

BEFORE THE METRO COUNCIL

| | |
|---------------------------------|------------------------|
| FOR THE PURPOSE OF COMMENDING) | RESOLUTION NO. 93-1847 |
| MIKE HOLLERN, CHAIR OF THE) | |
| OREGON TRANSPORTATION COM-) | Introduced by |
| MISSION, FOR HIS LEADERSHIP) | Councilor Van Bergen |
| ROLE IN TRANSPORTATION) | |

WHEREAS, Mike Hollern was a member of the Oregon Transportation Commission (OTC) between 1975 and 1981; and

WHEREAS, Mike Hollern has been Chair of the Oregon Transportation Commission from 1987 to the present; and

WHEREAS, Chair Hollern led the Oregon Department of Transportation (ODOT) through a major shift in policy direction in guiding the development and adoption of the Oregon Transportation Plan (OTP); and

WHEREAS, Chair Hollern led ODOT through a major reorganization to be better equipped to implement the OTP; and

WHEREAS, Chair Hollern led the effort to bring together interests from the state, cities, counties, regions, transit operators and interest groups to develop and pursue multi-modal transportation priorities; and

WHEREAS, Chair Hollern led the effort to seek legislative action to fund the OTP; and

WHEREAS, Chair Hollern has chosen to not be reappointed to the Oregon Transportation Commission; now, therefore,

BE IT RESOLVED

That the Metro Council and the Joint Policy Advisory Committee on Transportation express their sincere appreciation to OTC Chair Mike Hollern for his leadership in transportation.

ADOPTED by the Metro Council this ____ day of _____, 1993.

Judy Wyers, Presiding Officer

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1842 FOR THE PURPOSE OF AUTHORIZING AN INTERGOVERNMENTAL AGREEMENT WITH JURISDICTIONS IN CLARK COUNTY, WASHINGTON ON ROLES AND RESPONSIBILITIES FOR TRAVEL FORECASTING

Date: August 23, 1993

Presented by: Andrew Cotugno

PROPOSED ACTION

Authorize execution of an Intergovernmental Agreement (IGA) between Metro, Southwest Washington Regional Transportation Council (RTC), Clark County, Vancouver, Camas, Washougal, Battleground, Ridgefield, La Center, Yacolt, C-TRAN, Port of Vancouver, WSDOT and ODOT to define roles and responsibilities for travel forecasting (see Attachment A).

The Agreement recognizes Metro as the lead party responsible for travel forecasting in the bi-state metropolitan area in sufficient detail to address bi-state issues. It recognizes RTC as the lead party responsible for more detailed travel forecasting within Clark County with the involvement and coordination of the other Clark County jurisdictions.

TPAC has reviewed this Intergovernmental Agreement and recommends approval of Resolution No. 93-1842.

FACTUAL BACKGROUND AND ANALYSIS

This action revises roles and responsibilities to correct past deficiencies. In particular, the following changes are being instituted:

1. Metro has always carried out its travel forecasts for the full four-county area in order to as accurately as possible account for travel movements throughout the region. This Agreement recognizes these forecasts as the ones to be used for bi-state travel movements.
2. Southwest Washington RTC (formerly IRC) will not conduct independent Clark County or bi-state travel forecasting. Rather, they will coordinate with Metro to assist in ensuring that the Clark County elements of Metro's forecast are more accurate and reliable and will serve as the lead agency within Clark County to carry out more detailed travel forecasts to serve the needs of the various jurisdictions of Clark County.
3. The other jurisdictions within Clark County will not conduct independent travel forecasts but will work through RTC to meet their travel-forecasting needs.

This Agreement obligates Metro to coordinate with RTC on such matters as the adequacy of Clark County zone and network structure, calibration year and forecast years, and model refinement and update needs. Metro will accommodate RTC's needs to the maximum extent practical, within budget constraints. Approval of this Agreement does not enable RTC to approve or disapprove Metro's budget. If the arrangement does not prove satisfactory to either party, there is a clause providing for any party to withdraw.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 93-1842 with the understanding described above. (See also letter to RTC included as Attachment B to this Staff Report.)

ATTACHMENT A

INTERLOCAL AGREEMENT FOR ESTABLISHING THE ROLES AND RESPONSIBILITIES OF THE LEAD AGENCIES AND USER AGENCIES FOR THE TRAVEL FORECASTING PROCESS AND MODEL

1. Effective Date February 2, 1993.
2. Parties This agreement is entered into by and between the undersigned county, cities, political subdivisions, and municipal corporations of the State of Washington.
3. Recitals
 - A. The regional travel forecasting process and model form the analytical base for estimating traffic volumes, transit ridership, and for estimating the impacts of a wide range of transportation alternatives.
 - B. The travel analysis produced by the travel model is a critical component of the following plans and programs: Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Congestion Management System, Air Quality Conformity Analysis, Transportation Control Measures, Transit Development Program (TDP), High Capacity Transit Analysis, Transportation Demand Management Analysis, Subarea/Corridor Analysis, Site Impact Analysis, Transportation Element of Growth Management Act (GMA) Plans, Concurrency Determination, and Transportation Impact Fee Assessment.
 - C. In order to ensure consistency and continuity among jurisdictions and between plans/programs, the travel forecasting process needs to be rooted in a single travel model.
 - D. The varying needs and responsibilities of the multiple agencies requires the development of a travel forecasting process that provides flexibility in the level, scale, and type of travel analysis.
 - E. The establishment of travel analysis needs, roles, and responsibilities across all agencies will provide for the continued development of an effective, efficient, and consistent travel forecasting process and model.

F. The parties to the Agreement desire to jointly and cooperatively enter into this Agreement to establish the role of the lead agencies and user agencies.

NOW, THEREFORE, THE PARTIES DO HEREBY AGREE AS FOLLOWS:

4. Purpose. The purpose of this Agreement is to define the roles and responsibilities of the lead coordination agencies and user agencies in regard to the travel forecasting process in order to establish ongoing cooperation and coordination among the agencies. This Agreement establishes a mechanism to ensure consistent travel forecast information for the mutual benefit and satisfaction of the parties involved. The Agreement also identifies the agencies' varied transportation planning needs, how information is shared, and how resources are combined/enhanced to improve the transportation travel forecasting process.

5. Lead Agencies. As the Metropolitan Planning Organizations (MPO) for the Portland and Vancouver urban regions, the Metropolitan Service District (Metro) and the Southwest Washington Regional Transportation Council (RTC) will serve as the lead coordinating agencies.

Metro is the lead agency for the overall development of the Portland-Vancouver metropolitan area travel forecasting process. Metro's responsibilities include coordination of data, model procedures, and model development/refinement. Metro will maintain an adequate zone and network structure within Clark County to conduct bi-state multi-modal analysis and to allow RTC to conduct intra-Clark County regional analysis.

RTC is the lead agency within Clark County for coordination with Metro to ensure bi-state consistency and consistency within Clark County among model input data elements, model assumptions, and output multi-modal travel forecasts.

As the lead agency in Clark County, RTC has the following responsibilities:

- 1) Provide staff support to the Transportation Model Users Group. This would include RTC member agencies.
- 2) Provide training for the Transportation Model Users Group in coordination with Metro in regard to the travel model/forecasting process.
- 3) Provide technical assistance in regard to model related projects/analysis.
- 4) Provide access to computer facilities and model related parameters (i.e. input data, networks, trip matrices, and assignments).

- 5) Ensure consistency between the regional transportation system travel forecasts and local arterial system travel forecasts.
- 6) Ensure regional consistency in regard to travel forecasting information such as housing data, employment data, traffic counts, transit ridership, arterial/transit networks, system performance measures, and transportation related GIS information.
- 7) Provide any other coordination necessary to ensure bi-state and intra-Clark County consistency in the travel forecasting process.
- 8) Utilize the travel forecasting process and model as the analytical tool for the Regional Transportation Plan, the Congestion Management System Program, the Transportation Improvement Program, air quality analysis, conformity determination, TDM evaluation, high capacity transit analysis, and other regional level analysis.

