,691	0	0	0	0	1,747,964
57 AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE TO 181ST AVE(4/5)***920 *84-022d**05598*FAU9964*726*****0****							
Constr	600,660	0	0	0	0	0	600,660
Total	600,660	0	0	0	0	0	600,660
Total City of Portland	107,143,362	-5,499,910	897,150	0	0	0	102,540,602

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Project Description	Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized
	Obligated							

Multnomah County Projects								
58 Finalized Vouchered Projects***								*****CLOSED
Pre Eng	184,980	0	0	0	0	0	0	184,980
Rt-of-Way	87,463	0	0	0	0	0	0	87,463
Constr	5,751,147	0	0	0	0	0	0	5,751,147
Reserve	0	0	0	0	0	0	0	0
Sys Study	0	0	0	0	0	0	0	0
Total	6,023,590	0	0	0	0	0	0	6,023,590
59 Completed Projects not Vouchered***								
Pre Eng	89,394	0	0	0	0	0	0	89,394
Constr	601,458	0	0	0	0	0	0	601,458
Reserve	0	0	0	0	0	0	0	0
Total	690,852	0	0	0	0	0	0	690,852
60 257TH AVE IMPROVEMENT & EXTENSION - COLUMBIA HWY TO STARK ST***								
Pre Eng	193,822	0	0	0	0	0	0	193,822
Rt-of-Way	752,971	0	0	0	0	0	0	752,971
Constr	2,325,237	0	0	0	0	0	0	2,325,237
Reserve	0	0	0	0	50,000	0	0	50,000
Total	3,272,030	0	0	0	50,000	0	0	3,322,030
61 221ST/223RD - POWELL BLVD TO FARISS RD - UNITS 1 & 2***								
Pre Eng	283,968	0	0	0	0	0	0	283,968
Rt-of-Way	1,156,670	0	0	0	0	0	0	1,156,670
Constr	1,879,806	0	0	0	0	0	0	1,879,806
Reserve	0	0	0	0	27,637	0	0	27,637
Total	3,320,444	0	0	0	27,637	0	0	3,348,081
62 221ST AVENUE - POWELL THROUGH JOHNSON CREEK BRIDGE - (1 & 2)***								
Pre Eng	274,787	0	0	0	0	0	0	274,787
Rt-of-Way	248,639	0	0	0	0	0	0	248,639
Constr	2,275,366	0	0	0	0	0	0	2,275,366
Reserve	0	0	0	0	40,457	0	0	40,457
Total	2,798,792	0	0	0	40,457	0	0	2,839,249
63 SANDY BLVD CORRIDOR - 99TH AVE TO 162ND AVE***								
Pre Eng	77,415	0	0	0	0	0	0	77,415
Rt-of-Way	12,836	-790	0	0	0	0	0	12,046
Constr	471,623	0	0	0	0	0	0	471,623
Total	561,874	-790	0	0	0	0	0	561,084
64 MT HOOD AT BIRSDALE (POWELL/ 190TH INTERSECTION IMPROVEMENT)***								
Pre Eng	361,918	0	0	0	-3,248	0	0	358,670
Rt-of-Way	571,693	0	0	0	-3,043	0	0	568,650
Constr	1,404,287	0	0	0	30,540	0	0	1,434,827
Total	2,337,898	0	0	0	24,249	0	0	2,362,147
65 BURNSIDE ST - STARK TO 223RD AVE (BANFIELD FUNDED: STARK TO 199TH)***								
Rt-of-Way	222,417	0	0	0	0	0	0	222,417
Constr	1,754,683	0	0	0	0	0	0	1,754,683
Reserve	0	0	0	0	65,269	0	0	65,269
Total	1,977,100	0	0	0	65,269	0	0	2,042,369
66 US30B - NE PORTLAND HWY AT NE 158TH - SIGNAL/CHANNELIZE***								
Constr	63,452	3,179	0	0	0	0	0	66,631
Total	63,452	3,179	0	0	0	0	0	66,631
67 HAWTHORNE BRIDGE EAST APPROACH RAMP REPLACEMENT (#2757C)***								
Constr	1,707,525	292,475	0	0	0	0	0	2,000,000
Total	1,707,525	292,475	0	0	0	0	0	2,000,000
68 SCROLLS/SKYLINE IMPROVEMENTS - CANYON CT TO RAAB RD (I)***								
Pre Eng	0	54,272	0	0	0	0	0	54,272
Total	0	54,272	0	0	0	0	0	54,272
69 SE STARK STREET - 242ND AVENUE TO 257TH AVENUE***								
Pre Eng	16,594	0	0	0	25,906	0	0	42,500
Constr	1,306,481	10,039	0	0	0	0	0	1,316,520
Total	1,323,075	10,039	0	0	25,906	0	0	1,359,020

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Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Multnomah County Projects
(Continued)

Project Description	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
70 SE STARK STREET - 221ST AVENUE TO 242ND AVENUE***844 *85-054***03686*FA09810*726*****0****								
Pre Eng	151,555	-18,700	0	0	0	0	0	132,855
Rt-of-Way	263,500	0	0	0	0	0	0	263,500
Constr	1,348,201	18,538	0	0	0	0	0	1,366,740
Reserve	0	0	0	0	127,704	0	0	127,704
Total	1,763,256	-161	0	0	127,704	0	0	1,890,799
71 NE SANDY BV TO NE GLISAN ST - 223RD CONNECTOR/207TH (MULTNOMAH)***864 *89-025***05149*FA09867*726*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Rt-of-Way	106,250	-106,250	0	0	0	0	0	0
Constr	931,476	1,192,113	0	0	0	0	0	2,123,589
Reserve	0	631,374	0	0	0	0	0	631,374
Total	1,037,726	1,717,237	0	0	0	0	0	2,754,963
Total Multnomah County	26,877,614	2,076,250	0	0	361,222	0	0	29,315,087

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In Federal Dollars

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Clackamas County Projects

Project Description	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
72 Final Vouchered Projects								
Pre Eng	311,529	0	0	0	0	0	0	311,529
Rt-of-Way	184,790	0	0	0	0	0	0	184,790
Constr	4,001,053	0	0	0	0	0	0	4,001,053
Reserve	0	0	0	0	0	0	0	0
Pending	0	0	0	0	0	0	0	0
Total	4,497,372	0	0	0	0	0	0	4,497,372
73 Completed Projects not Vouchered								
Pre Eng	252,053	0	0	0	0	0	0	252,053
Rt-of-Way	829,173	0	0	0	0	0	0	829,173
Constr	1,983,054	0	0	0	0	0	0	1,983,054
Reserve	0	0	0	0	0	0	0	0
Total	3,064,280	0	0	0	0	0	0	3,064,280
74 SUNNYSIDE ROAD - STEVENS ROAD TO 122ND UNIT I								
Pre Eng	24,075	0	0	0	0	0	0	24,075
Rt-of-Way	121,950	0	0	43,732	0	0	0	165,682
Constr	338,292	0	0	0	0	0	0	338,292
Total	484,317	0	0	43,732	0	0	0	528,049
75 HIGHWAY 212 IMPROVEMENTS (I-205 EAST TO HIGHWAY 224)								
Pre Eng	487,891	0	0	0	0	0	0	487,891
Rt-of-Way	2,878,114	0	0	0	0	0	0	2,878,114
Constr	4,994,657	0	0	0	0	0	0	4,994,657
Reserve	0	0	0	18,526	0	0	0	18,526
Total	8,360,662	0	0	18,526	0	0	0	8,379,188
76 OREGON CITY BYPASS - PARK PLACE TO COMMUNITY COLLEGE								
Pre Eng	1,167,420	0	0	0	0	0	0	1,167,420
Rt-of-Way	5,077,369	0	0	0	0	0	0	5,077,369
Constr	16,383,423	13,325	0	0	0	0	0	16,396,748
Total	22,628,212	13,325	0	0	0	0	0	22,641,537
77 STATE STREET CORRIDOR (OR43) - TERWILLIGER TO LADD								
Pre Eng	247,612	0	0	0	0	0	0	247,612
Rt-of-Way	576,772	0	0	0	0	0	0	576,772
Constr	1,063,213	0	0	0	0	0	0	1,063,213
Reserve	0	0	0	222,880	0	0	0	222,880
Total	1,887,597	0	0	222,880	0	0	0	2,110,477
78 JOHNSON CK BLVD IMPROVEMENT - CASCADE HWY N TO LESTER INTCHG								
Constr	903,860	-31,500	0	0	0	0	0	872,360
Reserve	0	0	0	29,650	0	0	0	29,650
Total	903,860	-31,500	0	29,650	0	0	0	902,010
79 KING RD AND 42ND(PORION) - 44TH TO 42ND/MONROE SE OF 42ND								
Pre Eng	34,360	0	0	15,640	0	0	0	50,000
Constr	170,331	19,481	0	0	0	0	0	189,813
Total	204,691	19,481	0	15,640	0	0	0	239,813
80 RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I								
Pre Eng	291,404	16,142	0	0	0	0	0	307,546
Rt-of-Way	154,942	-3,642	0	0	0	0	0	151,300
Constr	1,404,758	-62,885	0	0	0	0	0	1,341,873
Reserve	0	0	0	0	0	0	0	0
Total	1,851,104	-50,385	0	0	0	0	0	1,800,719
81 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE								
Pre Eng	645,999	0	0	0	0	0	0	645,999
Rt-of-Way	764,684	200,915	0	0	0	0	0	965,600
Constr	2,769,074	25,494	0	0	0	0	0	2,793,568
Total	4,178,757	226,409	0	0	0	0	0	4,405,167
82 THIESSEN/JERNINGS CORRIDOR - CATFIELD RD TO JOHNSON RD(REVISED)								
Pre Eng	134,517	30,000	0	0	0	0	0	164,517
Total	134,517	30,000	0	0	0	0	0	164,517

Approved Program Years

Fiscal Years 1995 to Post 1998

METRO
Transportation Improvement Program

Portland Urbanized Area

Effective October 1, 1994

In Federal Dollars

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated

	1994	1995	1996	1997	1998	Post 1998	Authorized
Clackamas County Projects (Continued)							
83 RAILROAD AVENUE/HARMONY ROAD - 82ND/SUNNYSIDE REALIGNMENT - II***764 *10037****00660*FAU9718*703*****0****							
Pre Eng	69,937	0	0	0	0	0	69,937
Rt-of-Way	454,074	0	0	0	0	0	454,074
Constr	540,025	0	0	0	0	0	540,025
Reserve	0	0	0	676	0	0	676
Total	1,064,036	0	0	676	0	0	1,064,712
84 RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION***769 *86-083****04180*FAU9736*703*****0****							
Pre Eng	138,549	311,451	0	0	0	0	450,000
Total	138,549	311,451	0	0	0	0	450,000
85 HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING***853 *10252****00976*FAU9565*3*****11****							
Pre Eng	70,762	0	0	0	0	0	70,762
Rt-of-Way	25,173	0	0	0	0	0	25,173
Constr	225,547	0	0	0	0	0	225,547
Reserve	0	0	0	7,082	0	0	7,082
Total	321,482	0	0	7,082	0	0	328,564
86 BEAVERCREEK RD EXT(RE D SOILS) - BEAVERCREEK RD TO WARNER - MILNE***855 *10249****02375*FAU9742*703*****0****							
Pre Eng	140,046	0	0	0	0	0	140,046
Constr	0	0	316,219	0	0	0	316,219
Total	140,046	0	316,219	0	0	0	456,265
87 HARRISON STREET - HIGHWAY 224 TO 32ND AVENUE***904 *00-000****00000*FAU9714*703*****0****							
Pre Eng	0	0	0	50,000	0	0	50,000
Total	0	0	0	50,000	0	0	50,000
88 JOHNSON CREEK BV - LINWOOD AV TO 82ND AV (CLACKAMAS)***905 *00-000****00000*FAU9704*703*****0****							
Pre Eng	0	0	0	0	0	0	0
Constr	0	0	222,308	0	0	0	222,308
Total	0	0	222,308	0	0	0	222,308
Total Clackamas County	49,859,493	518,781	538,527	0	388,186	0	51,304,978

Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994

Interstate Transfer Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year					1998	Post 1998	Authorized
	Obligated	1994	1995	1996	1997			
Washington County Projects								
89 Finalized Vouchered Projects***	0	0	0	0	0	0	0	CLOSED
Pre Eng	212,501	0	0	0	0	0	0	212,501
Rt-of-Way	329,293	0	0	0	0	0	0	329,293
Constr	13,056,943	0	0	0	0	0	0	13,056,943
Reserve	0	0	0	0	0	0	0	0
Total	13,598,737	0	0	0	0	0	0	13,598,737
90 Completed Projects not Vouchered***	1	0	0	0	0	0	0	
Pre Eng	2,063,600	0	0	0	0	0	0	2,063,600
Rt-of-Way	8,491,620	45,332	0	0	0	0	0	8,536,952
Constr	14,911,796	-45,332	0	0	0	0	0	14,866,464
Reserve	0	0	0	0	0	0	0	0
Total	25,467,016	0	0	0	0	0	0	25,467,016
91 ALLEN BLVD RECONSTRUCTION - MURRAY BLVD TO HWY217***	93	80-085	00306	FAU9088	ns	0	0	0
Constr	-24,000	24,000	0	0	0	0	0	0
Total	-24,000	24,000	0	0	0	0	0	0
92 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE***	121	79-076	00376	PAP27	144	69	0	0
Pre Eng	506,912	0	0	0	0	0	0	506,912
Rt-of-Way	1,934,681	0	0	0	0	0	0	1,934,681
Constr	6,908,401	36,463	0	0	0	0	0	6,944,864
Total	9,349,994	36,463	0	0	0	0	0	9,386,457
93 CORNELL ROAD RECONSTRUCTION - E MAIN TO ELAM YOUNG PARKWAY***	132	80-038	00139	FAU9022	734	0	0	0
Pre Eng	155,945	0	0	0	0	0	0	155,945
Rt-of-Way	159,293	0	0	0	26,007	0	0	185,300
Constr	2,586,470	79,000	0	0	0	0	0	2,665,471
Total	2,901,708	79,000	0	0	26,007	0	0	3,006,716
94 OR8 - TUALATIN VALLEY HIGHWAY AT 185TH STREET***	207	76-027	00350	PAP32	29	7	0	0
Pre Eng	183,477	0	0	0	0	0	0	183,477
Rt-of-Way	994,422	0	0	0	0	0	0	994,422
Constr	953,957	16,909	0	0	0	0	0	970,866
Total	2,131,856	16,909	0	0	0	0	0	2,148,765
95 FARMINGTON RD CORRIDOR(OR208) TSM - 185TH AVE TO LOMBARD AVE***	236	78-057	02233	FAU9064	142	8	0	0
Pre Eng	83,025	-2,108	0	0	0	0	0	80,917
Constr	152,280	-943	0	0	0	0	0	151,337
Total	235,305	-3,051	0	0	0	0	0	232,254
96 OR99W - PACIFIC HIGHWAY WEST AT CANTERBURY LANE***	469	85-006	02933	PAPvar	1W	10	0	0
Constr	32,741	-1,615	0	0	0	0	0	31,126
Total	32,741	-1,615	0	0	0	0	0	31,126
97 CORNELL ROAD PHASE II - ECL TO CORNELIUS PASS ROAD***	585	10060	00738	FAU9022	734	0	0	0
Pre Eng	404,643	0	0	0	0	0	0	404,643
Constr	2,281,853	0	0	0	127,500	0	0	2,409,353
Total	2,686,496	0	0	0	127,500	0	0	2,813,996
98 MURRAY BLVD - JENKINS ROAD TO SUNSET HIGHWAY***	586	10059	00549	FAU9067	734	0	0	0
Rt-of-Way	39	-39	0	0	0	0	0	0
Constr	-42,000	42,000	0	0	0	0	0	0
Total	-41,960	41,960	0	0	0	0	0	0
99 GREENBURG ROAD AT TIEDEMAN AVENUE - SIGNAL***	725	86-037	04115	FAU9207	734	1	0	0
Constr	3,270	-3,270	0	0	0	0	0	0
Total	3,270	-3,270	0	0	0	0	0	0
100 HALL BOULEVARD AT BURNHAM STREET - SIGNAL***	728	85-033	03913	FAU9091	141	6	0	0
Constr	1,814	-1,814	0	0	0	0	0	0
Total	1,814	-1,814	0	0	0	0	0	0
101 SCHOLLS FERRY ROAD / HALL BOULEVARD INTERSECTION***	829	85-010	02353	FAU9234	143	9	0	0
Pre Eng	131,632	0	0	0	0	0	0	131,632
Rt-of-Way	234,432	80,228	0	0	0	0	0	314,660
Constr	651,464	-599	0	0	0	0	0	650,865
Total	1,017,528	79,629	0	0	0	0	0	1,097,157

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 Approved Program Years

METRO
 Transportation Improvement Program
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 In Federal Dollars
 Interstate Transfer Program

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
Obligated	1994	1995	1996	1997	1998	Post 1998		
----- Washington County Projects (Continued)								
*102 HALL BOULEVARD - ALLEN TO GREENWAY*****830 *10237***02354*FAU9091*734*****1****								
Pre Eng 53,260 -53,260 0 0 0 0 0 0								
Rt-of-Way -53,260 53,260 0 0 0 0 0 0								
Total - 0 0 0 0 0 0 0 0								
*103 WASHINGTON COUNTY RESERVE*****836 *00-000***00000*VARvar**na*****0****								
Reserve 0 0 0 0 259,349 0 0 259,349								
Total 0 0 0 0 259,349 0 0 259,349								
*104 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK*****875 *86-077***03290*FAU9234*143*****7****								
Constr 814,937 0 0 0 203 0 0 815,140								
Total 814,937 0 0 0 203 0 0 815,140								
Total Washington County	59,175,443	268,210	0	0	413,059	0	58,856,713	

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 Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 Interstate Transfer Program
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994

Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Report Total	494,292,431	5,183,840	1,435,677	0	16,838,558	0	0	517,750,507
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 Approved Program Years

DRAFT

Federal Transit Administration Program

Fiscal Year 1995

METRO
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Federal Transit Administration Program

Project Description

Project Description	Estimated Grant Award by		Federal Fiscal Year				Post 1997	Authorized
	Obligated	Anticipated	1994	1995	1996	1997		
<hr/>								
Total Program								
Pre Eng	4,618,037	- 1	0	1,246,520	0	0	0	5,864,556
Rt-of-Way	6,394,602	- 0	0	0	0	0	0	6,394,602
Constr	49,352,673	- 0	0	0	3,000,000	0	0	52,352,672
Non-Hwy Cp	367,228,690	-93,254,049	110,513,050	127,243,480	135,526,578	137,764,174	76,672,000	861,693,923
Operating	45,711,694	0	4,388,000	3,510,000	3,510,000	3,510,000	0	60,629,694
Reserve	0	0	0	0	0	1,190,000	1,190,000	2,380,000
Other	7,735,976	0	75,000	0	0	0	0	7,810,977
Supt Serv	190,694	0	0	0	0	0	0	190,694
Alt Anal	1,625,504	0	0	0	0	0	0	1,625,504
Total	482,857,873	-93,254,051	114,976,050	132,000,000	142,036,578	142,464,174	77,862,000	998,942,624

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 Approved Program Years

Fiscal Years 1995 to Post 1998

METRO
Transportation Improvement Program

Portland Urbanized Area

Effective October 1, 1994

In Federal Dollars

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year
Obligated Anticipated

1995 1996 1997 1998 Post 1998 Authorized

Federal Transit Administration-Sect 3

Project Description	Obligated	Anticipated	1995	1996	1997	1998	Post 1998	Authorized
1 Finaled Vouchered Projects								
Constr	381,773	0	0	0	0	0	0	381,773
Non-Hwy Cp	30,248,883	0	0	0	0	0	0	30,248,883
Other	133,602	0	0	0	0	0	0	133,602
Total	30,764,259	0	0	0	0	0	0	30,764,259
2 Completed Projects not Vouchered								
Pre Eng	212,874	0	0	0	0	0	0	212,874
Rt-of-Way	280,575	0	0	0	0	0	0	280,575
Constr	1,888,328	0	0	0	0	0	0	1,888,328
Non-Hwy Cp	77,864,488	0	0	0	0	0	0	77,864,488
Other	118,220	0	0	0	0	0	0	118,221
Supt Serv	11,382	0	0	0	0	0	0	11,382
Total	80,375,869	0	0	0	0	0	0	80,375,869
3 BUS PURCHASES (TRI-MET)								
Non-Hwy Cp	0	2,500,000	0	0	0	0	0	2,500,000
Total	0	2,500,000	0	0	0	0	0	2,500,000
4 CITY OF GRESHAM PARK & RIDE								
Pre Eng	0	0	375,000	0	0	0	0	375,000
Constr	0	0	0	3,000,000	0	0	0	3,000,000
Total	0	0	375,000	3,000,000	0	0	0	3,375,000
5 BANFIELD STATIONS RETROFIT FOR LFLRV								
Non-Hwy Cp	0	0	5,925,000	0	0	0	0	5,925,000
Total	0	0	5,925,000	0	0	0	0	5,925,000
Total Federal Transit Administration-Sect 3								
	111,140,128	2,500,000	6,300,000	3,000,000	0	0	0	122,940,128

Approved Program Years

METRO
 Transportation Improvement Program
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 In Federal Dollars
 Federal Transit Administration Program

Project Description
 Estimated Grant Award by Federal Fiscal Year
 Obligated Anticipated 1995 1996 1997 1998 Post 1998 Authorized

Federal Transit Administration - Sec. 20

Project Description	Obligated	Anticipated	1995	1996	1997	1998	Post 1998	Authorized
Federal Transit Administration - Sec. 20								
32DBETRAININGPROGRAM***784*****26-2001**00000**TRA*26-2001*****								
Other	75,000	75,000	0	0	0	0	0	150,000
Total	75,000	75,000	0	0	0	0	0	150,000
Total Federal Transit Administration - Sec. 20	75,000	75,000	0	0	0	0	0	150,000

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 Approved Program Years

Fiscal Years 1995 to Post 1998
Effective October 1, 1994

METRO
Transportation Improvement Program

Portland Urbanized Area

In Federal Dollars

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year

Obligated Anticipated 1995 1996 1997 1998 Post 1998 Authorized

Section 3 Formula: Rail Modernization

33 SUPPORT SERVICES - MANAGEMENT ADMINISTRATION - COST ALLOCATION197*****03-0049**00000**TRA**03-0049*****								
Other	139,200	0	0	0	0	0	0	139,200
Total	139,200	0	0	0	0	0	0	139,200
34 CONTINGENCY SEC 3 GRANTS199*****03-0049**00000**TRA**03-0049*****								
Other	152,162	0	0	0	0	0	0	152,162
Total	152,162	0	0	0	0	0	0	152,162
35 BANFIELD RETROFIT - OPERATIONS CONTROL215*****var*****00000**OR**03-0049*****								
Non-Hwy Cp	300,000	1,190,000	1,190,000	1,190,000	0	0	0	3,870,000
Reserve	0	0	0	0	0	0	0	0
Total	300,000	1,190,000	1,190,000	1,190,000	0	0	0	3,870,000
36 BANFIELD RETROFIT - DOUBLE TRACKING217*****var*****00000**OR**03-0049*****								
Non-Hwy Cp	680,000	0	0	0	0	0	0	680,000
Total	680,000	0	0	0	0	0	0	680,000
37 BANFIELD RETROFIT - RUBY JUNCTION EXPANSION218*****var*****00000**OR**03-0049*****								
Non-Hwy Cp	412,000	0	0	0	0	0	0	412,000
Total	412,000	0	0	0	0	0	0	412,000
38 RESERVE RAIL MODERNIZATION283*****00000**TRA*****								
Reserve	0	0	0	1,190,000	1,190,000	0	0	2,380,000
Total	0	0	0	1,190,000	1,190,000	0	0	2,380,000
Total Section 3 Formula: Rail Modernization								
	1,683,362	1,190,000	1,190,000	1,190,000	1,190,000	1,190,000	0	7,633,362

Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 Federal Transit Administration Program

Project Description
 Estimated Grant Award by Federal Fiscal Year
 Obligated Anticipated 1995 1996 1997 1998 Post 1998 Authorized

Federal Transit Administration-Sect 16

39 VEHICLE ACQUISITION FOR PRIVATE NON-PROFIT***281*****00000*TRA*****								
Non-Hwy Cp	0	160,000	0	0	0	0	0	160,000
Total	0	160,000	0	0	0	0	0	160,000
Total Federal Transit Administration-Sect 16								
	0	160,000	0	0	0	0	0	160,000

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 Approved Program Years

METRO
Transportation Improvement Program
In Federal Dollars
Portland Urbanized Area
Fiscal Years 1995 to Post 1998
Effective October 1, 1994
Federal Transit Administration Program

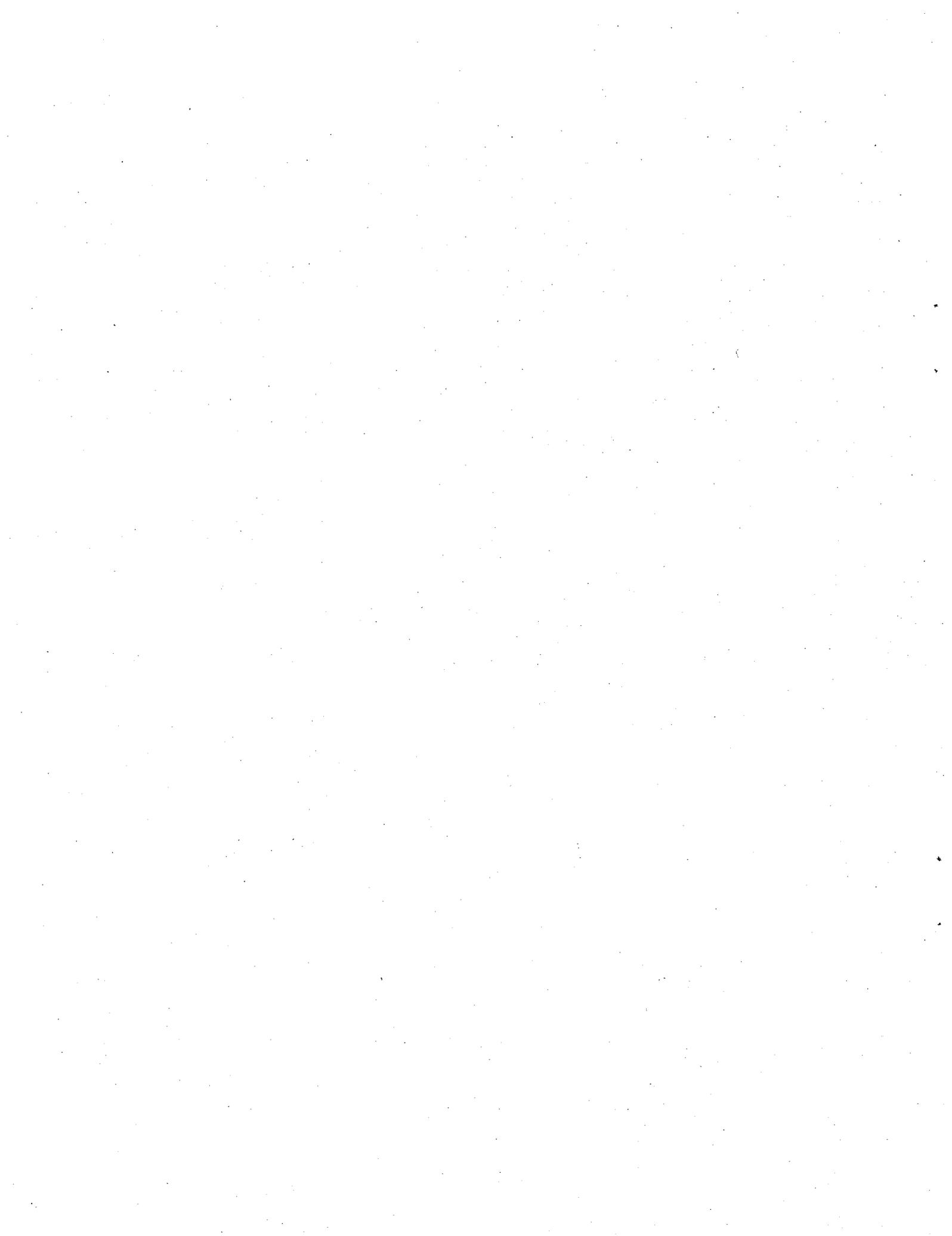
Project Description	Estimated Grant Award by Federal Fiscal Year		1995	1996	1997	1998	Post 1998	Authorized
	Obligated	Anticipated						

Section 3 Descret. WS Systems Completion								
40 BANFIELD RETROFIT - OPERATIONS CONTROL***			215				var*****00000**OR**03-0025*****	
Non-Hwy Cp	0	1,409,000	0	0	0	0	0	1,409,000
Total	0	1,409,000	0	0	0	0	0	1,409,000
41 BANFIELD RETROFIT - DOUBLE TRACKING***			217				var*****00000**OR**03-0000*****	
Non-Hwy Cp	0	8,025,000	0	0	0	0	0	8,025,000
Total	0	8,025,000	0	0	0	0	0	8,025,000
42 BANFIELD RETROFIT - RUBY JUNCTION EXPANSION***			218				var*****00000**OR**03-0000*****	
Non-Hwy Cp	0	3,975,000	0	0	0	0	0	3,975,000
Total	0	3,975,000	0	0	0	0	0	3,975,000
Total Section 3 Descret. WS Systems Completion	0	13,409,000	0	0	0	0	0	13,409,000

 Approved Program Years

Project Description	METRO Transportation Improvement Program In Federal Dollars						Portland Urbanized Area	
	Federal Transit Administration Program							
	Estimated Grant Award by Federal Fiscal Year							
	Obligated	Anticipated	1995	1996	1997	1998	Post 1998	Authorized
Report Total	482,857,873	21,721,998	132,000,000	142,036,578	142,464,174	77,862,000	0	998,942,624

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 Approved Program Years



DRAFT

FAU/STP Replacement Program

Fiscal Year 1995

METRO
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

FAU/STP Replacement Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
	Obligated	1993	1994	1995	1996	1997	Post 1997	
Total Program								
Pre Eng	7,244	462,486	0	0	0	61,500	0	531,231
Rt-of-Way	-72,605	369,674	0	0	0	293	0	297,362
Constr	2,618,831	270,633	1,355,784	147,547	0	400,750	0	4,793,545
Non-Hwy Cp	850,000	0	0	0	0	0	0	850,000
Operating	-9,780	17,112	45,846	0	0	0	0	53,178
Reserve	0	0	0	0	0	2,287,224	0	2,287,224
Total	3,393,690	1,119,905	1,401,630	147,547	0	2,749,767	0	8,812,540

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 Approved Program Years

METRO
Transportation Improvement Program
In Federal Dollars

Fiscal Years 1995 to Post 1998
Effective October 1, 1994

Portland Urbanized Area

FAU/STP REPLACEMENT PROGRAM

Project Description	Estimated Expenditures by Federal Fiscal Year					1998	Post 1998	Authorized
	Obligated	1994	1995	1996	1997			

City of Portland Projects								
1 ARTERIAL STREET 3R PROGRAM**								
Pre Eng	61,274	28,093	0	0	0	0	0	89,367
Constr	77,716	-77,716	0	0	0	0	0	0
Total	138,990	-49,623	0	0	0	0	0	89,367
2 CITY OF PORTLAND FAU CONTINGENCY**								
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
3 MARINE DR WIDENING TO FOUR LANE - I-5 TO RIVERGATE (COP)**								
Constr	-123	1,000,123	0	0	0	0	0	1,000,000
Total	-123	1,000,123	0	0	0	0	0	1,000,000
4 COLUMBIA BLVD (BNRR) BRIDGE #9685 EMERGENCY REPAIRS**								
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
5 WILLAMETTE GREENWAY TRAIL PROGRAM**								
Pre Eng	-61,500	0	0	0	61,500	0	0	0
Constr	0	0	0	0	330,000	0	0	330,000
Total	-61,500	0	0	0	391,500	0	0	330,000
6 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE(5/5)**								
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
7 NW 9TH AVENUE IMPROVEMENTS - GLISAN TO FRONT**								
Constr	2,233	5,463	0	0	0	0	0	7,696
Total	2,233	5,463	0	0	0	0	0	7,696
8 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS - OLESON RD TO BARBUR BLVD**								
Pre Eng	12,195	-11,060	0	0	0	0	0	1,135
Rt-of-Way	0	0	0	0	0	0	0	0
Constr	138,272	-57,500	0	0	0	0	0	80,772
Total	150,467	-68,560	0	0	0	0	0	81,907
9 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS - 9TH AVE TO 82ND AVE**								
Pre Eng	0	23,625	0	0	0	0	0	23,625
Rt-of-Way	-33,911	33,911	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0
Total	-33,911	57,536	0	0	0	0	0	23,625
10 INTERSECTION IMPROVEMENT PROGRAM**								
Pre Eng	1,802	-1,802	0	0	0	0	0	0
Constr	2,290	14,720	0	0	0	0	0	17,010
Total	4,092	12,917	0	0	0	0	0	17,010
11 CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM**								
Pre Eng	-18,113	18,113	0	0	0	0	0	0
Constr	305,694	29,488	0	0	0	0	0	335,182
Total	287,580	47,601	0	0	0	0	0	335,182
12 DOWNTOWN MALL REHABILITATION PROGRAM**								
Pre Eng	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
13 HOLLADAY AVE - ML KING AVE TO NE 9TH AVE (GRELEY - BANFIELD)**								
Constr	0	89,320	0	0	0	0	0	89,320
Total	0	89,320	0	0	0	0	0	89,320
14 LLOYD BLVD - GRAND AVE TO NE 11TH AVE (GRELEY - BANFIELD)**								
Constr	-1,167	1,167	0	0	0	0	0	0
Total	-1,167	1,167	0	0	0	0	0	0
15 DEVELOPMENT RESERVE**								
Reserve	0	0	0	0	606,013	0	0	606,013
Total	0	0	0	0	606,013	0	0	606,013