6. User Agencies. User agencies include any of the undersigned who utilize or desire to utilize the travel forecasting process, model, or information on an ongoing or project-by-project basis. Such agencies are encouraged to participate in the Transportation Model Users Group and to become familiar with the travel forecasting process and model. User agencies will collaborate with the lead agencies to review and comment on the travel forecasting process and model in order to ensure accuracy of the travel forecasts and consistency between the bi-state, regional, and local arterial levels of analysis. RTC will serve as the liaison between the Clark County jurisdictions and Metro to ensure consistent answers to questions.

User agencies will be the consensus-forming group to guide the travel forecasting process for the following model issues:

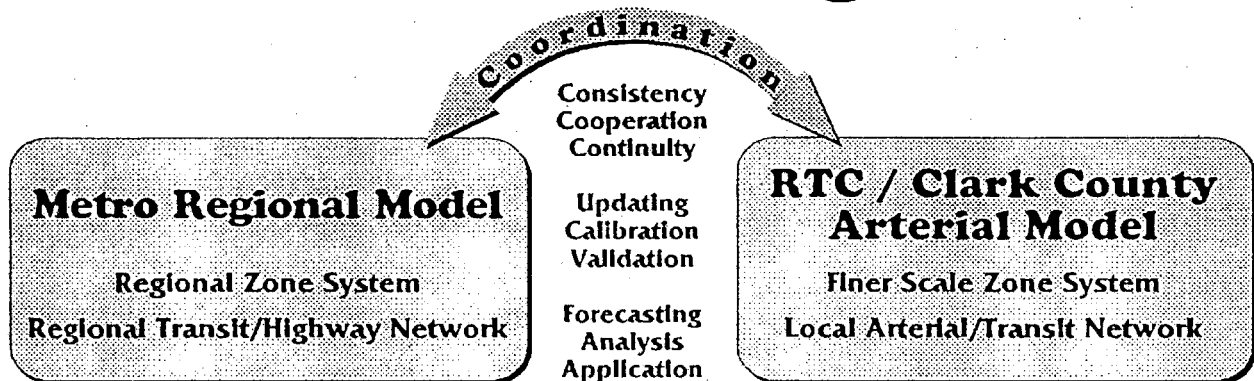
- 1) Calibration year and future forecast years (e.g. six, ten, twenty year forecasts).
- 2) Travel model input data such as housing, employment, highway/transit networks, network capacities, network system performance measures, traffic counts, transit ridership, and other related socioeconomic information.
- 3) Model refinement and updating procedures to include the conduct of regional travel surveys and application of data to meet subarea needs.

7. Agency Applications. It is recognized that the varying needs and responsibilities of the multiple agencies requires the development and utilization of a travel forecasting process that provides flexibility in the level, scale, and types of travel analysis. One of the key components of this Agreement is that through multi-agency coordination, shared responsibilities and expertise, and commitment to travel model consistency that all reasonable individual agency needs will be met through the collaboration established in this Agreement. Listed below are the identified travel analysis needs of individual agencies which require varying levels of access to the travel forecasting process and model. This access ranges from full in-house travel forecasting abilities to in-house matrix and network analysis, to utilization of hard copy model forecast data, to project-by-project technical assistance. The travel model agency applications listed below are not all inclusive but meant to indicate the types of analysis currently needed.

- 1) Clark County - In-house capabilities to conduct land use related travel forecasting analysis for GMA planning, subarea analysis, concurrency findings, transportation impact fees, urban/rural arterial analysis, and development site traffic impact analysis.
- 2) Vancouver - In-house capabilities to conduct land use related travel forecasting analysis for GMA planning, concurrency findings, transportation impact fees, urban arterial analysis, and development site traffic impact analysis.
- 3) WSDOT - In-house matrix and network analysis to conduct transportation corridor studies, WSDOT facility analysis, and project level planning analysis.
- 4) C-TRAN - Access to travel forecasting information to evaluate high capacity transit alternatives, identify transit service improvements/needs, and to prioritize capital improvements.
- 5) Camas - Access to travel forecasting information for GMA planning, concurrency findings, transportation impact fees, urban arterial analysis, and development site traffic impact analysis.
- 6) Washougal - Access to travel forecasting information for GMA planning, concurrency findings, transportation impact fees, urban arterial analysis, and development site traffic impact analysis.
- 7) Ridgefield, Battle Ground, La Center, Yacolt - Technical assistance from lead agency to access travel forecasting information for GMA planning, concurrency findings, transportation impact fees, arterial analysis, and development site impact analysis.

8. Travel Forecasting Process and Model Format. While the Portland/Vancouver metropolitan area travel forecasting process and model is led by Metro and the Clark County regional travel forecasting process and model is led by RTC, it is necessary to have two levels of travel networks and travel analysis zone systems to meet the analysis needs of both the regional and local arterial systems. The solution to meeting the analysis needs for both the regional and local arterial systems is to develop two zone/network formats. These two formats are described as the Metro Regional Model and the RTC/Clark County Local Arterial Model. The RTC/Clark County model format is a finer zone and network derivative of the Metro regional model. Consistency between model input parameters, methodological assumptions, and output data are ensured through close collaboration between Metro, RTC, and the Model Users Group. The general structure of this format is illustrated below.

Portland - Vancouver Travel Forecasting Process



9. Duration. This Agreement shall become effective upon the approval by resolution of the governing bodies of all the parties to this Agreement. This Agreement shall remain in full force and effect perpetually or until terminated by seventy-five percent (75%) of the agencies which are parties to this Agreement.

10. Funding. The agencies that are a party to this Agreement are not required to pay dues or a special assessment for the travel forecasting process. The RTC travel forecasting process is funded as an element of the Unified Planning Work Program and through the RTC Budget. RTC members may elect through a separate agreement to purchase particular travel model related services.
11. Amendments. Amendments to this Agreement may be proposed by any party to the Agreement and shall be considered by all parties upon recommendations by the Board of the Southwest Washington Regional Transportation Council. This Agreement shall be amended by adoption of affirmative resolutions by a majority of the parties to this Agreement.
12. Withdrawals. Any party shall have the right to withdraw from this Agreement by giving written notice to the Board of Directors of the Southwest Washington Regional Transportation Council. In the event a party withdraws, this Agreement shall be amended accordingly.
13. Severability. If any of the provisions of this Agreement are held illegal, invalid, or unenforceable, the remaining provisions shall remain in full force and effect.
14. Authorization. By fixing their signature hereto, the parties are being represented by their governing boards to enter into this Agreement.

CLARK COUNTY

By:  3-3-93

Title: Chair

CITY OF CAMAS

By: 

Title: Mayor

CITY OF VANCOUVER

By:

Title: SEE PAGE 9 ATTACHED

CITY OF WASHOUGAL

By: 

Title: Mayor

CITY OF BATTLE GROUND

By: _____

Title: _____

PORT OF VANCOUVER

By: _____

Title: _____

CITY OF RIDGEFIELD

By: _____

Title: _____

PORT OF RIDGEFIELD

By: _____

Title: _____

TOWN OF LA CENTER

By: Jack Little

Title: MAYOR

WASHINGTON STATE DEPARTMENT
OF TRANSPORTATION

By: _____

Title: _____

TOWN OF YACOLT

By: _____

Title: _____

OREGON DEPARTMENT OF
TRANSPORTATION

By: [Signature]

Title: MANAGER Region 1

CLARK COUNTY PUBLIC
TRANSPORTATION BENEFIT
AUTHORITY

By: [Signature]