Approved Program Years

Fiscal Years 1995 to Post 1998

METRO
Transportation Improvement Program

Portland Urbanized Area

Effective October 1, 1994

In Federal Dollars

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year

	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
City of Portland Projects (Continued)								
16 AIRPORT WAY WETLAND MITIGATION - WE 158TH AVE to 181ST AVE(4/5)***920 *0*****0*****FAU9964*726*****0****								
Reserve	0	0	0	0	676,547	0	0	676,547
Total	0	0	0	0	676,547	0	0	676,547
17 FY 90-91 ROAD REHABILITATION PROGRAM (#9)***930 *89-033a**05650*FAUvar**726*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Constr	-9,879	9,879	0	0	0	0	0	0
Total	-9,879	9,879	0	0	0	0	0	0
18 INTERSECTION SAFETY PROGRAM***931 *00-000***00000*FAUvar**726*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
19 FY 90-91 SIGNAL SAFETY IMPROVEMENTS***932 *91-008***05844*FAUvar**726*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Constr	0	223,800	0	0	0	0	0	223,800
Total	0	223,800	0	0	0	0	0	223,800
20 NW 13TH AVENUE INTERSECTIONS IMPROVEMENT***933 *00-000***00000*FAUvar**726*****0****								
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
21 FY 92-93 ROAD REHAB (B-H HWY)***940 *91-013B**06979*FST9228*40*****0****								
Constr	1,016,091	0	0	0	0	0	0	1,016,091
Total	1,016,091	0	0	0	0	0	0	1,016,091
22 FY 92-93 SIGNAL SAFETY REMODELS***941 *0*****0*****FSTVAR*****0****								
Pre Eng	0	30,000	0	0	0	0	0	30,000
Constr	0	258,768	0	0	0	0	0	258,768
Total	0	288,768	0	0	0	0	0	288,768
Total City of Portland	1,492,873	1,618,392	0	0	1,674,060	0	0	4,785,326

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 Approved Program Years

METRO
 Transportation Improvement Program
 Portland Urbanized Area
 In Federal Dollars
 FAU/STP REPLACEMENT PROGRAM

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994

Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Clackamas County Projects

24 LOWER BOONES FERRY RD - MADRONA TO SW JEAN (CLACKAMAS)***	68	*80-104**	00677*	FAU9473*	703*****	0****	*****	
Pre Eng	0	16,238	0	0	0	0	0	16,238
Rt-of-Way	-38,694	248,770	0	0	0	0	0	210,076
Constr	1,119,154	97,455	0	0	0	0	0	1,216,609
Total	1,080,460	362,463	0	0	0	0	0	1,442,923

25 RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I***	553	*10037**	00705*	FAU9702*	na*****	0****	*****	
Constr	-50	50	0	0	0	0	0	0
Total	-50	50	0	0	0	0	0	0

26 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE***	578	*10051A**	00500*	FAU9653*	703*****	0****	*****	
Rt-of-Way	0	86,993	0	0	0	0	0	86,993
Constr	61,550	-61,550	0	0	0	0	0	0
Total	61,550	25,443	0	0	0	0	0	86,993

27 RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION***	769	*86-083**	04180*	FAU9736*	703*****	0****	*****	
Pre Eng	0	184,866	0	0	0	0	0	184,866
Total	0	184,866	0	0	0	0	0	184,866

28 BEAVERCREEK RD EXT (RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE***	855	*10249**	02375*	FAU9742*	703*****	0****	*****	
Constr	0	0	147,547	0	0	0	0	147,547
Total	0	0	147,547	0	0	0	0	147,547

29 MCLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD***	892	*90-063**	05651*	FAP26**	1E*****	6****	*****	
Pre Eng	0	100,000	0	0	0	0	0	100,000
Reserve	0	0	0	0	833,000	0	0	833,000
Total	0	100,000	0	0	833,000	0	0	933,000

Total Clackamas County	1,141,960	672,822	147,547	0	833,000	0	0	2,795,329

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 Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994

FAU/STP REPLACEMENT PROGRAM

Project Description	Estimated Expenditures by Federal Fiscal Year					1998	Post 1998	Authorized
	Obligated	1994	1995	1996	1997			

Washington County Projects								
30 Completed Projects not Vouchered***						1 000 000 0	0 000 000	
Constr	-78,028	78,028	0	0	0	0	0	0
Total	-78,028	78,028	0	0	0	0	0	0
31 BVFM/TUALATIN HWY AT SW BRIDGEPORT - SIGNAL/CHANNELIZE***						395	10251	02089*FAU9091*141*****8****
Constr	0	0	0	0	142	0	0	142
Total	0	0	0	0	142	0	0	142
32 HALL / MCDONALD INTERSECTION IMPROVEMENTS***						396	85-024	03719*FAU9091*141*****6****
Rt-of-Way	0	0	0	0	293	0	0	293
Constr	6,462	-6,462	0	0	0	0	0	0
Total	6,462	-6,462	0	0	293	0	0	293
33 E STREET - PACIFIC AVENUE TO 23RD AVENUE***						572	86-020	02426*FAU9012*734*****0****
Constr	0	0	0	0	1,948	0	0	1,948
Total	0	0	0	0	1,948	0	0	1,948
34 WASHINGTON COUNTY RESERVE***						836	00-000	00000*VARvar**na*****0****
Reserve	0	0	0	0	67,392	0	0	67,392
Total	0	0	0	0	67,392	0	0	67,392
35 MAPLE STREET AT TUALATIN VALLEY HIGHWAY - SIGNAL***						866	89-016	04622*FAU9032*734*****0****
Constr	0	0	0	0	5,183	0	0	5,183
Total	0	0	0	0	5,183	0	0	5,183
Total Washington County	-71,566	71,566	0	0	74,958	0	0	74,958

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 Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994

FAU/STP REPLACEMENT PROGRAM

Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Tri-Met Projects

36 TRI-MET RIDESHARE PROGRAM***									
Operating	-62,958	116,136	0	0	0	0	0	0	53,178
Total	-62,958	116,136	0	0	0	0	0	0	53,178
37 LIGHT RAIL VEHICLE PURCHASE (T)***									
Mon-Rwy Cp	850,000	0	0	0	0	0	0	0	850,000
Total	850,000	0	0	0	0	0	0	0	850,000
Total Tri-Met	787,041	116,136	0	0	0	0	0	0	903,178

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 Approved Program Years

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994

METRO
 Transportation Improvement Program
 In Federal Dollars
 FAU/STP REPLACEMENT PROGRAM

Portland Urbanized Area

Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Highway Division Projects

38 STATE STREET CORRIDOR (OR43) - TERWILLIGER TO LADD***133 *77-068***00359*FAU9565*3*****6****									
Constr	0	0	0	0	22,000	0	0	0	22,000
Total	0	0	0	0	22,000	0	0	0	22,000
39 OR210 - SCHOLLS HWY AT 135TH AVE - SIGNAL/REALIGNMENT***390 *80-112***00046*FAU9234*143*****7****									
Constr	0	0	0	0	28,451	0	0	0	28,451
Total	0	0	0	0	28,451	0	0	0	28,451
40 US26 - MT HOOD HWY AT PALMQUIST/ORIENT RD - GRADE/PAVE/SIGNAL***397 *10234***01470*FAP9873*26*****14****									
Constr	0	0	0	0	11,470	0	0	0	11,470
Total	0	0	0	0	11,470	0	0	0	11,470
41 HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING***853 *10252***00976*FAU9565*3*****11****									
Constr	0	0	0	0	1,353	0	0	0	1,353
Total	0	0	0	0	1,353	0	0	0	1,353
42 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO PANNO CREEK***875 *86-077***03290*FAU9234*143*****7****									
Constr	-21,384	21,384	0	0	203	0	0	0	203
Total	-21,384	21,384	0	0	203	0	0	0	203
Total Highway Division	-21,384	21,384	0	0	63,477	0	0	0	63,477

 Approved Program Years

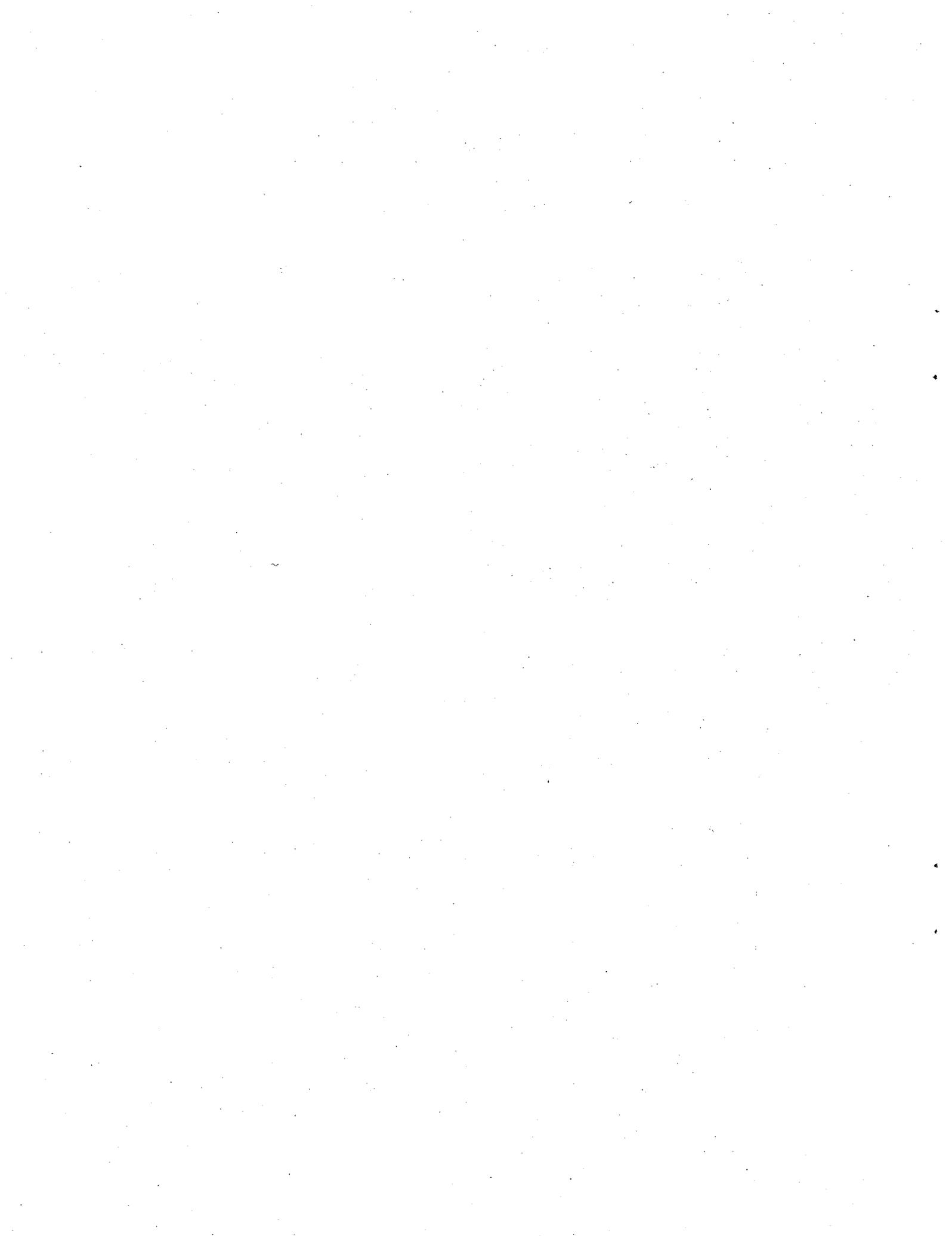
METRO
Transportation Improvement Program
In Federal Dollars
Portland Urbanized Area

Fiscal Years 1995 to Post 1998
Effective October 1, 1994

FAU/STP REPLACEMENT PROGRAM

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized	
Metro Region Total	1,847,638	956,321	147,547	0	1,075,707	0	0	4,027,214
Report Total	3,340,512	2,574,713	147,547	0	2,749,767	0	0	6,812,540

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Federal Aid Urban System Program

Fiscal Year 1995

METRO
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Federal-Aid Urban System Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year						Authorized	
	Obligated	1993	1994	1995	1996	1997		Post 1997
Total Program								
Pre Eng	5,695,347	0	0	0	0	0	0	5,695,347
Rt-of-Way	1,703,933	0	0	0	0	0	0	1,703,933
Constr	26,693,545	0	0	0	0	0	0	26,693,545
Non-Hwy Cp	257,950	0	0	0	0	0	0	257,950
Operating	1,055,135	0	0	0	0	0	0	1,055,135
Reserve	0	0	0	0	0	0	0	0
Pending	0	0	0	0	0	0	0	0
Total	35,405,910	0	0	0	0	0	0	35,405,910

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 Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

City of Portland Projects

1 Final Vouchered Projects**00000000*00000*****CLOSED									
Pre Eng	1,573,743	0	0	0	0	0	0	0	1,573,743
Rt-of-Way	401,968	0	0	0	0	0	0	0	401,968
Constr	6,376,238	0	0	0	0	0	0	0	6,376,238
Non-Hwy Cp	131,555	0	0	0	0	0	0	0	131,555
Operating	217,108	0	0	0	0	0	0	0	217,108
Pending	0	0	0	0	0	0	0	0	0
Total	8,700,612	0	0	0	0	0	0	0	8,700,612
2 Completed Projects not Vouchered**10000000*00000*****									
Pre Eng	693,478	0	0	0	0	0	0	0	693,478
Constr	873,842	0	0	0	0	0	0	0	873,842
Total	1,567,320	0	0	0	0	0	0	0	1,567,320
3 ARTERIAL STREET 3R PROGRAM**43 *89-033**05383*VARvar**726*****0****									
Pre Eng	17,369	0	0	0	0	0	0	0	17,369
Constr	812,997	0	0	0	0	0	0	0	812,997
Reserve	0	0	0	0	0	0	0	0	0
Total	830,366	0	0	0	0	0	0	0	830,366
4 CITY OF PORTLAND FAU CONTINGENCY**44 *00-000**00000*VARvar**726*****0****									
Reserve	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
5 COLUMBIA BLVD (BNRR) BRIDGE #9685 EMERGENCY REPAIRS**303 *87-002**04218*FAU9956*726*****0****									
Pre Eng	4,238	0	0	0	0	0	0	0	4,238
Constr	346,351	0	0	0	0	0	0	0	346,351
Total	350,589	0	0	0	0	0	0	0	350,589
6 WILLAMETTE GREENWAY TRAIL PROGRAM**575 *10018**00240*VARvar**726*****0****									
Pre Eng	61,500	0	0	0	0	0	0	0	61,500
Rt-of-Way	0	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0	0
Total	61,500	0	0	0	0	0	0	0	61,500
7 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE(5/5)**861 *84-022e**05002*FAU9964*726*****0****									
Reserve	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
8 NW 9TH AVENUE IMPROVEMENTS - GLISAN TO FRONT**868 *89-020**05123*FAU9983*726*****0****									
Pre Eng	0	0	0	0	0	0	0	0	0
Constr	372,304	0	0	0	0	0	0	0	372,304
Total	372,304	0	0	0	0	0	0	0	372,304
9 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS - OLESON RD TO BARBUR BLVD**869 *89-022**05127*FAU9404*726*****0****									
Pre Eng	104,465	0	0	0	0	0	0	0	104,465
Rt-of-Way	0	0	0	0	0	0	0	0	0
Constr	695,099	0	0	0	0	0	0	0	695,099
Total	799,564	0	0	0	0	0	0	0	799,564
10 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS - 9TH AVE TO 82ND AVE***870 *89-021**05126*FAU9822*726*****0****									
Pre Eng	99,575	0	0	0	0	0	0	0	99,575
Rt-of-Way	116,671	0	0	0	0	0	0	0	116,671
Constr	241,469	0	0	0	0	0	0	0	241,469
Total	457,715	0	0	0	0	0	0	0	457,715
11 INTERSECTION IMPROVEMENT PROGRAM***871 *89-023**05125*VARvar**726*****0****									
Pre Eng	11,059	0	0	0	0	0	0	0	11,059
Constr	87,990	0	0	0	0	0	0	0	87,990
Total	99,049	0	0	0	0	0	0	0	99,049
12 CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM***872 *89-028**05200*VARvar**726*****0****									
Pre Eng	38,552	0	0	0	0	0	0	0	38,552
Constr	0	0	0	0	0	0	0	0	0
Total	38,552	0	0	0	0	0	0	0	38,552
13 DOWNTOWN MALL REHABILITATION PROGRAM***873 *89-032**05384*FAU9341*726*****0****									
Pre Eng	0	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Approved Program Years

Fiscal Years 1995 to Post 1998

METRO
Transportation Improvement Program

Portland Urbanized Area

Effective October 1, 1994

In Federal Dollars

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

City of Portland Projects
(Continued)

Project Description	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized

14 HOLLADAY AVE - ML KING AVE TO NE 9TH AVE (GREELEY - BANFIELD)***								
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

15 LLOYD BLVD - GRAND AVE TO NE 11TH AVE (GREELEY - BANFIELD)***								
Constr	231,160	0	0	0	0	0	0	231,160
Total	231,160	0	0	0	0	0	0	231,160

16 DEVELOPMENT RESERVE***								
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

17 FY 90-91 ROAD REHABILITATION PROGRAM (#9)***								
Pre Eng	180,372	0	0	0	0	0	0	180,372
Constr	567,057	0	0	0	0	0	0	567,057
Total	747,429	0	0	0	0	0	0	747,429

18 INTERSECTION SAFETY PROGRAM***								
Pre Eng	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

19 FY 90-91 SIGNAL SAFETY IMPROVEMENTS***								
Pre Eng	37,200	0	0	0	0	0	0	37,200
Constr	0	0	0	0	0	0	0	0
Total	37,200	0	0	0	0	0	0	37,200

20 NW 13TH AVENUE INTERSECTIONS IMPROVEMENT***								
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Total City of Portland	14,293,360	0	0	0	0	0	0	14,293,360

Approved Program Years

METRO
 Transportation Improvement Program

Fiscal Years 1995 to Post 1998

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Multnomah County Projects

21 Finaled Vouchered Projects***00000000*00000*****CLOSED								
Pre Eng	316,442	0	0	0	0	0	0	316,442
Rt-of-Way	9,201	0	0	0	0	0	0	9,201
Constr	1,086,181	0	0	0	0	0	0	1,086,181
Reserve	0	0	0	0	0	0	0	0
Total	1,411,824	0	0	0	0	0	0	1,411,824
22 Completed Projects not Vouchered***10000000*00000*****								
Pre Eng	97,250	0	0	0	0	0	0	97,250
Constr	2,056,437	0	0	0	0	0	0	2,056,437
Total	2,153,687	0	0	0	0	0	0	2,153,687
23 NORTH MAIN RECONSTRUCTION (GRESHAM) - DIVISION TO POWELL***541 *88-014***04863*FAU9879*726*****0****								
Pre Eng	55,383	0	0	0	0	0	0	55,383
Constr	417,030	0	0	0	0	0	0	417,030
Reserve	0	0	0	0	0	0	0	0
Total	472,413	0	0	0	0	0	0	472,413
Total Multnomah County								
	4,037,924	0	0	0	0	0	0	4,037,924

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 Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 Federal Aid Urban System Program

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 Portland Urbanized Area

Project Description	Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized
	Obligated							
Clackamas County Projects								
24 Finaled Vouchered Projects***	0	0	0	0	0	0	0	CLOSED
Pre Eng 248,064	0	0	0	0	0	0	0	248,064
Rt-of-Way 74,366	0	0	0	0	0	0	0	74,366
Constr 2,449,968	0	0	0	0	0	0	0	2,449,968
Reserve 0	0	0	0	0	0	0	0	0
Total 2,772,398	0	0	0	0	0	0	0	2,772,398
25 Completed Projects not Vouchered***	1,000,000	0	0	0	0	0	0	
Pre Eng 110,538	0	0	0	0	0	0	0	110,538
Reserve 0	0	0	0	0	0	0	0	0
Total 110,538	0	0	0	0	0	0	0	110,538
26 LOWER BOONES FERRY RD - MADRONA TO SW JEAN (CLACKAMAS)***	68	0	0	0	0	0	0	
Pre Eng 333,762	0	0	0	0	0	0	0	333,762
Rt-of-Way 339,924	0	0	0	0	0	0	0	339,924
Constr 659,470	0	0	0	0	0	0	0	659,470
Total 1,333,156	0	0	0	0	0	0	0	1,333,156
27 RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I***	553	0	0	0	0	0	0	
Constr 195,517	0	0	0	0	0	0	0	195,517
Total 195,517	0	0	0	0	0	0	0	195,517
28 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE***	578	0	0	0	0	0	0	
Rt-of-Way 162,581	0	0	0	0	0	0	0	162,581
Constr 631,383	0	0	0	0	0	0	0	631,383
Total 793,964	0	0	0	0	0	0	0	793,964
29 RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION***	769	0	0	0	0	0	0	
Pre Eng 0	0	0	0	0	0	0	0	0
Total 0	0	0	0	0	0	0	0	0
30 BEAVERCREEK RD EXT (RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE***	855	0	0	0	0	0	0	
Constr 0	0	0	0	0	0	0	0	0
Total 0	0	0	0	0	0	0	0	0
31 MCGOUGH LIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD***	892	0	0	0	0	0	0	
Pre Eng 0	0	0	0	0	0	0	0	0
Reserve 0	0	0	0	0	0	0	0	0
Total 0	0	0	0	0	0	0	0	0
Total Clackamas County								
5,205,573	0	0	0	0	0	0	0	5,205,573

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 Approved Program Years

METRO
 Transportation Improvement Program
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Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 Portland Urbanized Area

Project Description	Estimated Expenditures by Federal Fiscal Year						Authorized
	Obligated	1994	1995	1996	1997	1998	
Washington County Projects							
32 Finalized Vouchered Projects***							CLOSED
Pre Eng	513,692	0	0	0	0	0	513,692
Rt-of-Way	184,602	0	0	0	0	0	184,602
Constr	975,404	0	0	0	0	0	975,404
Reserve	0	0	0	0	0	0	0
Total	1,673,698	0	0	0	0	0	1,673,698
33 Completed Projects not Vouchered***							
Pre Eng	507,907	0	0	0	0	0	507,907
Constr	1,459,569	0	0	0	0	0	1,459,569
Reserve	0	0	0	0	0	0	0
Total	1,967,476	0	0	0	0	0	1,967,476
34 BVN/TUALATIN HWY AT SW BRIDGEPORT - SIGNAL/CHANNELIZE***							
Constr	169,868	0	0	0	0	0	169,868
Total	169,868	0	0	0	0	0	169,868
35 HALL / MCDONALD INTERSECTION IMPROVEMENTS***							
Rt-of-Way	2,232	0	0	0	0	0	2,232
Constr	112,475	0	0	0	0	0	112,475
Total	114,707	0	0	0	0	0	114,707
36 E STREET - PACIFIC AVENUE TO 23RD AVENUE***							
Constr	178,052	0	0	0	0	0	178,052
Total	178,052	0	0	0	0	0	178,052
37 WASHINGTON COUNTY RESERVE***							
Reserve	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
38 MAPLE STREET AT TUALATIN VALLEY HIGHWAY - SIGNAL***							
Constr	73,892	0	0	0	0	0	73,892
Total	73,892	0	0	0	0	0	73,892
Total Washington County	4,177,693	0	0	0	0	0	4,177,693

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 Approved Program Years

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994

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Portland Urbanized Area

Project Description	Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized

Tri-Met Projects								
39 Finaled Vouchered Projects***					00000000	000000		CLOSED
Constr	1,110,747	0	0	0	0	0	0	1,110,747
Non-Rwy Cp	126,395	0	0	0	0	0	0	126,395
Total	1,237,142	0	0	0	0	0	0	1,237,142
40 TRI-MET RIDESHARE PROGRAM***					102	*80-043*	000000*	VARvar**na*****0****
Operating	838,027	0	0	0	0	0	0	838,027
Total	838,027	0	0	0	0	0	0	838,027
41 LIGHT RAIL VEHICLE PURCHASE (T)***					695	*00-000*	000000*	OR*var**na*****0****
Non-Rwy Cp	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Tri-Met	2,075,169	0	0	0	0	0	0	2,075,169

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 Approved Program Years

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 Federal Aid Urban System Program

Project Description	Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized

Highway Division Projects								
42 Finaled Vouchered Projects***								CLOSED
Pre Eng	227,478	0	0	0	0	0	0	227,478
Rt-of-Way	94,226	0	0	0	0	0	0	94,226
Constr	812,390	0	0	0	0	0	0	812,390
Total	1,134,094	0	0	0	0	0	0	1,134,094
43 STATE STREET CORRIDOR (OR43) - TERWILLIGER TO LADD***								6****
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
44 OR210 - SCHOLLS HWY AT 135TH AVE - SIGNAL/REALIGNMENT***								7****
Constr	81,435	0	0	0	0	0	0	81,435
Total	81,435	0	0	0	0	0	0	81,435
45 US26 - MT HOOD HWY AT PALMQUIST/ORIENT RD - GRADE/PAVE/SIGNAL***								14****
Constr	358	0	0	0	0	0	0	358
Total	358	0	0	0	0	0	0	358
46 HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING***								11****
Constr	77,413	0	0	0	0	0	0	77,413
Total	77,413	0	0	0	0	0	0	77,413
47 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK***								7****
Constr	2,393,794	0	0	0	0	0	0	2,393,794
Total	2,393,794	0	0	0	0	0	0	2,393,794
Total Highway Division	3,687,094	0	0	0	0	0	0	3,687,094

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 Approved Program Years

METRO
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Portland Urbanized Area

Fiscal Years 1995 to Post 1998
Effective October 1, 1994

In Federal Dollars
Federal Aid Urban System Program

Project Description
Estimated Expenditures by Federal Fiscal Year
Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Metro Region and Reserve Projects

48 Finaled Vouchered Projects***										CLOSED
Pre Eng	463,280	0	0	0	0	0	0	0	0	463,280
Rt-of-Way	318,162	0	0	0	0	0	0	0	0	318,162
Constr	1,147,655	0	0	0	0	0	0	0	0	1,147,655
Pending	0	0	0	0	0	0	0	0	0	0
Total	1,929,097	0	1,929,097							
49 UNALLOCATED FEDERAL-AID URBAN FUNDS***										0
Reserve	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Metro Region and Reserve	1,929,097	0	1,929,097							

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 Approved Program Years



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State Highway Program

Fiscal Year 1995

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994

State Highway Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year						Authorized
	Obligated	1994	1995	1996	1997	1998	
Highway Bridge Replacement Projects							
1 I-5 - SEISMIC RETROFIT FIVE BRIDGES - PHASE 1**							
Constr	832,000	0	0	0	0	0	832,000
Total	832,000	0	0	0	0	0	832,000
2 US-30B - ST JOHNS BRIDGE JOINT REPAIR**							
Constr	0	0	0	0	1,160,000	0	1,160,000
Total	0	0	0	0	1,160,000	0	1,160,000
3 UPRR (N. PORTLAND RD.) BR. #51C06**							
Pre Eng	0	90,400	0	0	0	0	90,400
Rt-of-Way	0	16,000	0	0	0	0	16,000
Constr	0	2,093,600	0	0	0	0	2,093,600
Total	0	2,200,000	0	0	0	0	2,200,000
4 ROCK CREEK (NW 216TH AVENUE) BR. #671325**							
Pre Eng	0	40,000	0	0	0	0	40,000
Constr	0	290,400	0	0	0	0	290,400
Total	0	330,400	0	0	0	0	330,400
5 TOALATIN RIVER OVERFLOW (GOLF COURSE RD) BR. #671244**							
Constr	0	473,600	0	0	0	0	473,600
Total	0	473,600	0	0	0	0	473,600
6 HAWTHORNE BRIDGE (#2757E) PHASE II - SERVICE LIFE EXTENSION**							
Pre Eng	95,960	0	0	0	0	0	95,960
Constr	1,240,000	0	0	0	0	0	1,240,000
Total	1,335,960	0	0	0	0	0	1,335,960
7 HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT (#2757C)**							
Pre Eng	248,240	0	0	0	0	0	248,240
Constr	0	1,040,000	0	0	0	0	1,040,000
Total	248,240	1,040,000	0	0	0	0	1,288,240
8 I-5 - W MARQUAM INTCHG TO MARQUAM BRIDGE - RETROFIT CONNECTIONS**							
Constr	7,392,000	0	0	0	0	0	7,392,000
Total	7,392,000	0	0	0	0	0	7,392,000
9 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR**							
Constr	896,000	0	0	0	0	0	896,000
Total	896,000	0	0	0	0	0	896,000
Total Highway Bridge Replacement Projects	10,704,200	4,044,000	0	0	0	1,160,000	15,908,200

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 State Highway Program

Project Description	Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized
	Obligated							

Hazard Elimination System Projects								
10 SE WOODSTOCK BLVD. @ SE 39TH AVENUE***176 *89-038***07152*HES9699*****0*****								
Pre Eng	0	0	14,400	0	0	0	0	14,400
Constr	0	0	149,400	0	0	0	0	149,400
Total	0	0	163,800	0	0	0	0	163,800
11 OR213 - CASCADE HWY SO - ABERNETHY RD TO BEAVERCREEK RD***203 *91-001***05821*FAP78***160*****0*****								
Constr	549,000	0	0	0	0	0	0	549,000
Total	549,000	0	0	0	0	0	0	549,000
12 SE STARK STREET AT SE 202ND AVENUE - SIGNAL UPGRADE***209 *91-011***06366*FAU9810*726*****0*****								
Pre Eng	18,000	0	0	0	0	0	0	18,000
Constr	176,400	0	0	0	0	0	0	176,400
Total	194,400	0	0	0	0	0	0	194,400
13 BEAVERTON TUALATIN HWY @ SW WASHINGTON DRIVE***211 *86-088***03611*FAU9091*141*****4*****								
Rt-of-Way	0	0	31,500	0	0	0	0	31,500
Constr	0	0	207,000	0	0	0	0	207,000
Total	0	0	238,500	0	0	0	0	238,500
14 OR-99E - PACIFIC HIGHWAY EAST AT LOMBARD (PORTLAND)***259 *****06581*FAP26***1E*****4*****								
Constr	0	360,000	0	0	0	0	0	360,000
Total	0	360,000	0	0	0	0	0	360,000
15 NE KILLINGSWORTH STREET @ NE 60TH AVENUE***276 *93-065***07046*HES*****0*****								
Pre Eng	0	30,000	0	0	0	0	0	30,000
Constr	0	123,000	0	0	0	0	0	123,000
Total	0	153,000	0	0	0	0	0	153,000
16 NORTH INTERSTATE AVENUE & NORTH BUFFALO STREET***278 *93-066***07047*HES*****0*****								
Pre Eng	0	40,000	0	0	0	0	0	40,000
Constr	0	158,000	0	0	0	0	0	158,000
Total	0	198,000	0	0	0	0	0	198,000
17 NW GLENCOE ROAD @ ZION CHURCH/SCOTCH CHURCH ROAD***279 *93-029***06719***685*****0*****								
Constr	500,000	0	0	0	0	0	0	500,000
Total	500,000	0	0	0	0	0	0	500,000
18 NW ZION CHURCH @ NW SUSBAUER RD INTERSECTION***280 *93-108***07247*HES*****734*****0*****								
Pre Eng	0	15,000	0	0	0	0	0	15,000
Constr	0	102,000	0	0	0	0	0	102,000
Total	0	117,000	0	0	0	0	0	117,000
19 SE ORIENT DRIVE @ SE 282ND AVENUE***288 *93-083***07135*HES*****0*****								
Constr	0	348,300	0	0	0	0	0	348,300
Total	0	348,300	0	0	0	0	0	348,300
20 SE STARK STREET @ SE 174TH AVENUE***289 *93-082***07137*HES*****0*****								
Pre Eng	0	9,000	0	0	0	0	0	9,000
Rt-of-Way	0	3,600	0	0	0	0	0	3,600
Constr	0	115,000	0	0	0	0	0	115,000
Total	0	127,600	0	0	0	0	0	127,600
21 SE BELMONT STREET @ SE 11TH AVENUE***291 *93-077***07058*HES*****0*****								
Pre Eng	0	16,200	0	0	0	0	0	16,200
Total	0	16,200	0	0	0	0	0	16,200
22 SE FOSTER ROAD @ SE 72ND AVENUE***292 *93-079***07132*HES*****0*****								
Pre Eng	0	18,000	0	0	0	0	0	18,000
Total	0	18,000	0	0	0	0	0	18,000
23 SE BELMONT STREET @ SE 10TH AVENUE***297 *93-078***07133*HES*****0*****								
Pre Eng	0	16,200	0	0	0	0	0	16,200
Total	0	16,200	0	0	0	0	0	16,200
24 PACIFIC HWY EAST PEDESTRIAN REFUGE ISLAND***300 *93-059***06712*HES26***1E*****8*****								
Constr	0	346,500	0	0	0	0	0	346,500
Total	0	346,500	0	0	0	0	0	346,500

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 State Highway Program

Project Description	Estimated Expenditures by Federal Fiscal Year						Authorized
	Obligated	1994	1995	1996	1997	1998	
----- Hazard Elimination System Projects ----- (Continued)							
25 BEAVERTON/TUALATIN HWY AT SW OAK - SIGNAL/LEFT TURN LANES***414 *84-066***00764*FAU9091*141*****4*****							
Constr	190,000	0	0	0	0	0	190,000
Total	190,000	0	0	0	0	0	190,000
26 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000***522 *93-080***07057*VAR*var**var*****0*****							
Pre Eng	0	4,500	0	0	0	0	4,500
Constr	0	225,000	0	0	0	0	225,000
Total	0	229,500	0	0	0	0	229,500
27 SW WALKER ROAD @ MAYFIELD AVENUE***524 *93-188***08040*HRS*****0*****							
Constr	0	240,000	0	0	0	0	240,000
Total	0	240,000	0	0	0	0	240,000
28 OR210 - SCHOLLS HWY AT SW JAMIESON ROAD - LT TURN REFUGE***677 *86-112***03916*FAU9234*143*****12*****							
Constr	144,000	0	0	0	0	0	144,000
Total	144,000	0	0	0	0	0	144,000
29 NE HALSEY STREET AT NE 148TH AVE - SIGNAL UPGRADE***909 *89-040***05825*FAU9858*726*****0*****							
Constr	109,800	0	0	0	0	0	109,800
Total	109,800	0	0	0	0	0	109,800
Total Hazard Elimination System Projects	1,687,200	2,170,300	402,300	0	0	0	4,259,800

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Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