Title: Leslie R. White
Executive Director

METROPOLITAN SERVICE DISTRICT

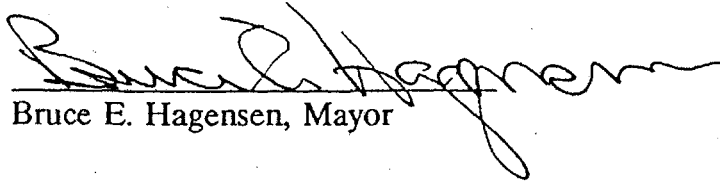
By: _____

Title: _____

GLOSSARY

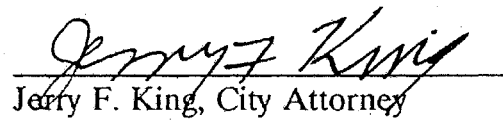
| | |
|--------------|---|
| GIS | Geographic Information System |
| GMA | Growth Management Act |
| Metro | Metropolitan Service District |
| MPO | Metropolitan Planning Organization |
| RTC | Southwest Washington Regional Transportation Council |
| RTP | Regional Transportation Plan |
| TDM | Travel Demand Management |
| TDP | Transit Development Plan |
| TIP | Transportation Improvement Program |
| TMS | Transportation Management Systems |
| TMUG | Transportation Model Users' Group |
| WSDOT | Washington State Department of Transportation |

CITY OF VANCOUVER


Bruce E. Hagensen, Mayor

Approved as to form:

Attest:


Jerry F. King, City Attorney

H.K. Shorthill, City Clerk



METRO

ATTACHMENT B

September 23, 1993

DRAFT

Mr. Dean Lookingbill, Director
Southwest Washington RTC
1351 Officers Row
Vancouver, WA 98661

Dear Dean:

Attached is the Interlocal Agreement to establish roles and responsibilities for travel forecasting. This Agreement takes an important step in improving the coordination of our activities. This Agreement has been executed by Metro subject to the following understanding and interpretation.

The Agreement includes the following provisions:

- . Page 2, Section 5, Paragraph 2, "Metro will maintain an adequate zone and network structure within Clark County..."; and
- . Page 3, Section 6, Subsections 1 and 3, "User agencies will... guide the travel-forecasting process for the following model issues:
 - 1) Calibration year and future forecast years; and
 - 3) Model refinement and updating procedures."

We understand Metro's obligation to coordinate with RTC on these matters and to accommodate RTC's needs to the extent Metro's budget permits. However, this Agreement does not give RTC the authority to approve or reject Metro's work program and budget. We understand that linking RTC's travel forecasting to Metro's travel forecasting creates a concern by RTC on the adequacy of Metro's models to address Clark County issues. We will accommodate Clark County's concerns to the extent permitted by our budget.

Mr. Dean Lookingbill
September 23, 1993
Page 2

If you share Metro's interpretation of these sections, please indicate by countersigning this document and returning it to Metro.

Sincerely,

Andrew C. Cotugno
Planning Director

Approved:

Dean Lookingbill, Director
Southwest Washington RTC

Date: _____

BEFORE THE METRO COUNCIL

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|---------------------------------|---|------------------------|
| FOR THE PURPOSE OF AUTHORIZING |) | RESOLUTION NO. 93-1842 |
| AN INTERGOVERNMENTAL AGREEMENT |) | |
| WITH JURISDICTIONS IN CLARK |) | Introduced by |
| COUNTY, WASHINGTON ON ROLES AND |) | Councilor Van Bergen |
| RESPONSIBILITIES FOR TRAVEL |) | |
| FORECASTING |) | |

WHEREAS, Metro is the metropolitan planning organization (MPO) for the Oregon portion of the Portland-Vancouver metropolitan area; and

WHEREAS, The Southwest Washington Regional Transportation Council (RTC) is the metropolitan planning organization for the Washington portion of the Portland-Vancouver metropolitan area; and

WHEREAS, Both agencies and other units of government in the area have a need for travel forecasts to evaluate travel movements and recommend improvements; and

WHEREAS, Metro will provide forecasts for the full Portland-Vancouver metropolitan area at a level of detail sufficient to evaluate bi-state travel movements; and

WHEREAS, RTC will coordinate with Metro and provide input on Clark County, Washington aspects; and

WHEREAS, RTC will refine Metro's bi-state forecast and provide Clark County forecasts to Washington jurisdictions; now, therefore,

BE IT RESOLVED

That the Metro Council:

1. Authorizes execution of an Intergovernmental Agreement

with the Southwest Washington Regional Transportation Council (RTC) and other Clark County, Washington jurisdictions defining roles and responsibilities for travel forecasts.

2. Commits Metro to coordinate with RTC on Clark County input and needs.

3. Retains the authority to budget for travel forecasts and travel model refinement.

Judy Wyers, Presiding Officer

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1816 FOR THE PURPOSE OF ENDORING THE CARBON MONOXIDE (CO) CONTINGENCY PLAN

Date: August 16, 1993

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would endorse a Carbon Monoxide Contingency Plan that would require as a transportation control measure the use of wintertime motor fuel with an oxygen content of 2.9 percent. The plan would be implemented if attainment of the Clean Air Act (Amendments of 1990) standard for Carbon Monoxide is not achieved by December 31, 1995. The 2.9 percent figure replaces an existing 2.7 percent oxygen content.

This endorsement for a Carbon Monoxide Contingency Plan is separate from and in addition to the previous endorsement of the contingency recommendations of the Governor's Task Force on Motor Vehicle Emissions Reduction in the Portland metropolitan area contained in Resolution No. 92-1718. The previous endorsement focused on strategies for ozone which control hydrocarbons (HC) and nitrogen oxide (NOx) emissions.

TPAC has reviewed the CO Contingency Plan and recommends approval of Resolution No. 93-1816.

FACTUAL BACKGROUND AND ANALYSIS

Background

As a result of HB 2175 passed by the 1991 Oregon Legislature, the Governor appointed a Task Force on Motor Vehicle Emission Reductions in the Portland area to develop a list of recommendations for the state lawmakers, the Department of Environmental Quality (DEQ), and Metro on how to reduce vehicle emissions over the next 20 years in order to ensure attainment of federal health-based air quality standards. These standards call for attainment in emissions in 1993 for ozone (HC) and 1995 for Carbon Monoxide (CO). The Portland Metropolitan Region is classified as a marginal nonattainment area for Ozone and moderate for Carbon Monoxide (CO).

The Governor's Task Force based their selection of strategies on attaining the goals for Ozone and Nitrogen Oxide (NOx) emission reductions by the year 2007. The total emission reduction goals are 36 percent for HC and 20 percent for NOx. The air quality impacts of Carbon Monoxide and specific strategies to address Portland's moderate nonattainment status for CO (less than or equal to 12.7 ppm) and to ensure the region maintains compliance after 1995 were not addressed by the Task Force.

Courses of Action

The Portland region faces two courses of action concerning CO attainment status depending on whether it (1) meets the CO standard by December, 1995; or (2) fails to meet the CO standard by December, 1995.

1. Region Meets Carbon Monoxide Standard by December, 1995

The region applies for attainment status and files a maintenance plan with EPA for maintaining compliance over a 10-year period. As part of the maintenance plan, a "contingency plan" is included which would trigger specific control measures to prevent a violation, or bring the area back into compliance if actions contained within the maintenance plan fail to achieve their intended effects during a given year. The key point is that the region does not get bumped to the next level of nonattainment status ("serious" category for CO.)

2. Region Fails to Meet Carbon Monoxide Standard by December, 1995

If the region fails to achieve compliance for marginal CO nonattainment, the region would be required to implement a contingency plan to offset one year of VMT growth (1.7 percent). This resolution adopts the "Contingency Plan" that meets this requirement. In addition, the region would be bumped into the "serious Carbon Monoxide" nonattainment category. An SIP revision meeting the Clean Air Act requirements for Serious nonattainment areas, incorporating the additional control measures outlined in Attachment 1, would likely be prepared over a 12-month period in 1996-1997. The revision would be aimed at meeting CO standards for "Serious" areas by December, 2000.

Carbon Monoxide (CO) Contingency Plan Requirements

The Environmental Protection Agency (EPA) requires that states with Carbon Monoxide (CO) nonattainment areas submit a Contingency Plan as a formal amendment to the State Implementation Plan by November 15, 1993. The purpose of the Contingency Plan is to offset the effects of one year of VMT growth (1.7 percent) by triggering the implementation of specific transportation control measures if attainment of the CO standard is not achieved by December 31, 1995. The Contingency Plan control measure(s) must be implementable without any additional rulemaking on the part of the state or local ordinances. The measures would be in effect while an overall plan revision is prepared to meet the additional requirements of a Serious nonattainment classification (Attachment 1). Although downtown Portland has not violated the CO standard since 1984, and the last violation of the standard outside of the downtown occurred in 1989, it is recognized that failure to meet the standard could result from:

- An unusually severe inversion layer causing two violations at a given site
- VMT growth higher than the "base case" growth rate
- Inaccuracies in emission inventory and modeling techniques.
- Other unforeseen factors such as global warming and weather pattern changes.

EPA has indicated that increasing the required oxygen content of wintertime motor fuel above the existing level of 2.7 percent would be an acceptable contingent strategy for the plan. A preliminary analysis by DEQ indicates that boosting the required oxygen content of wintertime motor fuel to 2.9 percent from the existing 2.7 percent level in conjunction with normal fleet turnover would be more than sufficient to satisfy EPA's Contingency Plan guidance. The program can also be quickly adopted and can meet our required schedule to put together an SIP revision package to go through the Environmental Quality Commission rulemaking process and the immediate air quality benefits from the use of oxygenated fuels. The CO Contingency Plan Rule adoption schedule prepared by DEQ and currently being followed is included as Attachment 2.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 93-1816.

RL:lmk
93-1816.RES
8-30-93

**Additional Control Measures for
Serious Carbon Monoxide Areas**

The additional control measures applicable to existing CO nonattainment areas in Oregon that fail to meet the standards attainment deadline of December 31, 1995, are listed below.

- 1) Vehicle Miles Traveled (VMT) Forecasting
- 2) Contingency Provisions triggered by VMT levels that exceed the forecast
- 3) Enhanced Vehicle Inspection and Maintenance (I/M 240)
- 4) Attainment Demonstration
- 5) VMT--a) TCM reductions providing annual 3% reductions from baseline emissions; b) employer (100 or more employees) trip reduction program

Note: The requirements under this section of the Act can be waived or substituted in whole or part with adequate justification

- 6) CO Milestone demonstration with respect to annual emission reductions (A new milestone date would be negotiated with EPA)

| CO Contingency Plan Rule Adoption Schedule: 1993 | | | | | | | |
|--|------------|-------------|-------------|--------------------|-------------|------------|------------|
| Initial Proposed Rule Package for Hearing Authorization | | | | | | | |
| Task | May | June | July | Aug | Sept | Oct | Nov |
| Task Advisory Committee Meetings | | | | | | | |
| Initial Topic Form Due | | 6/1 | | | | | |
| Distribute Rulemaking Proposal Package | | 6/3 | | | | | |
| Topic Review Meeting | | 6/8 | | | | | |
| Finalize Proposed Package | | 6/14 | | | | | |
| Draft Report to Director's Office for Distribution to DA's | | 6/23 | | | | | |
| Draft Report to Reviewers | | 6/25 | | | | | |
| Review Comments to Author | | 6/30 | | | | | |
| Final to Director's Office (Director's Sign Off for Hearing Authorization) | | | 7/6 9am | | | | |
| Package to Secretary of State | | | 7/10 | | | | |
| Mail Notice of Public Hearing | | | 7/10 | | | | |
| Hold Public Hearings | | | | 8/16 or 8/23 | | | |

BEFORE THE METRO COUNCIL

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|--------------------------------|------------------------|
| FOR THE PURPOSE OF ENDORSING) | RESOLUTION NO. 93-1816 |
| THE CARBON MONOXIDE (CO)) | |
| CONTINGENCY PLAN) | Introduced by |
| | Councilor Van Bergen |

WHEREAS, The Clean Air Act Amendments (CAAA) of 1990 designate the Portland metropolitan area as moderate non-attainment for Carbon Monoxide (CO) and marginal nonattainment for Ozone (HC); and

WHEREAS, The CAAA of 1990 requires the Portland metropolitan area to demonstrate conformity for Ozone by 1993 and Carbon Monoxide by 1995; and

WHEREAS, Failure to meet attainment will result in the Portland metropolitan area being designated a higher nonattainment category and subject to stricter federal air quality regulations; and

WHEREAS, In order to stay in attainment the Governor appointed a Task Force in March 1993 to examine vehicle emission reduction strategies in the Portland metropolitan area; and

WHEREAS, The Task Force determined that to stay in attainment through 2007, reductions of 36 percent in Hydrocarbons and 20 percent in Nitrogen Oxide were needed; and

WHEREAS, The air quality impacts of Carbon Monoxide (CO) and specific strategies to address Portland's moderate nonattainment status for CO (less than or equal to 12.7 ppm) and to ensure the region maintains compliance after 1995 were not addressed by the Task Force; and

WHEREAS, The Environmental Protection Agency (EPA) requires

that states with Carbon Monoxide (CO) nonattainment areas submit a Contingency Plan as a formal amendment to the State Implementation Plan by November 15, 1993; and

WHEREAS, EPA has indicated that increasing the required oxygen content of wintertime motor fuel above the existing level of 2.7 percent would be an acceptable contingent strategy; and

WHEREAS, The Department of Environmental Quality indicates that boosting the required oxygen content of wintertime motor fuel to 2.9 percent from the existing 2.7 percent level in conjunction with normal fleet turnover would be more than sufficient to satisfy EPA's Contingency Plan guidance; and

WHEREAS, Alternatives such as clean fuel fleets or vehicle scrappage may be developed by the petroleum industry in lieu of this contingency measure; now, therefore,

BE IT RESOLVED,

That the Metro Council:

Endorses the Carbon Monoxide Contingency (CO) Plan to use wintertime motor fuel with an oxygen content of 2.9 percent instead of the existing 2.7 percent.

ADOPTED by the Council of the Metropolitan Service District this ____ day of ____, 1993.

Judy Wyers, Presiding Officer

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1840 FOR THE PURPOSE
OF ADOPTING THE FY 1994 TO POST 1997 TRANSPORTATION
IMPROVEMENT PROGRAM AND THE FY 1994-1996 THREE YEAR
APPROVED PROGRAM.

Date: September 2, 1993

Presented by: Andrew Cotugno

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.

This publication of the TIP reflects a number of changes from that of last year. This year's edition of the TIP features a three-year Approved Program rather than a single year Annual Element as has previously been the case. In essence, a three-year program allows the region to advance projects in FY 94 that are programmed in FY 95 or 96 without processing TIP Amendments. The major constraint is that a comparable dollar amount of projects must be moved out of FY 94 to make room for such moves.

Adoption of the TIP endorses the following major actions:

- . Past policy endorsement of projects identified in the TIP. Previous programming of Interstate, Interstate Transfer, Federal-Aid Urban, National Highway System and Federal Transit Administration (FTA) program funds would be reaffirmed. Previous programming of ODOT highway funds scheduled for expenditure in the region would occur. Endorsement of recently approved ISTEA projects would also occur including those funded with Surface Transportation Program, Transportation Enhancement and Congestion Mitigation/Air Quality program funds.