State Modernization Projects

30 OR-43 - TAYLOR'S FERRY ROAD TO I-205 (MACS)***226 *00-000**05853*FAU9565*3*****2*****	Constr	0	0	1,390,400	0	0	0	0	1,390,400
	Total	0	0	1,390,400	0	0	0	0	1,390,400
31 US-30B - SANDY BLVD METROPOLITAN AREA CORRIDOR STUDY***230 *00-000**06239*FAU9326*59*****0*****	Constr	0	0	3,969,000	0	0	0	0	3,969,000
	Total	0	0	3,969,000	0	0	0	0	3,969,000
32 I-205 - COLUMBIA BLVD SOUTHBOUND ON-RAMP***233 *00-000**05861*FAI205**64*****24*****	Constr	0	0	0	394,812	0	0	0	394,812
	Total	0	0	0	394,812	0	0	0	394,812
33 OR-8 TUALATIN VALLEY HWY - BEAV/TIGARD HWY TO 117TH***240 *00-000**06131*FAP32**29*****3*****	Constr	0	0	0	0	2,700,000	0	0	2,700,000
	Total	0	0	0	0	2,700,000	0	0	2,700,000
34 US-26 - CEDAR HILLS BLVD INTERCHANGE TO SW 76TH AVENUE***247 *88-033d**06597*FAP27**47*****68*****	Constr	30,800,000	0	0	0	0	0	0	30,800,000
	Total	30,800,000	0	0	0	0	0	0	30,800,000
35 US-26 - SW 82ND PLACE (GOLF CREEK ACCESS ROAD)***250 *88-0331**06596*FAP27**47*****69*****	Constr	950,000	0	0	0	0	0	0	950,000
	Total	950,000	0	0	0	0	0	0	950,000
36 US-26 - HIGHLANDS (ZOO) INTERCHANGE***251 *88-033e**06015*FAP27**47*****72*****	Constr	7,130,000	0	0	0	0	0	0	7,130,000
	Total	7,130,000	0	0	0	0	0	0	7,130,000
37 US-26 - SYLVAN INTERCHANGE TO HIGHLANDS INTERCHANGE***253 *88-033f**06016*FAP27**47*****71*****	Constr	0	9,870,000	0	0	0	0	0	9,870,000
	Total	0	9,870,000	0	0	0	0	0	9,870,000
38 US-26 - CAMELOT INTERCHANGE TO SYLVAN INTERCHANGE***254 *88-033g**06017*FAP27**47*****68*****	Constr	0	6,000,000	0	35,000,000	0	0	0	41,000,000
	Total	0	6,000,000	0	35,000,000	0	0	0	41,000,000
39 US-26 - BEAVERTON/TIGARD HIGHWAY TO CAMELOT INTERCHANGE***255 *88-033h**06018*FAP27**47*****69*****	Constr	0	0	0	0	0	6,029,856	0	6,029,856
	Total	0	0	0	0	0	6,029,856	0	6,029,856
40 OR-217 - SUNSET HIGHWAY TO TUALATIN VALLEY HIGHWAY***258 *****06598*FAP79**144*****0*****	Constr	11,900,000	0	0	0	0	0	0	11,900,000
	Total	11,900,000	0	0	0	0	0	0	11,900,000
41 METRO ADVANCE WARNING SIGNS - VAR HWYS - CLACK/MULT & WASH CTYS***270 *87-015**02514*NHS*****var*****0*****	Constr	0	0	0	1,209,200	0	0	0	1,209,200
	Total	0	0	0	1,209,200	0	0	0	1,209,200
42 METRO AREA FREEWAYS DETECTION SYSTEM - VARIOUS HWYS - MULT CTY***272 *92-040**06234*NHS*****var*****0*****	Constr	0	0	0	1,430,000	0	0	0	1,430,000
	Total	0	0	0	1,430,000	0	0	0	1,430,000
43 MOTORIST INFORMATION SYSTEM***273 *92-039**06235*NHS*****var*****0*****	Constr	0	0	0	1,100,000	0	0	0	1,100,000
	Total	0	0	0	1,100,000	0	0	0	1,100,000
44 MACS STUDIES (TWO)***330 *00-000**6240*FAU*****0*****	Constr	0	0	0	0	2,979,000	0	0	2,979,000
	Total	0	0	0	0	2,979,000	0	0	2,979,000
45 TSM INITIATIVES (ATMS)***331 *00-000**6238*FAU*****0*****	Constr	0	0	693,000	0	0	0	0	693,000
	Total	0	0	693,000	0	0	0	0	693,000
46 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING (III)***386 *10143c**01892*FAP27**47*****72*****	Constr	0	0	1,345,950	0	0	0	0	1,345,950
	Total	0	0	1,345,950	0	0	0	0	1,345,950

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Project Description	Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized
	Obligated							
State Modernization Projects (Continued)								
47 OR-47: COUNCIL CREEK-QUINCE (HWY 47 BYPASS)***441*****MOD*****0*****								
Constr	0	0	0	0	0	7,130,000	0	7,130,000
Total	0	0	0	0	0	7,130,000	0	7,130,000
48 COLUMBIA SLOUGH INTERMODAL EXPANSION BRIDGE (PORT OF PORTLAND)***635*****DEMO*****0*****								
Pre Eng	0	538,380	0	0	0	0	0	538,380
Constr	0	0	0	3,307,039	0	0	0	3,307,039
Total	0	538,380	0	3,307,039	0	0	0	3,845,419
49 TOUALATIN VALLEY HWY - HILLSBORO SIGNALS (13 LOCATIONS)***878 *84-034**03334*FAP32**29*****13*****								
Constr	686,400	0	0	0	0	0	0	686,400
Total	686,400	0	0	0	0	0	0	686,400
50 OR217 BEAV/TIG HWY - SUNSET HWY TO I-5 - RAMP METERING***915 *90-056A**06231*FAP79**144*****7*****								
Constr	540,000	0	0	0	0	0	0	540,000
Total	540,000	0	0	0	0	0	0	540,000
51 OR213 CASCADE SOUTH - E PORTLAND FREEWAY TO HOLCOMB BOULEVARD***921 *90-001**05625*FAP78**160*****0*****								
Constr	750,000	0	0	0	0	0	0	750,000
Total	750,000	0	0	0	0	0	0	750,000
52 REGIONAL RAMP METERING, TRAFFIC LOOP REPAIR, AND MESSAGE SIGNING***927 *90-022**05278*VARvar**var*****0*****								
Constr	3,125,840	0	0	0	0	0	0	3,125,840
Total	3,125,840	0	0	0	0	0	0	3,125,840
53 OR208 - 209TH AVENUE TO 167TH (WASHINGTON)***934 *00-000**00000*FAU9064*142*****8*****								
Pre Eng	709,000	0	0	0	0	0	0	709,000
Rt-of-Way	0	0	5,175,000	0	0	0	0	5,175,000
Constr	0	0	0	0	0	0	0	0
Total	709,000	0	5,175,000	0	0	0	0	5,884,000
54 OR208 - 167TH AVENUE TO MURRAY***944 *86-060B**06508*FAU9064*142*****5*****								
Pre Eng	1,619,000	0	0	0	0	0	0	1,619,000
Rt-of-Way	0	0	3,350,000	0	0	0	0	3,350,000
Constr	0	0	0	5,110,000	0	0	0	5,110,000
Total	1,619,000	0	3,350,000	5,110,000	0	0	0	10,079,000
Total State Modernization Projects	58,210,240	16,408,380	15,923,350	47,551,051	5,679,000	7,130,000	6,029,856	156,931,877

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Project Description	Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized
	Obligated							

State Operations Projects								
55 US30BY - ST JOHNS BRIDGE PAINTING***202 *91-010***05797*FAU9966*123*****1*****	Constr	2,822,000	0	0	0	0	0	2,822,000
	Total	2,822,000	0	0	0	0	0	2,822,000
56 BEAVERTON TUALATIN HWY @ SW WASHINGTON DRIVE***211 *86-088***03611*FAU9091*141*****4*****	Pre Eng	0	0	43,820	0	0	0	43,820
	Total	0	0	43,820	0	0	0	43,820
57 I-84 - HALSEY STREET UNDERCROSSING BRIDGE #13516***221 *92-009***00000*FAI2****2*****6*****	Constr	0	315,000	0	0	0	0	315,000
	Total	0	315,000	0	0	0	0	315,000
58 OR-99W - SW HAMILTON TO BEAVERTON/HILLSDALE HWY JCT - GUARDRAIL***224 *****06020*FAP9****1W*****2*****	Constr	0	0	610,130	0	0	0	610,130
	Total	0	0	610,130	0	0	0	610,130
59 OR-8 - TUALATIN VALLEY OVERLAY - 110TH TO 160TH***234 *00-000***05859*FAP32***29*****3*****	Pre Eng	0	0	0	0	543,000	0	543,000
	Total	0	0	0	0	543,000	0	543,000
60 OR-8 - TUALATIN VALLEY HWY AT MARKET CENTRE ENTRANCE***257 *****06579*FAP32***29*****8*****	Constr	567,000	0	0	0	0	0	567,000
	Total	567,000	0	0	0	0	0	567,000
61 PACIFIC HWY WEST @ WEINECKE ROAD - PACIFIC HIGHWAY WEST***266 *91-002***05634*FAP9****1W*****16*****	Constr	0	462,000	0	0	0	0	462,000
	Total	0	462,000	0	0	0	0	462,000
62 BEAVERTON HILLSDALE HIGHWAY @ 217***268 *92-035***06014*FAP****144*****1*****	Constr	0	0	0	0	870,000	0	870,000
	Total	0	0	0	0	870,000	0	870,000
63 STATE FINANCED PROJECTS AT OR UNDER \$100,000***412 *79-049c**00000*VARvar**var*****0*****	Pre Eng	0	25,000	0	0	0	0	25,000
	Total	0	25,000	0	0	0	0	25,000
64 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000***522 *88-043***04955*VARvar**var*****0*****	Constr	0	195,700	0	0	0	0	195,700
	Total	0	195,700	0	0	0	0	195,700
65 SW WALKER ROAD @ MAYFIELD AVENUE***524 *93-188***08040*HES****0*****0*****	Constr	0	135,633	0	0	0	0	135,633
	Total	0	135,633	0	0	0	0	135,633
66 WILLAMETTE RIVER BRIDGES ACCESS STUDY (MULTNOMAH)***604 *93-034***06899*CMA*****0*****0*****	Pre Eng	0	40,000	0	0	0	0	40,000
	Total	0	40,000	0	0	0	0	40,000
67 HALL BOULEVARD AT BURNHAM STREET - SIGNAL***728 *85-033***03913*FAU9091*141*****6*****	Constr	130,000	0	0	0	0	0	130,000
	Total	130,000	0	0	0	0	0	130,000
68 OR8 TV HWY - CANYON LANE TO WALKER ROAD - TRAFFIC SIGNALS***912 *90-007***04401*FAP32***29*****0*****	Constr	270,000	0	0	0	0	0	270,000
	Total	270,000	0	0	0	0	0	270,000
69 OR217 BEAV/TIG HWY - SUNSET HWY TO I-5 - RAMP METERING***915 *90-056***01497*FAP79***144*****7*****	Constr	450,000	0	0	0	0	0	450,000
	Total	450,000	0	0	0	0	0	450,000
70 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR***928 *90-051***05624*VARvar**var*****0*****	Constr	200,000	0	0	0	0	0	200,000
	Total	200,000	0	0	0	0	0	200,000
71 REGIONAL GUARDRAIL IMPROVEMENTS***929 *90-030***05323*VARvar**var*****0*****	Constr	0	1,700,000	0	0	0	0	1,700,000
	Total	0	1,700,000	0	0	0	0	1,700,000
Total State Operations Projects		4,439,000	3,163,333	653,950	0	1,413,000	0	9,669,283

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Bikeways Projects								
72 OR-43 OSWEGO HWY RETAINING WALL/BIKEWAY - MCVEY TO BURNHAM***								
Constr	0	0	440,000	0	0	0	0	440,000
Total	0	0	440,000	0	0	0	0	440,000
73 BV/TUALATIN HWY: 99W - SW MCDONALD ST. (BIKEWAY)***								
Constr	0	0	390,000	0	0	0	0	390,000
Total	0	0	390,000	0	0	0	0	390,000
74 BARBUR BLVD.: HAMILTON/MILES BIKEWAY***								
Constr	0	0	1,500,000	0	0	0	0	1,500,000
Total	0	0	1,500,000	0	0	0	0	1,500,000
75 BV/TUALATIN HWY; LOWER BOONES FERRY RD. - TUALATIN/SHERWOOD BIKEWAY***								
Constr	0	0	240,000	0	0	0	0	240,000
Total	0	0	240,000	0	0	0	0	240,000
Total Bikeways Projects	0	0	2,570,000	0	0	0	0	2,570,000

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Access Oregon Highway Projects

76 MCGLOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD***134 *77-159a**04872*FAP26***1E*****4*****								
Constr	9,500,000	0	0	0	0	0	0	9,500,000
Total	9,500,000	0	0	0	0	0	0	9,500,000
77 PACIFIC HIGHWAY WEST AT EDY / SCHOLLS - SIX CORNERS***463 *88-040**04358*FAP9***1W*****15*****								
Rt-of-way	2,000,000	0	0	0	0	0	0	2,000,000
Constr	2,800,000	0	0	0	0	0	0	2,800,000
Total	4,800,000	0	0	0	0	0	0	4,800,000
78 WESTERN BYPASS - PHASE I - SUNSET HWY TO PACIFIC HWY***720 *88-011**05124*VARTbd**734*****0*****								
Pre Eng	0	0	0	0	0	0	0	0
Sys Study	1,100,000	0	0	0	0	0	0	1,100,000
Total	1,100,000	0	0	0	0	0	0	1,100,000
Total Access Oregon Highway Projects								
	15,400,000	0	0	0	0	0	0	15,400,000

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Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
	Obligated	1994	1995	1996	1997	1998	Post 1998	
Federal Aid Interstate Maintenance (FAI/FAI-4R) Projects								
79 I-205 - AIRPORT WY TO COLUMBIA BLVD - WIDEN SB ON-RAMP, ADD AUX L***306 *86-062**03270*FAI205**64*****24*****								
Constr	460,000	0	0	0	0	0	0	460,000
Total	460,000	0	0	0	0	0	0	460,000
80 I-5 - EAST MARQUAM INTERCHANGE GRAND AVE/ML KING AVE RAMPS (III)***320 *76-011**00597*FAI5****1*****301*****								
Rt-of-Way	0	0	0	0	0	0	49,261,770	49,261,770
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	49,261,770	49,261,770
81 I-5 - NB CONNECTION TO SB I-405(8950E) - DECK RESTORATION***336 *10217**01489*FAI5****1*****303*****								
Constr	0	0	0	0	0	1,420,188	0	1,420,188
Total	0	0	0	0	0	1,420,188	0	1,420,188
82 I-5 - E MARQUAM INTCHG (SE WATER AVE RAMPS) - (I)***345 *76-011**05697*FAI5****1*****301*****								
Constr	0	0	1,659,600	0	0	0	15,254,100	16,913,700
Total	0	0	1,659,600	0	0	0	15,254,100	16,913,700
83 I-5 - TERWILLIGER BLVD INTERCHANGE OVERCROSSING/RAMPS***360 *84-055**01945*FAU9383*1*****297*****								
Constr	11,868,000	0	0	0	0	0	0	11,868,000
Total	11,868,000	0	0	0	0	0	0	11,868,000
84 I-84 - NE 181ST AVE TO 223RD AVE - WIDEN, NEW INTCHGS***372 *84-023a**00787*FAI84***2*****13*****								
Pre Eng	1,132,646	0	0	0	0	0	0	1,132,646
Constr	0	0	0	19,830,330	0	0	0	19,830,330
Total	1,132,646	0	0	19,830,330	0	0	0	20,962,976
85 I-5 - STAFFORD INTERCHANGE***403 *86-061**03271*FAI5****1*****286*****								
Pre Eng	654,463	129,000	0	0	0	0	0	783,463
Rt-of-Way	2,003,941	0	0	0	0	0	0	2,003,941
Constr	0	0	6,801,534	0	0	0	0	6,801,534
Total	2,658,404	129,000	6,801,534	0	0	0	0	9,588,938
86 I-5 - GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSIDENCE MP287***472 *85-008**02910*FAI5****1*****287*****								
Constr	0	0	690,921	0	0	0	0	690,921
Total	0	0	690,921	0	0	0	0	690,921
87 I-205 - AT SANDY BLVD WEST BOUND CONNECTION***682 *86-058**04059*FAI205**64*****24*****								
Pre Eng	38,548	0	0	0	0	0	0	38,548
Constr	360,000	0	0	0	0	0	0	360,000
Total	398,548	0	0	0	0	0	0	398,548
88 I-5 - UPPER BOONES FERRY TO I-205 INTERCHANGE***876 *84-127**02499*FAI5****1*****289*****								
Pre Eng	309,825	0	0	0	0	0	0	309,825
Constr	3,128,000	0	0	0	0	0	0	3,128,000
Total	3,437,825	0	0	0	0	0	0	3,437,825
89 I-5 - AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION***893 *86-056**03277*FAI5****1*****292*****								
Rt-of-Way	0	0	4,983,604	0	0	0	0	4,983,604
Constr	0	0	0	0	12,023,820	0	0	12,023,820
Total	0	0	4,983,604	0	12,023,820	0	0	17,007,424
90 I-84 - UPRR (GRAHAM ROAD) BRIDGE #6967 REPLACEMENT***911 *87-017**03342*FAU9883*2*****18*****								
Constr	2,631,200	0	0	0	0	0	0	2,631,200
Total	2,631,200	0	0	0	0	0	0	2,631,200
91 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE***922 *84-023b**04738*FAI68***2*****15*****								
Pre Eng	0	0	0	1,957,793	0	0	0	1,957,793
Rt-of-Way	10,525	0	0	0	0	0	0	10,525
Constr	0	0	0	22,220,200	0	0	0	22,220,200
Total	10,525	0	0	24,177,993	0	0	0	24,188,518
Total Federal Aid Interstate Maintenance (FAI/FAI-4R) Projects								
	22,597,148	129,000	14,135,659	44,008,323	12,023,820	1,420,188	64,515,870	158,830,008