New Projects:

- . Administrative Adjustment of the TIP to program \$1.04 million of first-year Section 3 Formula Rail Modernization Funds for:
 - a. Final Engineering of Banfield Operations Control Center Communications Retrofit

- b. Final Engineering of Banfield System Double Tracking
- c. Final Engineering of Ruby Junction Facility Expansion
- d. Banfield Completion Projects Final Engineering Support Services/Management Administration
- e. Banfield Completion Projects Final Engineering Contingency
- . City of Gresham Park & Ride Facility - PE and Construction funding
- . Deletion of Project Breakeven from the Section 3 Discretionary Program (pending Congressional approval of a change to the designated use of \$13 million of currently appropriated Section 3 funds)
- . I-84/Sandy Blvd/207th - Connector to Halsey and 223rd Avenue @ Glisan - completion funding using FY 94 and 95 Regional STP funds.
- . Marine Drive Widening to Five Lanes - completion funding using FY 94 and 95 Regional STP funds.
- . Metro Planning - support of FY 95 and 96 Unified Work Program, Station Area Planning and miscellaneous other tasks using FY 94 and 95 Regional STP funds.
- . ODOT addition of seven new Hazard Elimination System (HES) projects in the FY 1994 Approved Program; additional HES projects will be adopted into the ODOT FY 1995-2000 Six-Year Program in January in line with increased ISTEA funding for this category of projects.
- . City of Portland Rail Road Bridge #51C06 (\$2,637,000).

Other Items of Note:

- . This year's TIP includes approximately \$12 million of FY 92-94 CMAQ projects. Although previous Resolutions have approved these projects, this will be the first year that the CMAQ project list appears in the TIP. Allocation of the projected \$13 million of FY 95-97 CMAQ funds will occur as part of the ODOT Six-Year Program update scheduled through summer of 1994.
- . This year's TIP includes \$3.4 million FY 92-94 State Transportation Enhancement projects. Again, prior Resolutions have approved these projects but this will be the first year that the list appears in the TIP. FY 1995-97 funds will also be allocated to projects as part of the Six-Year Program update and reflected in future Metro TIP's.

- . Approximately \$49 million of FTA Section 9 funds have been allocated in FY 1994 through 1996. Operating assistance is estimated to be \$4.396 for each of the three years of the Approved Program, the same as FY 1993, and less than that for FY 92. The Section 9 Program is projected in the TIP on a continuing basis through post 1997 based upon the Transit Development Plan and its revisions adopted by Tri-Met. The TIP programs approximately \$855,000 of additional funding for Hillsboro PE using Section 9 resources; \$1 million of unsecured Section 3 Discretionary funds had been counted on for this need previously.
- . Tri-Met has "obligated" \$81,795,000 of Westside Full Funding Grant Agreement funds through FY 1993. This falls \$17.205 million short of anticipated disbursements. Tri-Met is investigating a variety of options for making up this immediate shortfall of construction funding.
- . Private enterprise participation for FTA Section 3 and Section 9 programs is in accordance with Circular 7005.1. This requires that a local process be developed to encourage private providers to perform mass transportation and related services to the maximum extent feasible. See Attachment.
- . An evaluation of transit financial capacity demonstrates that there are sufficient resources to meet future operating deficits and capital costs.
- . Only about \$245,000 of Interstate Transfer highway and transit funding remains to be programmed for FY 1994 through FY 1996, pending determination of any funds which may shift into the program from FY 1993. The TIP includes a fixed program amount for the Metro region of \$517,750,487 (federal) based upon the original amount for the withdrawn freeways (Mt Hood and I-505), \$731,000 of additional transit withdrawal value in April 1987 added by Section 103(c) of Pub.L. 100-17, and \$16,366,283 made available by the recent I-205 Buslane withdrawal. Currently, the additional withdrawal values can only be applied to transit projects.
- . The FTA Section 3 "Trade" funds are virtually all programmed at this time pending final audit of completed projects.

Background

The Metro TIP serves several purposes. The Federal Government looks to the TIP to respond to United States Department of Transportation (USDOT) regulations. These regulations state that no less than every two years, the region's Metropolitan Planning Organization, Metro, must develop a program of highway and transit projects which use federal funds and State or locally funded projects which have a potential to affect regional attain-

ment and/or maintenance of Federal air quality standards. Primarily though, the TIP describes how federal and State funds for highway and transit projects in the Portland Urbanized Area are to be obligated during the three-year period of October 1, 1993, through September 30, 1996 (the FY 1994-96 Approved Program). The TIP provides cost estimates for projects scheduled for completion during the three-year Approved Program period and provides other descriptive information about each project. For perspective, projects completed prior to FY 1994 and those programmed for years subsequent to FY 1996 are also indicated.

From a Regional perspective, the TIP describes how the capital improvement component of the Regional Transportation Plan (RTP) is to be implemented and which projects will be given funding priority. It is the vehicle for balancing federal funding decisions for a broad range of local and regional priorities ranging from correcting deficiencies unique to neighborhood streets to advancing regionally significant long-range projects.

PUBLIC PARTICIPATION

Projects are developed 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/or public facility plans, and from recommendations of County Transportation Coordinating Committees in each of the three Counties in the Region. 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. 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.

Projects nominated by ODOT have undergone State-level hearings preceding their adoption into the Six-Year Program; adoption of these project into the State TIP is a pre-requisite for their inclusion in the Metro TIP.

Finally, 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 system, sub-area or corridor study. Through formation of Technical and Citizen Advisory Committees, these studies involve affected local jurisdictions and the public in all phases of the planning process. The formal RTP revision schedule which adopts project recommendations into the Plan, encompasses a complete public outreach and comment process.

Interim, or single project RTP amendments also include opportunities for public input during discussion of TPAC, JPACT, Metro's

Planning Committee and the Metro Council. Notice of regularly scheduled Metro Council and Metro Planning Committee meetings and information regarding pending adoption of Ordinances and Resolutions are published in local newspapers. The Oregonian, the State's largest newspaper, publishes Metro notices every Monday. Notice of TPAC and JPACT sessions and agendas are provided to all regional media in weekly Metro Meeting Notices.

The RTP Update schedule, as required in ISTEA, has lagged behind the need to program new CMAQ and Enhancement funds. Therefore, Metro's public process associated with RTP amendments needed in order for the TIP to allocate FY 92, 93 and 94 funds to these programs has been limited.

For CMAQ funds, the TPAC Transportation Demand Management Subcommittee was authorized to recommend allocation of the "first round" CMAQ funds. The Subcommittee includes citizen representation (as does TPAC) and was directed to identify eligible projects having public support. The resulting preliminary program was first reviewed by TPAC, JPACT, the Metro Planning Committee and Metro Council during hearings held through October and November of 1992 associated with consideration of Resolution No. 92-1627. A second full cycle of hearings were then held prior to adoption of the finalized list of first round projects on January 28th (Resolution No. 93-1731A). Public notice of these meetings occurred as described above.

Development of the Transportation Enhancement program was managed by ODOT. The process was initiated with publication and broad distribution of a 13 page informational brochure which briefly explained the statewide project nomination procedures and the administrative and technical criteria that would be used by ODOT to select projects for funding. Within ODOT Region 1, a stakeholders group was convened to nominate and refine the initial project list. The Metro Region initiated a local nomination process which recommended a set of projects (Resolution No. 92-1626) which competed against other (non-urban) ODOT Region 1 nominations. The resulting set of five Metro Region Enhancement projects were amended into the RTP and approved for allocation of Enhancement funds in the TIP. Public meetings of TPAC, JPACT, the Metro Planning Committee and the Metro Council were held and the recommendations were adopted on January 28th, 1993 (Resolution No. 1731A). Public notice of these meetings occurred as described above. Subsequent hearings were conducted by ODOT on the full program for the OTC in February and March, 1993.