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Obligated							

State Surface Transportation Program Projects							
*92 BUS PURCHASES (TRI-MET)				154,000,000	0	0	0
Non-Hwy Cp	0	0	992,000	15,759,983	0	0	16,751,983
Total	0	0	992,000	15,759,983	0	0	16,751,983
*93 INTEGRATED WESTSIDE/HILLSBORO LRT PROJECT				206,000,000	0	0	0
Non-Hwy Cp	0	0	22,000,000	0	0	0	22,000,000
Total	0	0	22,000,000	0	0	0	22,000,000
*94 I-84 - I-84 AT 82ND AVENUE PARK AND RIDE LOT				222,000,000	0	0	5,000,000
Constr	0	179,460	0	0	0	0	179,460
Total	0	179,460	0	0	0	0	179,460
*95 I-84 - ARGAY DOWNS SOUNDWALL (PORTLAND)				223,900,018	0	0	7,000,000
Pre Eng	42,412	0	0	0	0	0	42,412
Rt-of-Way	9,220	0	0	0	0	0	9,220
Constr	119,860	0	0	0	0	0	119,860
Total	171,492	0	0	0	0	0	171,492
*96 I-84 - GATEWAY PARK AND RIDE LOT				225,920,045	0	0	6,000,000
Constr	0	861,408	0	0	0	0	861,408
Total	0	861,408	0	0	0	0	861,408
*97 I-205 - I-205 @ GLISAN NORTHBOUND; @ NE GLISAN S. BOUND (SAFETY)				227,920,047	0	0	21,000,000
Constr	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
*98 OR-210 - SCHOLLS AT BEEF BEND ROAD - LEFT TURN REFUGE				232,900,014	0	0	5,000,000
Constr	0	580,800	0	0	0	0	580,800
Total	0	580,800	0	0	0	0	580,800
*99 US26 - SUNSET HIGHWAY OVERLAY - STOREY CREEK TO 185TH				267,900,027	0	0	60,000,000
Constr	0	2,252,223	0	0	0	0	2,252,223
Total	0	2,252,223	0	0	0	0	2,252,223
*100 I-205 - WILLAMETTE RIVER BRIDGE ICE DETECTORS				332,860,099	0	0	3,000,000
Constr	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
*101 I-405 EAST FREMONT BRIDGE APPROACH				376,860,118	0	0	4,000,000
Constr	0	1,256,220	0	0	0	0	1,256,220
Total	0	1,256,220	0	0	0	0	1,256,220
*102 I-405 - FREMONT BRIDGE/RAMPS DECK RESTORATION AND JOINT REPAIR				377,870,007	0	0	4,000,000
Constr	1,247,177	0	0	0	0	0	1,247,177
Total	1,247,177	0	0	0	0	0	1,247,177
*103 REGIONAL 2040 RESERVE				381,000,000	0	0	0
Non-Hwy Cp	0	0	0	0	0	0	0
Reserve	0	0	9,000,000	0	0	0	9,000,000
Total	0	0	9,000,000	0	0	0	9,000,000
*104 ALTERNATIVE MODE CONSTRUCTION RESERVE				382,000,000	0	0	0
Reserve	0	0	2,000,000	3,190,000	2,000,000	0	7,190,000
Total	0	0	2,000,000	3,190,000	2,000,000	0	7,190,000
*105 US26 - SUNSET / NW 185TH AVE INTERCHANGE				426,840,013	0	0	64,000,000
Constr	5,427,000	0	0	0	0	0	5,427,000
Total	5,427,000	0	0	0	0	0	5,427,000
*106 OR210 - FANNO CR TO BEAVERTON/TIGARD HWY; TIGARD (SAFETY)				881,860,049	0	0	9,000,000
Rt-of-Way	30,000	0	0	0	0	0	30,000
Constr	792,000	0	0	0	0	0	792,000
Total	822,000	0	0	0	0	0	822,000
*107 OR43 - OSWEGO HIGHWAY @ JOLIE POINTE ROAD (SAFETY)				884,860,054	0	0	10,000,000
Constr	0	400,000	0	0	0	0	400,000
Total	0	400,000	0	0	0	0	400,000

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	Obligated	1994	1995	1996	1997	1998	Post 1998	
----- State Surface Transportation Program Projects (Continued) -----								
*108 SPECIAL NEEDS TRANSPORTATION MINI-BUSES*****97*00-000**00000*OR*var**na*****0*****								
Non-Rwy Cp	0	0	1,248,017	0	0	0	0	1,248,017
Total	0	0	1,248,017	0	0	0	0	1,248,017
*109 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR*****928*90-040**04343*VARvar**var*****0*****								
Constr	522,000	0	0	0	0	0	0	522,000
Total	522,000	0	0	0	0	0	0	522,000
Total State Surface Transportation Program Projects	8,189,669	400,000	6,378,128	33,992,000	18,949,983	2,000,000	0	69,909,780

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TRANSPORTATION ENHANCEMENT FUND Projects								
*110 HISTORIC COLUMBIA RIVER HWY INTERPRETATIVE PANELS (MULT/ODOT)*****274 *93-023***06762*TE*****2*****0*****								
Constr	0	0	48,000	0	0	0	0	48,000
Total	0	0	48,000	0	0	0	0	48,000
*111 OREGON ELECTRIC RIGHT OF WAY (WASHINGTON)*****275 *93-021***06760*TE*****0*****0*****								
Pre Eng	14,000	0	0	0	0	0	0	14,000
Rt-of-Way	0	78,000	0	0	0	0	0	78,000
Constr	0	0	43,000	0	0	0	0	43,000
Total	14,000	78,000	43,000	0	0	0	0	135,000
*112 SOUTH TROLLEY EXTENSION PROJECT (LAKE OSWEGO)*****277 *93-016***06755*TE*****744*****								
Rt-of-Way	0	0	598,466	0	0	0	0	598,466
Constr	0	0	199,190	0	0	0	0	199,190
Total	0	0	797,656	0	0	0	0	797,656
*113 MCLOUGHLIN BLVD.-PALMBLAD RD/SPRINGWTR CORRIDOR (CITY OF PTLD)*****284 *93-018***06757*TE*****na*****0*****								
Pre Eng	80,800	103,200	0	0	0	0	0	184,000
Rt-of-Way	0	218,400	0	0	0	0	0	218,400
Constr	0	0	1,757,200	0	0	0	0	1,757,200
Total	80,800	321,600	1,757,200	0	0	0	0	2,159,600
*114 FANNO CREEK BIKEPATH (BEAVERTON)*****287 *93-019***06758*TE*****na*****0*****								
Pre Eng	48,800	800	0	0	0	0	0	49,600
Rt-of-Way	0	113,400	0	0	0	0	0	113,400
Constr	0	0	137,000	0	0	0	0	137,000
Total	48,800	114,200	137,000	0	0	0	0	300,000
*115 EASTBANK BIKE/PED WAY/BRIDGES, OMSI (CITY OF PORTLAND)*****302 *****TE*****0*****								
Pre Eng	0	0	284,900	0	0	0	0	284,900
Rt-of-Way	0	0	128,000	0	0	0	0	128,000
Constr	0	0	0	1,176,000	0	0	0	1,176,000
Total	0	0	412,900	1,176,000	0	0	0	1,588,900
*116 COMPLETE CEDAR CREEK TRAIL (SHERWOOD)*****311 *****TE*****0*****								
Constr	0	0	0	83,000	0	0	0	83,000
Total	0	0	0	83,000	0	0	0	83,000
*117 SPRINGWATER TRAIL - BORING CONNECTION (CLACKAMAS)*****312 *****TE*****0*****								
Rt-of-Way	0	0	120,000	0	0	0	0	120,000
Total	0	0	120,000	0	0	0	0	120,000
*118 ROCK CREEK BIKE/PED PATHWAY (HILLSBORO)*****316 *****TE*****0*****								
Constr	0	0	0	266,000	0	0	0	266,000
Total	0	0	0	266,000	0	0	0	266,000
*119 INTERMODAL TRANSFER PARK (TROUTDALE)*****318 *****TE*****0*****								
Pre Eng	0	0	8,000	0	0	0	0	8,000
Constr	0	0	0	0	72,000	0	0	72,000
Total	0	0	8,000	0	72,000	0	0	80,000
*120 112TH LINEAR PARK PATHWAY (WASHINGTON)*****321 *****TE*****0*****								
Rt-of-Way	0	0	188,000	0	0	0	0	188,000
Constr	0	0	120,000	0	0	0	0	120,000
Total	0	0	308,000	0	0	0	0	308,000
Total TRANSPORTATION ENHANCEMENT FUND Projects	143,600	513,800	3,631,756	1,525,000	72,000	0	0	5,886,156

 Approved Program Years

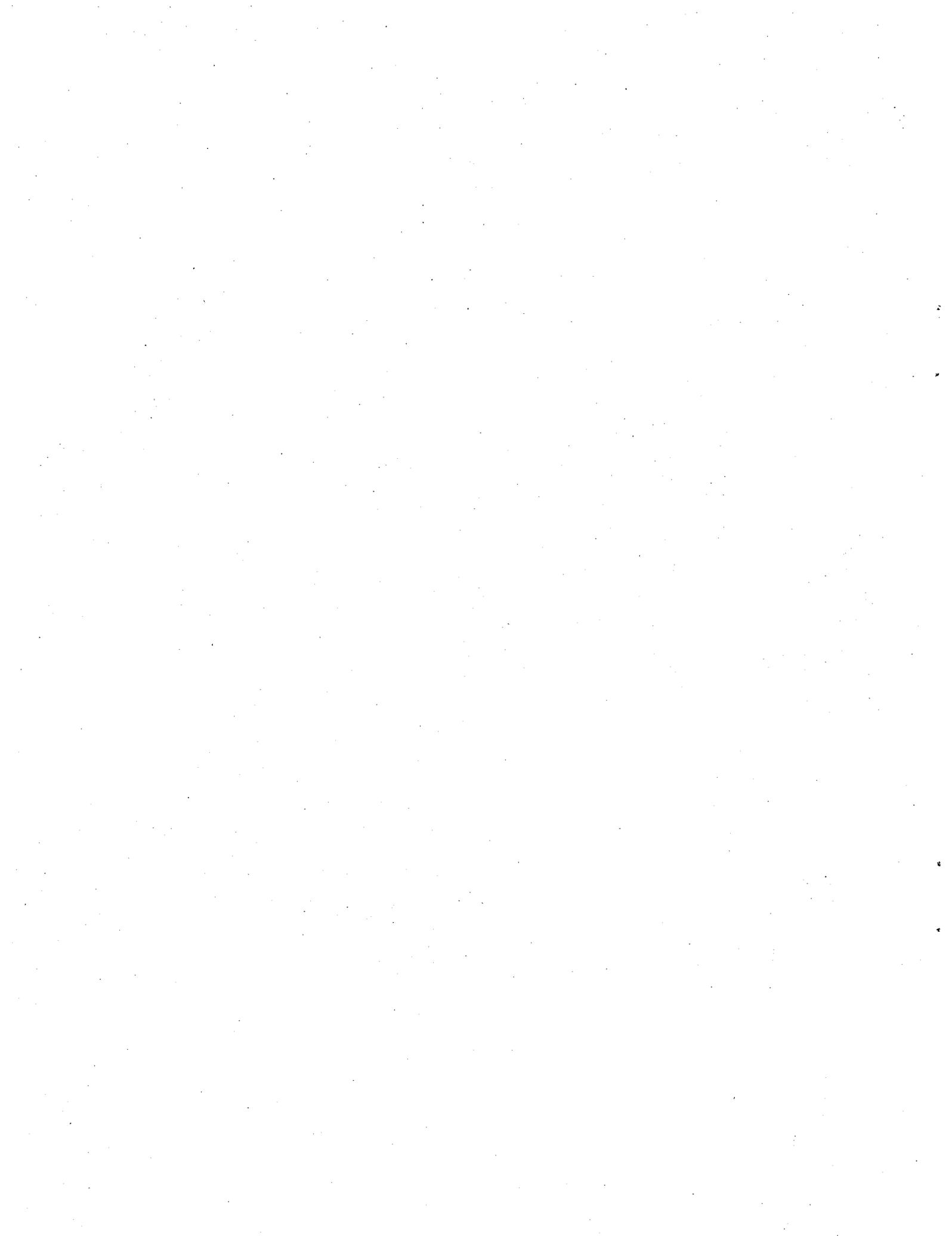
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Project Description	Estimated Expenditures by Federal Fiscal Year						Post 1998	Authorized
	Obligated	1994	1995	1996	1997	1998		
report total	121,371,057	27,585,017	47,867,588	127,998,374	36,724,803	29,454,048	70,545,726	461,546,613

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 Approved Program Years

SECTION 3: APPENDICES



APPENDIX A:

CONSOLIDATED PROJECT FUNDING BY METRO ID #



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	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
1 RESERVE FOR OREGON DEPARTMENT OF TRANSPORTATION (ODOT)**107 *00-000***00000*VARvar**na*****0****								
								Federal-Aid Interstate Transfer
Reserve	0	0	0	0	1,323,006	0	0	1,323,006
Total	0	0	0	0	1,323,006	0	0	1,323,006
2 UNALLOCATED FEDERAL-AID URBAN FUNDS**114 *00-000***00000*VARvar**na*****0****								
								FAU/STP TRANSFER PROGRAM
Reserve	0	0	0	0	92,685	0	0	92,685
Total	0	0	0	0	92,685	0	0	92,685
								Federal-Aid Urban
Reserve	0	0	0	0	0	0	0	0
Pending	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Project	0	0	0	0	92,685	0	0	92,685
3 METRO PLANNING**126 *0*****00000*VARvar**na*****0****								
								FAU/STP TRANSFER PROGRAM
Pre Eng	0	86,000	0	0	0	0	0	86,000
Total	0	86,000	0	0	0	0	0	86,000
								Federal Transit Administration-Sect 9
Pre Eng	533,664	0	0	0	0	0	0	533,664
Total	533,664	0	0	0	0	0	0	533,664
								Federal-Aid Interstate Transfer
Pre Eng	2,314,004	44,075	0	0	0	0	0	2,358,079
Reserve	0	0	0	0	0	0	0	0
Total	2,314,004	44,075	0	0	0	0	0	2,358,079
								Federal-Aid Urban
Pre Eng	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
								REGIONAL SURFACE TRANSPORTATION PROGRAM
Pre Eng	3,148,812	0	325,000	0	0	0	0	3,473,812 *
Total	3,148,812	0	325,000	0	0	0	0	3,473,812
								State Operations
Pre Eng	273,949	135,065	0	0	0	0	0	409,014
Total	273,949	135,065	0	0	0	0	0	409,014
Project	6,270,429	265,140	325,000	0	0	0	0	6,860,569
4 BUS PURCHASES (TRI-MET)**154 *00-000***00000*OR*var**na*****0****								
								Federal Transit Administration-Sect 3
Non-Hwy Cp	11,688,618	2,500,000	0	0	0	0	0	14,188,618 *
Supt Serv	11,382	0	0	0	0	0	0	11,382
Total	11,700,000	2,500,000	0	0	0	0	0	14,200,000
								Federal Transit Administration-Sect 9
Non-Hwy Cp	12,865,149	0	0	4,679,200	10,021,224	0	0	27,565,573
Total	12,865,149	0	0	4,679,200	10,021,224	0	0	27,565,573
								Federal Transit Administration-Trade
Non-Hwy Cp	25,643,897	0	0	0	0	0	0	25,643,898
Supt Serv	148,182	0	0	0	0	0	0	148,182
Total	25,792,080	0	0	0	0	0	0	25,792,080
								Federal-Aid Interstate Transfer
Non-Hwy Cp	0	3,000,000	0	0	0	0	0	3,000,000
Reserve	0	0	0	0	0	0	0	0
Total	0	3,000,000	0	0	0	0	0	3,000,000
								REGIONAL CMAQ PROGRAM
Non-Hwy Cp	3,768,000	3,589,450	0	0	0	0	0	7,357,450
Total	3,768,000	3,589,450	0	0	0	0	0	7,357,450
								REGIONAL SURFACE TRANSPORTATION PROGRAM
Non-Hwy Cp	0	0	0	0	9,000,000	0	0	9,000,000
Total	0	0	0	0	9,000,000	0	0	9,000,000
								State Surface Transportation Program
Non-Hwy Cp	0	0	0	992,000	15,759,983	0	0	16,751,983
Total	0	0	0	992,000	15,759,983	0	0	16,751,983
Project	54,125,229	9,089,450	0	5,671,200	34,781,207	0	0	103,667,086