The first major allocation of Regional STP funds in April, 1992 was to reserve \$22 million of FY 94 and 95 projected appropriations as a portion of the local share funding for Extension of the Westside LRT to Hillsboro (Resolution 92-1598). This allocation was fully consistent with transit funding priorities established in the RTP. The Resolution, which approved the funding

strategy for the entire Westside LRT program, was subject to extensive public review prior to the formal TPAC, JPACT, Metro Planning Committee and Metro Council hearing procedures discussed above. The second allocation - of approximately \$295,000 to support Metro's planning program - occurred on February 11 (Resolution No. 93-1756). The third and final action on April 22, 1993 (Resolution No. 93-1785), allocated approximately \$7.6 million to a wide variety of planning, development and construction projects scheduled for FY 93 and 94. All construction projects were drawn from Capital Improvement Programs adopted in public session of the legislative bodies which govern the region's local jurisdictions. The projects were also required to be in the RTP 10-year priority project list. All planning and development projects were screened by the TPAC TIP Subcommittee for consistency with goals and objectives of the RTP and with the policy directives of ISTEA, the Transportation Planning Rule of State Planning Goal 12, and Metro's Regional Urban Growth Goals and Objectives (RUGGO's). Adoption of Resolution 93-1785 was subject to public comment during four noticed public meetings at Metro, as discussed above.

The "ISTEA" funded projects discussed above have been formally amended into the Metro TIP at this time. Equally, the host of projects previously allocated funds in prior year TIPs are also currently approved to obligate federal funds. At this time, a handful of new projects would be "amended" into the Metro TIP upon approval of the FY 1994 through Post 1997 TIP which is the subject of this Resolution (see "New Projects" above). This affords an opportunity for JPACT and the Metro Council to consider the entire program of proposed and previously approved projects and to delete from, or otherwise amend the program if desired.

In light of this opportunity, Metro hosted a noticed public workshop on Monday August 23, to discuss the purpose and content of the TIP and the relationship of the TIP to the RTP and to the Interim Conformity Guidelines mandated by the Clean Air Act Amendments of 1990. The workshop was a limited first time effort to bring the *programming* process fully into the realm of the more defined public participation procedures which govern Metro's *planning* process. It was intended to provide opportunities for informed public comment during the current round of four Metro hearings leading to adoption of the TIP in September. These public comment periods were held as follows: TPAC - (date/time); JPACT - (date/time); Planning Committee - (date/time); and Metro Council - (date/time).

Finally, the adopting resolution for this TIP includes a directive to revise TIP public involvement procedures to be more consistent with recent ISTEA directives. It is envisioned the TIP Subcommittee, with public involvement, will draft the new procedures. These new procedures will identify TIP involvement

procedures for Metro and local governments and agencies.

CONTENTS

Section I of the TIP describes the group of funds essentially controlled by Region. It includes:

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

It also includes the remnant of the Federal-Aid Urban System (FAU) Program. 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 program is included as the "FAU/STP Replacement" program in the TIP.

Section II of the TIP describes all Interstate Transfer projects and is organized according to the following:

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

Section III of the TIP is organized by funding sources available through the Federal Transit Administration (FTA) and consists of:

FTA Section 3 (Discretionary) Capital Program
FTA Section 3 (Trade) Capital Program
FTA Section 3 (Formula) Rail Capital Modernization Program
FTA Section 3 Westside Light Rail Program
FTA Section 9 Program
FTA Section 20 Human Resources Program
FTA Section 16 (b) Special Needs Transit Capital Program

Section IV of the TIP consists of projects supported by ODOT controlled fund sources grouped by:

Federal-Aid Interstate
Federal-Aid Interstate 4R
Federal-Aid Primary
Highway Bridge Replacement (HBR)
Hazard Elimination System (HES)
State Modernization
State Operations
Bikeways
Access Oregon Highways
State Surface Transportation Program

State Surface Transportation Program (Safety)
National Highway System Program (NHS)
Transportation Enhancement Program (TE)
Other Funding Programs

FISCAL CONSTRAINT AND PRIORITIZATION

The list of projects contained in the TIP is "fiscally constrained to reasonably expected revenue", i.e., the region is reasonably sure that there will be money available to pay for authorized project activity. This is based on consideration of funds received by the region in the first two years of the ISTEA as a benchmark for projecting the funds that can be expected over the remaining four years of the ISTEA. The region recognizes that the maximum amount promised by the Act may not be appropriated in any given year. Nevertheless, the TIP programs 100 percent of projected federal funds. This is because historically, Congress has eventually appropriated the full amount promised in multi-year Transportation Acts prior to adoption of new Acts such as ISTEA. The region expects this to be the case when ISTEA expires after 1997.

The projects listed in the TIP must also be prioritized. In this way, if less money should become available than was expected, it will be known which projects will be funded and which will have to wait for new funding. In practice, the fiscal constraint feature of the TIP helps satisfy the prioritization requirement in two significant ways.

First, funding is reasonably expected for all projects listed in the three-year Approved Program (as well as those in the TIP "out-years"). Therefore, all projects in the TIP share equal priority because all are expected to receive funding.

Second, the TIP indicates a project's priority - relative to all other TIP projects - according to which of the three years of the Approved Program it is scheduled to receive funding. The earlier it is scheduled in the three-year Approved Program, the higher the project's priority.

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 largely determined by technical rankings. However, if a high priority project (e.g., a first year project) is not ready to proceed, projects scheduled in later years of the Approved Program may be advanced. This assures that the region contributes its share to orderly Statewide obligation of available funds. The one constraint is that movement of projects between the three years of the Approved Program must be balanced to expected revenue within each year.

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

Finally, as discussed in the proposed ISTEA Metropolitan Planning Rule (FR Vol. 58, No. 39 p. 12072 re 23 CFR Part 450) regional equity plays an important role in prioritization of projects. For example, technical rankings may determine that one portion of the region may warrant programming of high benefit, high cost projects. However, in order that lower priority projects elsewhere in the region may also receive early funding, the higher priority projects may be programmed on a longer schedule. Programming funds based on this type of regional equity consideration is not the same as suballocation of funds. 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 need to program funding to the most "important" projects is tempered by the legitimate need to assure provision of a balanced and maintained regional transportation system.

PROJECT ADDITIONS IN FY 93

Relatively few large highway projects were added to the Regional program during FY 93, mostly because the State FY 1993-1998 Six-Year Program filled out the State program through at least 1994. However, the Region did schedule several years worth of Regional STP and CMAQ funds and the State Transportation Enhancement funds have been scheduled through FY 1994. Additionally three Rail-Road Crossing, five Highway Bridge Replacement and numerous Hazard Elimination Safety projects have been added.

o Allocation of FY 92-94 CMAQ Funds (Resolution No. 93-1731A)

PHASE I TOD - public/private Transit-Oriented Development project incorporating new land use designs of increased density, mixed uses, and transit, bike, and pedestrian-friendly amenities and access.

CITY OF PORTLAND PEDESTRIAN TO TRANSIT ACCESS STUDY - Identify, evaluate, and prioritize major transit corridor locations that would benefit from enhanced pedestrian-transit connections (i.e., sidewalks, raised medians etc.).

WASHINGTON COUNTY PEDESTRIAN TO TRANSIT ACCESS STUDY - reduce impediments and enhance pedestrian access to transit facilities (see previous project).

GRESHAM PEDESTRIAN/BIKE ACCESS STUDY FOR MAX - evaluate pedestrian/bicycle access and circulation to MAX suburban stations.

MAX BIKE LOCKERS/BUS SHELTERS - Provide bike lockers at 9 MAX stations and 25 bus shelters at potential high use stops in East Multnomah County.

WILLAMETTE BRIDGE ACCESS STUDY - investigation of means to improve bike/pedestrian access to five bridges.

PEDESTRIAN/BIKE CROSSING ON THE STEEL BRIDGE - provide a barrier free connection between downtown, Old Town, the Union Station area, and Tom McCall Waterfront Park on the West and the Oregon Convention Center, Sports Arena, and Lloyd District on the east.

CITY OF PORTLAND CENTRAL CITY BICYCLE SHOWER FACILITIES - provide two attended bike parking/repair/shower facilities in the Central City,

PORT OF PORTLAND SEPARATED BIKE FACILITY ON N. LOMBARD - Separated bicycle access along North Lombard Street from Rivergate to the entrance of Kelley Point Park (1-1/4 mile).

BIKE LANES ON COURTNEY AVENUE - construct bikelanes on Courtney Avenue to connect with existing facilities.

TRI-MET BIKES ON TRANSIT - funds expansion of the current pilot bus bikerack project to all routes.

EXPANDED SERVICE BUSES - buses to serve existing regional corridors congested during peak periods and trunkline express service.

PORT OF PORTLAND/TRI-MET COLUMBIA SO. SHORE TRANSIT DEMONSTRATION - implement innovative transit commuter options such as "dial-a-ride" or "shuttle" in the Columbia South Shore area.

REGIONAL RIDESHARE PROGRAM - funds Tri-Met administration of the Regional Rideshare Program.

REGIONAL/CITY TRANSPORTATION MANAGEMENT AGENCY - Joint private/public regional transportation management organization to reduce single-occupant vehicle work trip. (PDOT)

DEQ PUBLIC EDUCATION - Create permanent public education campaign to increase awareness and knowledge of air quality problems and mitigation measures.

DEQ ELECTRIC VEHICLES - purchase and evaluate use in Portland area of three (3) electric vehicles in DEQ motor pool.

CITY OF PORTLAND IMPROVEMENTS TO SIGNALS ON 82ND AVENUE - Signal improvements along a 7-mile stretch of 82nd Avenue from NE Killingsworth to SE Flavel to reduce stops and delay.

OREGON CITY DOWNTOWN SHUTTLE/PARKING LOT - develop two parking

lots in downtown Oregon City; operate a shuttle bus for downtown employees.

TIGARD PARK & RIDE - purchase right-of-way for Tigard Park & Ride lot.

- o Allocation of FY 92 and 93 Regional STP Funds (Resolution No. 93-1756 and 93-1785):

CITY OF PORTLAND

FY 93-94 ROAD REHABILITATION - resurface B-H Highway and portion of Terwilliger.

BURGARD INTERSECTION IMPROVEMENT - investigate access constraints/signalization to improve Columbia Blvd./Lombard Street operation as freight truck route.

COLUMBIA BLVD FEASIBILITY STUDY - analysis of Columbia Blvd./Lombard Street freight movement route upgrade requirements needed to facilitate a trade of ownership of City facility to/from ODOT.

TRANSIT PREFERENTIAL CORRIDORS STUDY - identify and prioritize corridors for reducing impediments and enhancing access to transit service.

SOUTH PORTLAND CIRCULATION STUDY - investigate circulation options in vicinity of S.W. Front-S.W. MacAdam redevelopment area in anticipation of removing the S.W. Front/I-5 on-ramp.

SOUTHERN TRIANGLE STUDY - investigate improvement of access and circulation to street system in OMSI vicinity.

FY 93-94 SIGNAL SAFETY REMODELS - upgrade 5 intersection signal mechanisms.

FY 93-94 SIGNAL RETIMING - fund full time position to implement city-wide signalization retiming program.

CLACKAMAS COUNTY

92ND AVE. - IDLEMAN TO CO. LINE - PE for widening to 3 lanes with curbs, gutters and bike/pedestrian facilities.

SUNNYSIDE ROAD - I-205 TO 172nd - environmental assessment to widen from 2 and 3 lanes to 5 lanes.

LOWER BOONES FERRY - JEAN to MADRONA - completion funding for phase II widening, left-turn lanes, sidewalks, drainage, bike/pedestrian facilities.

JOHNSON CREEK BLVD. - LINWOOD AVE. TO 82ND AVE. - PE to improve Johnson Creek Blvd. approach to and intersection with 82nd Avenue.

WASHINGTON COUNTY

CORNELL RD. - CORNELIUS PASS TO JOHN OLSEN AVE. - realign and widen Cornell Road to conform with completed improvements east of John Olsen Ave.

FARMINGTON RD - MURRAY BLVD TO 167TH AVE. - widen to 5 lanes; bicycle and pedestrian facilities.

MULTNOMAH COUNTY

I-84 - NE SANDY TO NE GLISAN-223RD CONNECTOR (207TH) - completion funding of a new county arterial connecting Halsey and 223rd Avenue @ Glisan with the planned interchange of I-84 at 207th.

METRO

OREGON ROADS FINANCE STUDY - Metro FY 93 contribution to state-wide study of new road improvement funding strategies.

METRO PLANNING - support for miscellaneous planning efforts including light rail station area planning, ISTE management systems, 2040 Study and Unified Work Program elements.

- o Allocation of FY 92, 93 and 94 Transportation Enhancement Program Funds (Resolution No. 1731A)

SPRINGWATER CORRIDOR BICYCLE AND PEDESTRIAN PATH - partial construction funding for conversion of a portion of a 16.5 mile abandoned rail corridor into a multi-purpose bicycle/pedestrian/equestrian facility.

FANNO CREEK BIKE PATH - construction funding of a bike path between Allen Blvd. and Denney Road east of Highway 217.

OREGON ELECTRIC RIGHT-OF-WAY - right-of-way and construction funding to convert an abandoned rail corridor into a connection of City of Beaverton bike/pedestrian facilities between Allen Blvd and SW Oleson Road.

HISTORIC COLUMBIA RIVER HIGHWAY INTERPRETIVE PANELS - funding to construct interpretive panels along I-84 in Multnomah and Hood River Counties relating technical and historic merit of the facility.

SOUTH TROLLEY EXTENSION - construction funding for southern leg of Lake Oswego trolley station, trackage, car barn, siding and platform.

- o Metro has administratively amended the FY 93 TIP to include the

following two Highway Bridge Replacement project:

ROCK CREEK BRIDGE - (\$413,000),

GOLF COURSE ROAD CROSSING OF THE TUALATIN RIVER - (\$592,000),

- o Five Railroad Crossing projects included in the State Six Year Program have been included in the Metro TIP by Administrative Amendment. Each crossing is estimated to cost \$100,000. The crossings are located at:

FORSYTHE ROAD (SPTC)

148TH AVE. (UPRR)

BERWICK ROAD (SPTC)

PORT OF PORTLAND TERMINAL 2 (BNRR)

SW 118TH AVE. (SPTC)

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 is demonstrated and endorsed by Resolution No. 93-1840 (See Attachment A).

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 show that Tri-Met has the financial capacity to fund the capital projects as programmed (See Attachment A).

Air Quality -- Clean Air Act of 1990 - Interim Conformity. The TIP has been found to comply with the Clean Air Act Amendments of

1990 and the Phase I Interim Conformity Guidelines. The TIP has been found to be consistent with the most recent estimates of mobile source emissions; 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 TIP is in conformity with the Oregon State Implementation Plan (SIP) for Air Quality adopted in 1982. An update to the ozone plan in 1985 demonstrates attainment of the standard by the end of 1987. All projects specified in the SIP as necessary for attainment of these standards are included in the TIP. In addition, the TIP has been reviewed to ensure that it does not include actions which would reduce the effectiveness of planned transportation control measures (See Attachment B).

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. 93-1770 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 as Attachment C.

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 Portland Metropolitan Area is nonattainment for these pollutants. The Portland Region Final CMS Plan is not required until 1995. Interim CMS guidance was jointly adopted by FHWA and FTA on April 6, 1992 and supplemental guidance was provided in the Memorandum "Addressing Congestion Management System Requirements in Environmental Documents" issued July 23, 1993 by the FHWA's Director of the Office of Environment and Planning.

For practical purposes, projects in receipt of a Record of Decision in compliance with this guidance may be advanced with use of federal funds. Specifically, the CMS Plan development process must analyze TSM opportunities applicable to the Region's transportation network and, in conjunction with individual project NEPA procedures, must analyze all reasonable TDM and operational prospects within the facility corridor. Finally, the State and MPO must commit to appropriate facility and corridor management strategies, including, at a minimum, implementation of carpool/vanpool programs to assure minimum demand for and maximum operational efficiency of the project improvements that are

advanced.