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	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
*****5 92ND AVENUE - IDLEMAND TO COUNTY LINE (CLACKAMAS)*****160 *93-134**07187*STP*****0****								
REGIONAL SURFACE TRANSPORTATION PROGRAM								
Pre Eng	0	0	150,000	0	0	0	0	150,000
Total	0	0	150,000	0	0	0	0	150,000
*****6 CITY OF GRESHAM PARK & RIDE*****174 *0*****00000*OR*****0****								
Federal Transit Administration-Sect 3								
Pre Eng	0	0	375,000	0	0	0	0	375,000
Constr	0	0	0	3,000,000	0	0	0	3,000,000
Total	0	0	375,000	3,000,000	0	0	0	3,375,000
*****7 SE WOODSTOCK BLVD. @ SE 39TH AVENUE*****176 *89-038**07152*HBS9699*****0****								
Hazard Elimination System								
Pre Eng	0	0	14,400	0	0	0	0	14,400
Constr	0	0	149,400	0	0	0	0	149,400
Total	0	0	163,800	0	0	0	0	163,800
*****8 BANFIELD STATIONS RETROFIT FOR LFLRVs*****192 *00-000**00000*TRA*****na*****0****								
Federal Transit Administration-Sect 3								
Non-Hwy Cp	0	0	5,925,000	0	0	0	0	5,925,000
Total	0	0	5,925,000	0	0	0	0	5,925,000
*****9 INTEGRATED WESTSIDE/HILLSBORO LRT PROJECT*****206 *00-000**00000*TRA*****na*****0****								
FEDERAL TRANSIT ADMINISTRATION-SEC 3 WSLR								
Non-Hwy Cp	175,049,050	0	110,000,000	110,000,000	120,945,950	75,000,000	0	590,995,000
Total	175,049,050	0	110,000,000	110,000,000	120,945,950	75,000,000	0	590,995,000
Federal Transit Administration-Sect 9								
Pre Eng	550,000	0	871,520	0	0	0	0	1,421,520
Non-Hwy Cp	0	0	10,128,480	17,000,000	2,000,000	0	0	29,128,480
Total	550,000	0	11,000,000	17,000,000	2,000,000	0	0	30,550,000
REGIONAL SURFACE TRANSPORTATION PROGRAM								
Non-Hwy Cp	0	11,000,000	11,000,000	0	0	0	0	22,000,000
Total	0	11,000,000	11,000,000	0	0	0	0	22,000,000
State Surface Transportation Program								
Non-Hwy Cp	0	0	0	22,000,000	0	0	0	22,000,000
Total	0	0	0	22,000,000	0	0	0	22,000,000
Project	175,599,050	11,000,000	132,000,000	149,000,000	122,945,950	75,000,000	0	665,545,000
*****10 BEAVERTON TUALATIN HWY @ SW WASHINGTON DRIVE*****211 *86-088**03611*FAU9091*141*****4****								
Hazard Elimination System								
Rt-of-Way	0	0	31,500	0	0	0	0	31,500 07/92
Constr	0	0	207,000	0	0	0	0	207,000 08/92
Total	0	0	238,500	0	0	0	0	238,500
State Operations								
Pre Eng	0	0	43,820	0	0	0	0	43,820
Total	0	0	43,820	0	0	0	0	43,820
Project	0	0	282,320	0	0	0	0	282,320
*****11 BANFIELD RETROFIT - OPERATIONS CONTROL*****215 *00-000**00000*OR*var**na*****0****								
Section 3 Descret. WS Systems Completion								
Non-Hwy Cp	0	1,409,000	0	0	0	0	0	1,409,000
Total	0	1,409,000	0	0	0	0	0	1,409,000
Section 3 Formula: Rail Modernization								
Non-Hwy Cp	300,000	1,190,000	1,190,000	1,190,000	0	0	0	3,870,000
Reserve	0	0	0	0	0	0	0	0
Total	300,000	1,190,000	1,190,000	1,190,000	0	0	0	3,870,000
Project	300,000	2,599,000	1,190,000	1,190,000	0	0	0	5,279,000

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	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized

12 I-84 - I-84 AT 82ND AVENUE PARK AND RIDE LOT***222 *****06243*FAI84***2*****5****								
			State Surface Transportation Program					
Constr	0	0	179,460	0	0	0	0	179,460
Total	0	0	179,460	0	0	0	0	179,460

13 OR-99W - SW HAMILTON TO BEAVERTON/HILLSDALE HWY JCT - GUARDRAIL***224 *****06020*FAP9***1W*****2****								
			State Operations					
Constr	0	0	610,130	0	0	0	0	610,130
Total	0	0	610,130	0	0	0	0	610,130

14 I-84 - GATEWAY PARK AND RIDE LOT***225 *92-045**06241*FAI84***2*****6****								
			State Surface Transportation Program					
Constr	0	0	861,408	0	0	0	0	861,408
Total	0	0	861,408	0	0	0	0	861,408

15 OR-43 OSWEGO HWY RETAINING WALL/BIKEWAY - MCVEY TO BURNHAM***231 *92-022**06130*FAU9565*3*****7****								
			Bikeways					
Constr	0	0	440,000	0	0	0	0	440,000
Total	0	0	440,000	0	0	0	0	440,000

16 OR-210 - SCHOLLS AT BEEF BEND ROAD - LEFT TURN REFUGE***232 *90-014**04440*FAU9234*143*****5****								
			State Surface Transportation Program					
Constr	0	0	580,800	0	0	0	0	580,800
Total	0	0	580,800	0	0	0	0	580,800

17 I-205 - COLUMBIA BLVD SOUTHBOUND ON-RAMP***233 *00-000**05861*FAI205**64*****24****								
			State Modernization					
Constr	0	0	0	394,812	0	0	0	394,812
Total	0	0	0	394,812	0	0	0	394,812

18 OR-8 - TUALATIN VALLEY OVERLAY - 110TH TO 160TH***234 *00-000**05859*FAP32**29*****3****								
			State Operations					
Pre Eng	0	0	0	0	0	543,000	0	543,000
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	543,000	0	543,000

19 OR-8 TUALATIN VALLEY HWY - BEAV/TIGARD HWY TO 117TH***240 *00-000**06131*FAP32**29*****3****								
			State Modernization					
Constr	0	0	0	0	2,700,000	0	0	2,700,000
Total	0	0	0	0	2,700,000	0	0	2,700,000

20 US-26 - SYLVAN INTERCHANGE TO HIGHLANDS INTERCHANGE***253 *88-033f**06016*FAP27**47*****71****								
			State Modernization					
Constr	0	9,870,000	0	0	0	0	0	9,870,000
Total	0	9,870,000	0	0	0	0	0	9,870,000

21 US-26 - CAMELOT INTERCHANGE TO SYLVAN INTERCHANGE***254 *88-033g**06017*FAP27**47*****68****								
			State Modernization					
Constr	0	6,000,000	0	35,000,000	0	0	0	41,000,000
Total	0	6,000,000	0	35,000,000	0	0	0	41,000,000

22 US-26 - BEAVERTON/TIGARD HIGHWAY TO CAMELOT INTERCHANGE***255 *88-033h**06018*FAP27**47*****69****								
			State Modernization					
Constr	0	0	0	0	0	0	6,029,856	6,029,856
Total	0	0	0	0	0	0	6,029,856	6,029,856

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	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized

23 US-26 - MURRAY ROAD TO HIGHWAY 217***					256	*00-000**06021*	FAP27**47*****	67****
			National Highway System Program					
Constr	0	0	0	0	0	0	0	0
Env Study	0	0	0	922,000	0	0	0	922,000
Total	0	0	0	922,000	0	0	0	922,000

24 US26 - SUNSET HIGHWAY OVERLAY - STOREY CREEK TO 185TH***					267	*78-086**00000*	FAP27**47*****	60****CLOSED
			Federal-Aid Interstate Transfer					
Constr	1,391,603	0	0	0	0	0	0	1,391,603
Total	1,391,603	0	0	0	0	0	0	1,391,603
			State Surface Transportation Program					
Constr	0	0	2,252,223	0	0	0	0	2,252,223 05/94
Total	0	0	2,252,223	0	0	0	0	2,252,223
Project	1,391,603	0	2,252,223	0	0	0	0	3,643,826

25 BEAVERTON HILLSDALE HIGHWAY @ 217***					268	*92-035**06014*	FAP*****144*****	1****
			State Operations					
Constr	0	0	0	0	0	870,000	0	870,000
Total	0	0	0	0	0	870,000	0	870,000

26 METRO ADVANCE WARNING SIGNS - VAR HWYS - CLACK/MULT & WASH CTYS***					270	*87-015**02514*	NHS*****var*****	0****
			State Modernization					
Constr	0	0	0	1,209,200	0	0	0	1,209,200
Total	0	0	0	1,209,200	0	0	0	1,209,200

27 METRO AREA FREEWAYS DETECTION SYSTEM - VARIOUS HWYS - MULT CTY***					272	*92-040**06234*	NHS*****var*****	0****
			State Modernization					
Constr	0	0	0	1,430,000	0	0	0	1,430,000
Total	0	0	0	1,430,000	0	0	0	1,430,000

28 MOTORIST INFORMATION SYSTEM***					273	*92-039**06235*	NHS*****var*****	0****
			State Modernization					
Constr	0	0	0	1,100,000	0	0	0	1,100,000
Total	0	0	0	1,100,000	0	0	0	1,100,000

29 HISTORIC COLUMBIA RIVER HWY INTERPRETATIVE PANESL (MULT/ODOT)***					274	*93-023**06762*	TE*****2*****	0****
			TRANSPORTATION ENHANCEMENT FUND					
Constr	0	0	48,000	0	0	0	0	48,000
Total	0	0	48,000	0	0	0	0	48,000

30 OREGON ELECTRIC RIGHT OF WAY (WASHINGTON)***					275	*93-021**06760*	TE*****0*****	0****
			TRANSPORTATION ENHANCEMENT FUND					
Pre Eng	14,000	0	0	0	0	0	0	14,000
Rt-of-Way	0	78,000	0	0	0	0	0	78,000
Constr	0	0	43,000	0	0	0	0	43,000
Total	14,000	78,000	43,000	0	0	0	0	135,000

31 SOUTH TROLLEY EXTENSION PROJECT (LAKE OSWEGO)***					277	*93-016**06755*	TE*****744*****	
			TRANSPORTATION ENHANCEMENT FUND					
Rt-of-Way	0	0	598,466	0	0	0	0	598,466
Constr	0	0	199,190	0	0	0	0	199,190
Total	0	0	797,656	0	0	0	0	797,656

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	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
32 VEHICLE ACQUISITION FOR PRIVATE NON-PROFIT281 *00-000**00000*TRA*****0****								
			Federal Transit Administration-Sect 16					
Non-Hwy Cp	0	160,000	0	0	0	0	0	160,000
Total	0	160,000	0	0	0	0	0	160,000
33 RESERVE RAIL MODERNIZATION283 *00-000**00000*TRA*****0****								
			Section 3 Formula: Rail Modernization					
Reserve	0	0	0	0	1,190,000	1,190,000	0	2,380,000
Total	0	0	0	0	1,190,000	1,190,000	0	2,380,000
34 M'LOUGHLIN BLVD.-PALMBLAD RD/SPRINGWTR CORRIDOR (CITY OF PORTLND)284 *93-018**06757*TE*****na*****0****								
			TRANSPORTATION ENHANCEMENT FUND					
Pre Eng	80,800	103,200	0	0	0	0	0	184,000
Rt-of-Way	0	218,400	0	0	0	0	0	218,400
Constr	0	0	1,757,200	0	0	0	0	1,757,200
Total	80,800	321,600	1,757,200	0	0	0	0	2,159,600
35 FANNO CREEK BIKEPATH (BEAVERTON)287 *93-019**06758*TE*****na*****0****								
			TRANSPORTATION ENHANCEMENT FUND					
Pre Eng	48,800	800	0	0	0	0	0	49,600
Rt-of-Way	0	113,400	0	0	0	0	0	113,400
Constr	0	0	137,000	0	0	0	0	137,000
Total	48,800	114,200	137,000	0	0	0	0	300,000
36 MARINE DR WIDENING TO FOUR LANE - I-5 TO RIVERGATE (COP)298 *79-056**00458*FAU9962*120*****2****								
			FAU/STP TRANSFER PROGRAM					
Constr	-123	1,000,123	0	0	0	0	0	1,000,000 *04/93
Total	-123	1,000,123	0	0	0	0	0	1,000,000
			Federal-Aid Interstate Transfer					
Pre Eng	2,394,082	16	0	0	0	0	0	2,394,098
Rt-of-Way	5,525,000	-2,380,000	0	0	0	0	0	3,145,000
Constr	8,079,313	-2,678,903	0	0	0	0	0	5,400,410 *04/93
Reserve	0	0	0	0	0	0	0	0
Total	15,998,395	-5,058,887	0	0	0	0	0	10,939,508
			REGIONAL SURFACE TRANSPORTATION PROGRAM					
Constr	0	1,700,000	0	0	0	0	0	1,700,000 0
Total	0	1,700,000	0	0	0	0	0	1,700,000
			State Modernization					
Constr	0	6,405,000	0	0	0	0	0	6,405,000
Total	0	6,405,000	0	0	0	0	0	6,405,000
Project	15,998,272	4,046,235	0	0	0	0	0	20,044,508
37 EASTBANK BIKE/PED WAY/BRIDGES, OMSI (CITY OF PORTLAND)302 *****TE*****0****								
			TRANSPORTATION ENHANCEMENT FUND					
Pre Eng	0	0	284,900	0	0	0	0	284,900
Rt-of-Way	0	0	128,000	0	0	0	0	128,000
Constr	0	0	0	1,176,000	0	0	0	1,176,000
Total	0	0	412,900	1,176,000	0	0	0	1,588,900
38 COMPLETE CEDAR CREEK TRAIL (SHERWOOD)311 *****TE*****0****								
			TRANSPORTATION ENHANCEMENT FUND					
Constr	0	0	0	83,000	0	0	0	83,000
Total	0	0	0	83,000	0	0	0	83,000
39 SPRINGWATER TRAIL - BORING CONNECTION (CLACKAMAS)312 *****TE*****0****								
			TRANSPORTATION ENHANCEMENT FUND					
Rt-of-Way	0	0	120,000	0	0	0	0	120,000
Total	0	0	120,000	0	0	0	0	120,000

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40 ROCK CREEK BIKE/PED PATHWAY (HILLSBORO)***								0
				TRANSPORTATION ENHANCEMENT FUND				
Constr	0	0	0	266,000	0	0	0	266,000
Total	0	0	0	266,000	0	0	0	266,000

41 INTERMODAL TRANSFER PARK (TROUTDALE)***								0
				TRANSPORTATION ENHANCEMENT FUND				
Pre Eng	0	0	8,000	0	0	0	0	8,000
Constr	0	0	0	0	72,000	0	0	72,000
Total	0	0	8,000	0	72,000	0	0	80,000

42 112TH LINEAR PARK PATHWAY (WASHINGTON)***								0
				TRANSPORTATION ENHANCEMENT FUND				
Rt-of-Way	0	0	188,000	0	0	0	0	188,000
Constr	0	0	120,000	0	0	0	0	120,000
Total	0	0	308,000	0	0	0	0	308,000

43 MACS STUDIES (TWO)***								0
				State Modernization				
Constr	0	0	0	0	2,979,000	0	0	2,979,000
Total	0	0	0	0	2,979,000	0	0	2,979,000

44 TSM INITIATIVES (ATMS)***								0
				State Modernization				
Constr	0	0	693,000	0	0	0	0	693,000
Total	0	0	693,000	0	0	0	0	693,000

45 I-5 - E MARQUAM INTCHG (SE WATER AVE RAMPS) - (I)***								301
				Federal Aid Interstate Maintenance (FAI/FAI-4R)				
Constr	0	0	1,659,600	0	0	0	15,254,100	16,913,700
Total	0	0	1,659,600	0	0	0	15,254,100	16,913,700

46 BV/TUALATIN HWY: 99W - SW MCDONALD ST. (BIKEWAY)***								5
				Bikeways				
Constr	0	0	390,000	0	0	0	0	390,000
Total	0	0	390,000	0	0	0	0	390,000

47 BARBUR BLVD.: HAMILTON/MILES BIKEWAY***								0
				Bikeways				
Constr	0	0	1,500,000	0	0	0	0	1,500,000
Total	0	0	1,500,000	0	0	0	0	1,500,000

48 BV/TUALATIN HWY; LOWER BOONES FERRY RD.-TUALATIN/SHERWOOD BIKEWY***								9
				Bikeways				
Constr	0	0	240,000	0	0	0	0	240,000
Total	0	0	240,000	0	0	0	0	240,000

49 I-84 - NE 181ST AVE TO 223RD AVE - WIDEN, NEW INTCHGS***								13
				Federal Aid Interstate Maintenance (FAI/FAI-4R)				
Pre Eng	1,132,646	0	0	0	0	0	0	1,132,646
Constr	0	0	0	19,830,330	0	0	0	19,830,330
Total	1,132,646	0	0	19,830,330	0	0	0	20,962,976

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	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized	

50 I-405 EAST FREMONT BRIDGE APPROACH***376 *86-118c**05856*FAI405**61*****4****									
State Surface Transportation Program									
Constr	0	0	1,256,220	0	0	0	0	1,256,220	
Total	0	0	1,256,220	0	0	0	0	1,256,220	
51 REGIONAL 2040 RESERVE***381 *00-000**00000*STP*****0****									
REGIONAL SURFACE TRANSPORTATION PROGRAM									
Reserve	0	0	0	11,217,092	0	0	0	11,217,092	
Total	0	0	0	11,217,092	0	0	0	11,217,092	
State Surface Transportation Program									
Non-Hwy Cp	0	0	0	0	0	0	0	0	
Reserve	0	0	0	9,000,000	0	0	0	9,000,000	
Total	0	0	0	9,000,000	0	0	0	9,000,000	
Project	0	0	0	20,217,092	0	0	0	20,217,092	
52 ALTERNATIVE MODE CONSTRUCTION RESERVE***382 *00-000**00000*STP*****0****									
State Surface Transportation Program									
Reserve	0	0	0	2,000,000	3,190,000	2,000,000	0	7,190,000	
Total	0	0	0	2,000,000	3,190,000	2,000,000	0	7,190,000	
53 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING(III)***386 *10143c**01892*FAP27**47*****72****									
State Modernization									
Constr	0	0	1,345,950	0	0	0	0	1,345,950	10/93
Total	0	0	1,345,950	0	0	0	0	1,345,950	
54 I-5 - STAFFORD INTERCHANGE***403 *86-061**03271*FAI5**1*****286****									
Federal Aid Interstate Maintenance (FAI/FAI-4R)									
Pre Eng	654,463	129,000	0	0	0	0	0	783,463	07/92
Rt-of-Way	2,003,941	0	0	0	0	0	0	2,003,941	
Constr	0	0	6,801,534	0	0	0	0	6,801,534	11/94
Total	2,658,404	129,000	6,801,534	0	0	0	0	9,588,938	
55 OR-47: COUNCIL CREEK-QUINCE (HWY 47 BYPASS)***441 *****MOD*****0****									
State Modernization									
Constr	0	0	0	0	0	7,130,000	0	7,130,000	
Total	0	0	0	0	0	7,130,000	0	7,130,000	
56 I-5 - GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSIDENCE MP287***472 *85-008**02910*FAI5**1*****287****									
Federal Aid Interstate Maintenance (FAI/FAI-4R)									
Constr	0	0	690,921	0	0	0	0	690,921	03/93
Total	0	0	690,921	0	0	0	0	690,921	
57 WILLAMETTE GREENWAY TRAIL PROGRAM***575 *10018**00240*VARvar**726*****0****									
FAU/STP TRANSFER PROGRAM									
Pre Eng	-61,500	0	0	0	61,500	0	0	0	
Constr	0	0	0	0	330,000	0	0	330,000	
Total	-61,500	0	0	0	391,500	0	0	330,000	
Federal-Aid Urban									
Pre Eng	61,500	0	0	0	0	0	0	61,500	
Rt-of-Way	0	0	0	0	0	0	0	0	
Constr	0	0	0	0	0	0	0	0	oh
Total	61,500	0	0	0	0	0	0	61,500	
Project	0	0	0	0	391,500	0	0	391,500	

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58 RESERVE***598 *0000*****0000*CMA*****0****							
			REGIONAL CMAQ PROGRAM				
Reserve	0	0	-1,446,344	1,475,434	0	0	29,090
Total	0	0	-1,446,344	1,475,434	0	0	29,090
59 NEIGHBORHOOD RIDE SHARE (CITY OF PORTLAND)***603 *93-039***06898*CMA*****0****							
			REGIONAL CMAQ PROGRAM				
Pre Eng	0	35,890	35,890	0	0	0	71,780
Total	0	35,890	35,890	0	0	0	71,780
60 WILLAMETTE RIVER BRIDGES ACCESS STUDY (MULTNOMAH)***604 *93-034***06899*CMA*****0****							
			REGIONAL CMAQ PROGRAM				
Pre Eng	0	80,000	0	0	0	0	80,000
Rt-of-Way	0	0	0	500,000	0	0	500,000
Constr	0	0	0	0	500,000	0	500,000
Total	0	80,000	0	500,000	500,000	0	1,080,000
			State Operations				
Pre Eng	0	40,000	0	0	0	0	40,000
Total	0	40,000	0	0	0	0	40,000
Project	0	120,000	0	500,000	500,000	0	1,120,000
61 PEDESTRIAN TO TRANSIT ACCESS STUDY (CITY OF PORTLAND)***606 *93-051***06901*CMA*****0****							
			REGIONAL CMAQ PROGRAM				
Pre Eng	0	80,000	0	0	0	0	80,000
Rt-of-Way	0	0	80,000	0	0	0	80,000
Constr	0	0	0	1,000,000	0	0	1,000,000
Total	0	80,000	80,000	1,000,000	0	0	1,160,000
62 PORTLAND REGIONAL TRANSPORTATION MNGT ASSOC (DEQ)***608 *93-042***06896*CMA*****0****							
			REGIONAL CMAQ PROGRAM				
Pre Eng	0	397,250	500,000	0	0	0	897,250
Total	0	397,250	500,000	0	0	0	897,250
63 TRANSIT ORIENTED DEVELOPMENT PROJECT (DEQ)***609 *93-041***06902*CMA*****0****							
			REGIONAL CMAQ PROGRAM				
Pre Eng	0	565,889	34,111	0	0	0	600,000
Rt-of-Way	0	0	1,450,000	0	0	0	1,450,000
Constr	0	0	0	1,431,454	0	0	1,431,454
Total	0	565,889	1,484,111	1,431,454	0	0	3,481,454
64 PEDESTRIAN ENHANCEMENT FAC/TRANSIT ACCESS STUDY (WASHINGTON)***610 *93-033***06903*CMA*****0****							
			REGIONAL CMAQ PROGRAM				
Pre Eng	0	30,000	0	0	0	0	30,000
Constr	0	0	170,000	0	0	0	170,000
Total	0	30,000	170,000	0	0	0	200,000
65 SUNSET T.C. PEDESTRIAN & BICYCLE BRIDGE (TRI-MBT)***612 *93-167***07968*CMA*****0****							
			REGIONAL CMAQ PROGRAM				
Pre Eng	0	0	55,400	0	0	0	55,400
Rt-of-Way	0	0	0	20,000	0	0	20,000
Constr	0	0	0	0	395,000	0	395,000
Total	0	0	55,400	20,000	395,000	0	470,400
66 PORTLAND REGIONAL RIDESHARE/TDM PROGRAM (TRI-MBT)***613 *93-031***06905*CMA*****0****							
			REGIONAL CMAQ PROGRAM				
Pre Eng	535,000	1,556	0	0	0	0	536,556
Constr	0	0	0	700,000	0	0	700,000
Total	535,000	1,556	0	700,000	0	0	1,236,556

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67 NE KILLINGSWORTH - SE FLAVEL (CITY OF PORTLAND)***614 *93-037**06906*CMA*****0****								
				REGIONAL CMAQ PROGRAM				
Pre Eng	0	49,492	0	0	0	0	0	49,492
Constr	0	0	51,000	0	0	0	0	51,000
Total	0	49,492	51,000	0	0	0	0	100,492
68 PEDESTRIAN/BIKE ACCESS FOR MAX (MULTNOMAH)***615 *93-048**06907*CMA*****0****								
				REGIONAL CMAQ PROGRAM				
Pre Eng	64,000	0	0	0	0	0	0	64,000
Rt-of-Way	0	0	0	500,000	0	0	0	500,000
Constr	0	0	0	0	500,000	0	0	500,000
Total	64,000	0	0	500,000	500,000	0	0	1,064,000
69 CENTRAL CITY BIKEWAY FACILITIES (CITY OF PORTLAND)***617 *93-038**06908*CMA*****0****								
				REGIONAL CMAQ PROGRAM				
Pre Eng	0	20,000	0	0	0	0	0	20,000
Rt-of-Way	0	0	70,000	0	0	0	0	70,000
Constr	0	0	0	190,000	0	0	0	190,000
Total	0	20,000	70,000	190,000	0	0	0	280,000
70 KELLY PT PK RD - N. RIVERGATE BLVD/N LOMBARD BIKEWAY (POP)***619 *93-035**06910*CMA*****0****								
				REGIONAL CMAQ PROGRAM				
Pre Eng	0	0	20,000	0	0	0	0	20,000
Constr	0	0	300,000	0	0	0	0	300,000
Total	0	0	320,000	0	0	0	0	320,000
71 PEDESTRIAN/BIKE XING ON STEEL BRIDGE (CITY OF PORTLAND)***620 *93-040**06911*CMA9361*1W*****0****								
				REGIONAL CMAQ PROGRAM				
Pre Eng	198,400	51,600	0	0	0	0	0	250,000
Rt-of-Way	0	0	40,000	0	0	0	0	40,000
Constr	0	0	0	0	1,070,000	0	0	1,070,000
Total	198,400	51,600	40,000	0	1,070,000	0	0	1,360,000
72 OREGON CITY DOWNTOWN PARK & RIDE (OREGON CITY)***622 *93-032**06913*CMA*****0****								
				REGIONAL CMAQ PROGRAM				
Pre Eng	0	25,405	0	0	0	0	0	25,405
Rt-of-Way	0	370,000	0	0	0	0	0	370,000
Constr	0	0	125,000	0	0	0	0	125,000
Total	0	395,405	125,000	0	0	0	0	520,405
73 ELECTRIC VEHICLE DEMO (DEQ)***623 *93-043**06914*CMA*****0****								
				REGIONAL CMAQ PROGRAM				
Pre Eng	0	0	26,918	0	0	0	0	26,918
Constr	0	0	40,376	0	0	0	0	40,376
Total	0	0	67,294	0	0	0	0	67,294
74 EASTSIDE BIKEWAY TRAIL LOOP (OMSI-SPRINGWATER)***629 *****CMA*****0****								
				REGIONAL CMAQ PROGRAM				
Constr	0	0	0	584,000	0	0	0	584,000
Total	0	0	0	584,000	0	0	0	584,000
75 STRAWBERRY LANE BIKE LANE (CLACKAMAS)***633 *****CMA*****0****								
				REGIONAL CMAQ PROGRAM				
Pre Eng	0	0	20,000	0	0	0	0	20,000
Rt-of-Way	0	0	0	209,600	0	0	0	209,600
Total	0	0	20,000	209,600	0	0	0	229,600

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*****76 COLUMBIA SLOUGH INTERMODAL EXPANSION BRIDGE (PORT OF PORTLAND)*****635 *****DEMO*****0*****								
REGIONAL CMAQ PROGRAM								
Constr	0	0	0	1,000,000	0	0	0	1,000,000
Total	0	0	0	1,000,000	0	0	0	1,000,000
State Modernization								
Pre Eng	0	538,380	0	0	0	0	0	538,380
Constr	0	0	0	3,307,039	0	0	0	3,307,039
Total	0	538,380	0	3,307,039	0	0	0	3,845,419
Project	0	538,380	0	4,307,039	0	0	0	4,845,419
*****77 HIGHWAY 217 CORRIDOR BIKE/PED FUND (WASHINGTON)*****637 *****CMA*****0*****								
REGIONAL CMAQ PROGRAM								
Pre Eng	0	0	53,000	0	0	0	0	53,000
Rt-of-Way	0	0	0	422,000	0	0	0	422,000
Constr	0	0	0	0	421,000	0	0	421,000
Total	0	0	53,000	422,000	421,000	0	0	896,000
*****78 PORTLAND AREA TELECOMMUTING PROJECT*****641 *****CMA*****0*****								
REGIONAL CMAQ PROGRAM								
Constr	0	0	240,463	0	0	0	0	240,463
Total	0	0	240,463	0	0	0	0	240,463
*****79 GRESHAM TRAFFIC SIGNAL COORDINATION & OPTIMIZATION PROJECT*****648 *****CMA*****0*****								
REGIONAL CMAQ PROGRAM								
Constr	0	0	300,000	0	0	0	0	300,000
Total	0	0	300,000	0	0	0	0	300,000
*****80 REGIONAL RESERVE*****755 *00-000**00000*VARvar**na*****0*****								
Federal-Aid Interstate Transfer								
Reserve	0	0	0	0	11,802	0	0	11,802
Total	0	0	0	0	11,802	0	0	11,802
*****81 SECTION 9 OPERATING PROGRAM*****824 *00-000**00000*OR*var**na*****0*****								
Federal Transit Administration-Sect 9								
Operating	45,711,694	4,388,000	3,510,000	3,510,000	3,510,000	0	0	60,629,694
Total	45,711,694	4,388,000	3,510,000	3,510,000	3,510,000	0	0	60,629,694
*****82 OR9 TV HIGHWAY - SHUTEK PARK TO SE 21ST AVE - HILLSBORO*****828 *79-85a**00691*FAP32**29*****11*****								
Federal-Aid Interstate Transfer								
Rt-of-Way	1,195,100	0	0	0	0	0	0	1,195,100
Constr	0	0	0	0	0	0	0	0
Total	1,195,100	0	0	0	0	0	0	1,195,100
National Highway System Program								
Constr	0	0	4,172,445	0	0	0	0	4,172,445
Total	0	0	4,172,445	0	0	0	0	4,172,445
State Modernization								
Pre Eng	474,033	0	0	0	0	0	0	474,033
Total	474,033	0	0	0	0	0	0	474,033
Project	1,669,133	0	4,172,445	0	0	0	0	5,841,578
*****83 WASHINGTON COUNTY RESERVE*****836 *00-000**00000*VARvar**na*****0*****								
FAU/STP TRANSFER PROGRAM								
Reserve	0	0	0	0	67,392	0	0	67,392
Total	0	0	0	0	67,392	0	0	67,392
Federal-Aid Interstate Transfer								
Reserve	0	0	0	0	259,349	0	0	259,349
Total	0	0	0	0	259,349	0	0	259,349
Federal-Aid Urban								
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Project	0	0	0	0	326,741	0	0	326,741

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84 BEAVERCREEK RD EXT (RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE***855 *10249***02375*FAU9742*703*****0****									
FAU/STP TRANSFER PROGRAM									
Constr	0	0	147,547	0	0	0	0	147,547	08/94
Total	0	0	147,547	0	0	0	0	147,547	
Federal-Aid Interstate Transfer									
Pre Eng	140,046	0	0	0	0	0	0	140,046	
Rt-of-Way	0	0	0	0	0	0	0	0	
Constr	0	0	316,219	0	0	0	0	316,219	08/94
Total	140,046	0	316,219	0	0	0	0	456,265	
Federal-Aid Urban									
Constr	0	25,383	0	0	0	0	0	25,383	08/94
Total	0	25,383	0	0	0	0	0	25,383	
Project	140,046	25,383	463,766	0	0	0	0	629,195	
85 NE SANDY BV TO NE GLISAN ST - 223RD CONNECTOR/207TH (MULTNOMAH)***864 *89-025***05149*FAU9867*726*****0****									
Federal-Aid Interstate Transfer									
Pre Eng	0	0	0	0	0	0	0	0	
Rt-of-Way	106,250	-106,250	0	0	0	0	0	0	
Constr	931,476	1,192,113	0	0	0	0	0	2,123,589	11/93
Reserve	0	631,374	0	0	0	0	0	631,374	
Total	1,037,726	1,717,237	0	0	0	0	0	2,754,963	
Federal-Aid Urban									
Reserve	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	
REGIONAL SURFACE TRANSPORTATION PROGRAM									
Constr	0	1,825,257	2,533,621	0	0	0	0	4,358,878	
Total	0	1,825,257	2,533,621	0	0	0	0	4,358,878	
Project	1,037,726	3,542,494	2,533,621	0	0	0	0	7,113,841	
86 I-205 - E PORTLAND FREEWAY AT SUNNYBROOK INTERCHANGE***865 *86-082***03346*FAI205**64*****14****									
Federal-Aid Urban									
Pre Eng	0	0	0	0	0	0	0	0	11/93
Total	0	0	0	0	0	0	0	0	
National Highway System Program									
Pre Eng	520,949	54,251	0	0	0	0	0	575,200	
Constr	0	0	0	0	0	16,330,860	0	16,330,860	
Total	520,949	54,251	0	0	0	16,330,860	0	16,906,060	
Project	520,949	54,251	0	0	0	16,330,860	0	16,906,060	
87 M'LOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD***892 *90-063***05651*FAP26***1R*****6****									
FAU/STP TRANSFER PROGRAM									
Pre Eng	0	100,000	0	0	0	0	0	100,000	n1
Reserve	0	0	0	0	833,000	0	0	833,000	n1
Total	0	100,000	0	0	833,000	0	0	933,000	
Federal-Aid Urban									
Pre Eng	0	0	0	0	0	0	0	0	n1
Reserve	0	0	0	0	0	0	0	0	n1
Total	0	0	0	0	0	0	0	0	
Project	0	100,000	0	0	833,000	0	0	933,000	
88 I-5 - AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION***893 *86-056***03277*FAI5***1*****292****									
Federal Aid Interstate Maintenance (FAI/FAI-4R)									
Pre Eng	438,600	0	0	0	0	0	0	438,600	
Rt-of-Way	0	2,454,000	4,983,604	0	0	0	0	7,437,604	11/93
Constr	0	0	0	0	12,023,820	0	0	12,023,820	11/93
Total	438,600	2,454,000	4,983,604	0	12,023,820	0	0	19,900,024	

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96 AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE to 181ST AVE(4/5)***920 *0*****0*****FAU964*726*****0****									
FAU/STP TRANSFER PROGRAM									
Reserve	0	0	0	0	676,547	0	0	676,547	10/92
Total	0	0	0	0	676,547	0	0	676,547	
Federal-Aid Interstate Transfer									
Constr	600,660	0	0	0	0	0	0	600,660	*10/92
Total	600,660	0	0	0	0	0	0	600,660	
Project	600,660	0	0	0	676,547	0	0	1,277,207	
97 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE***922 *84-023b**04738*FAI68**2*****15****									
Federal Aid Interstate Maintenance (FAI/FAI-4R)									
Pre Eng	0	0	0	1,957,793	0	0	0	1,957,793	03/94
Rt-of-Way	10,525	4,688,000	0	0	0	0	0	4,698,525	*08/92
Constr	0	0	0	22,220,200	0	0	0	22,220,200	07/94
Total	10,525	4,688,000	0	24,177,993	0	0	0	28,876,518	
98 OR208 - 209TH AVENUE TO 167TH (WASHINGTON)***934 *00-000**00000*FAU9064*142*****8****									
REGIONAL SURFACE TRANSPORTATION PROGRAM									
Pre Eng	0	0	1,000,000	0	0	0	0	1,000,000	07/92
Total	0	0	1,000,000	0	0	0	0	1,000,000	
State Modernization									
Pre Eng	709,000	649,600	0	0	0	0	0	1,358,600	*
Rt-of-Way	0	0	5,175,000	0	0	0	0	5,175,000	
Constr	0	0	0	0	0	0	0	0	
Total	709,000	649,600	5,175,000	0	0	0	0	6,533,600	
Project	709,000	649,600	6,175,000	0	0	0	0	7,533,600	
99 OR208 - 167TH AVENUE TO MURRAY***944 *86-060B**06508*FAU9064*142*****5****									
State Modernization									
Pre Eng	1,619,000	0	0	0	0	0	0	1,619,000	*
Rt-of-Way	0	0	3,350,000	0	0	0	0	3,350,000	
Constr	0	0	0	5,110,000	0	0	0	5,110,000	
Total	1,619,000	0	3,350,000	5,110,000	0	0	0	10,079,000	
Report Total	312,390,288	62,993,816	194,961,409	286,362,754	211,202,988	104,735,860	21,283,956	1,193,931,071	