(It should be noted that the Region, through Tri-Met does operate a regional rideshare program. Additional region-wide TSM/TDM programs are also implemented at this time and significant supplemental funding for such programs is scheduled in the FY 1994 TIP for implementation during the Approved Program period. Please also see the Qualitative Discussion pertaining to implementation of TCM's contained in the Interim Conformity Determination included as Attachment C of this Staff Report.)

The review of projects currently programmed in the three-year Approved Program period (FY 1994-1996) and a generous estimate of projects authorized to obligate funds in FY 1993 but which may "slip" to FY 1994 or later, indicates that 26 projects are authorized by the program to obligate funds and have the potential to "significantly" increase SOV capacity (See Attachment D). For development of the screening criteria, Metro relied on interpretation of proposed federal regulatory language addressing projects exempt from regional air quality analysis (40 CFR Section 51.403, Table 2); the definition of regionally significant facilities (40 CFR Section 51.391), the required content of Metropolitan TIP's (40 CFR Section 51.397), and the definition of Major metropolitan transportation investment (23 CFR Section 450.104). Additionally, the professional judgement of Metro's modelling services manager was relied upon (consistent with the background discussion of 40 CFR Part 51 contained in FR Vol. 58, p. 3773, January 11, 1993) for determination of those instances in which anticipated effects on the regional transportation system would be de minimis and/or unsuitable for analysis using Metro's regional transportation demand model.

Of the 26 projects, four projects have yet to complete the NEPA process at this time. Two additional projects currently scheduled to proceed after the Approved Program period, are updating approved environmental documents per NEPA regulations pertaining to changed conditions. All six of these projects will be required to comply with the interim guidance prior to obligating federal funds beyond the Preliminary Engineering stage. Alternatively, if the projects are identified in an Approved CMS plan, this would also qualify them to obligate funds.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 93-1840.

POLICY ON PRIVATE ENTERPRISE PARTICIPATION IN
FEDERAL TRANSIT ADMINISTRATION PROGRAMS

Tri-Met documentation of compliance for FY 94
in accordance with FTA Circular 7005.1

INVOLVEMENT OF THE PRIVATE SECTOR

Projects included in the FY 94 annual element of the Transportation (TIP) have been identified through the annual Tri-Met budget process. The Tri-Met budget undergoes extensive review by a seven member Citizens Advisory Committee and a public hearing on the proposed budget is convened by the Tri-Met Board of Directors.

The goals of Tri-Met's recently adopted Strategic Plan are reflected in many operation/capital budget items. The Strategic Plan, developed over a period of almost two years, benefitted from extensive public input and agreement.

The grant applications process for all capital projects includes direct mailing to private transportation providers of notices of opportunity for public hearing on the proposed projects. Further opportunity for comment on the projects by private sector representatives is afforded when the Transportation Policy Alternatives Committee and the Joint Policy Advisory Committee on Transportation review the projects prior to approval of the TIP.

Comments are regularly solicited from private providers on proposed service changes.

Finally, the competitive procurement process for purchase of equipment or vehicles, and provision of services or materials for the TIP annual element projects includes distribution of notices of bid advertisements or requests for proposals to prospective private sector bidders/proposers.

All major capital projects are examined prior to formulation of site plans to be certain that joint development possibilities are maximized from the inception of the project. This analysis focuses on possibilities in the area of obtaining contributions from property owners and developers and in being certain that air rights may be utilized without undue economic penalty to the private development.

In order to increase coordination and information sharing with the private sector, the Oregon Transit Association is continuing to expand membership of private transportation providers.

PROPOSALS FROM THE PRIVATE SECTOR

Tri-Met received no unsolicited proposals from the private sector during the last year.

DESCRIPTION OF IMPEDIMENTS TO HOLDING SERVICE OUT FOR COMPETITION

The major impediment to contracted transportation is the labor contract which requires all vehicles on lines of the District to be run by Tri-Met operators. The situation has changed somewhat because several contractors for elderly and disabled services have become organized. This has opened the door for further discussions toward resolving impediments to competition.

DESCRIPTION AND STATUS OF PRIVATE SECTOR COMPLAINTS

Tri-Met has received no private sector complaints regarding privatization in the past year.

PLANNING PROJECTS

A copy of fully allocated Tri-Met costs by route is attached (Attachment A). Tri-Met has actively sought to contract out additional bus service at each of the last three labor negotiations. Tri-Met estimates the district would save between 18% and 25% of fully allocated costs per vehicle hour by contracting with the private sector (See Attachment B).

PRIVATE ENTERPRISE PARTICIPATION POLICY

Dispute Resolution Process

A protest based upon Tri-Met's Private Enterprise Participation Policy must be received in writing by the Executive Director of Customer Services or his designee no later than 10 working days following any decision or recommendation. The decision of the Executive Director of Customer Services can be appealed by written communication to the General Manager or his designee within 10 working days of receiving notice of 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 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.

May 1993 (revised)

| Route Name | Vehicle Hours | Vehicle Miles | Peak Vehicles | Bus Day Equiv. | Subtotal | Overhead Ratio | Quarterly | Full Allocated Annual Costs | Full Cost/Veh Hr | Estimated Private Sector Costs |
|--------------------------|---------------|---------------|---------------|----------------|--------------|----------------|--------------|-----------------------------|------------------|--------------------------------|
| 61 OMSI | \$42,218 | \$10,998 | \$3,308 | \$8,005 | \$82,924 | \$17,045 | \$79,569 | \$318,278 | \$47.30 | \$238,374 - \$263,208 |
| 77 Broadway/Lovejoy | \$224,807 | \$96,071 | \$26,441 | \$38,969 | \$386,088 | \$105,254 | \$491,342 | \$1,965,368 | \$54.90 | \$1,471,968 - \$1,625,322 |
| 70 12th Avenue | \$190,112 | \$78,984 | \$23,136 | \$37,434 | \$327,645 | \$89,321 | \$418,966 | \$1,667,065 | \$55.04 | \$1,249,153 - \$1,379,293 |
| 63 Washington Park | \$26,507 | \$9,956 | \$3,305 | \$6,005 | \$45,774 | \$12,479 | \$58,253 | \$233,012 | \$55.15 | \$174,515 - \$192,697 |
| 8 15th Ave/Jackson Park | \$366,759 | \$161,570 | \$42,967 | \$65,393 | \$636,689 | \$173,571 | \$810,260 | \$3,241,039 | \$55.45 | \$2,427,366 - \$2,680,278 |
| 6 MLK Blvd | \$189,362 | \$76,745 | \$19,831 | \$30,628 | \$296,565 | \$80,848 | \$377,414 | \$1,509,655 | \$55.93 | \$1,130,660 - \$1,248,456 |
| 15 23rd Ave/Mt Tabor | \$444,128 | \$186,966 | \$59,493 | \$90,015 | \$780,602 | \$212,804 | \$993,405 | \$3,973,622 | \$56.14 | \$2,976,056 - \$3,286,110 |
| 82 Eastman/182nd | \$29,092 | \$15,246 | \$3,305 | \$4,204 | \$51,847 | \$14,134 | \$65,981 | \$263,926 | \$56.92 | \$197,668 - \$218,262 |
| 83 Hollywood | \$16,127 | \$5,518 | \$3,305 | \$4,204 | \$29,155 | \$7,948 | \$37,103 | \$148,411 | \$57.74 | \$111,153 - \$122,733 |
| 41 Fremont/PCC | \$327,454 | \$171,864 | \$39,662 | \$56,652 | \$595,632 | \$162,378 | \$758,010 | \$3,032,039 | \$56.10 | \$2,270,855 - \$2,507,439 |
| 5 Interstate/Hawthorne | \$565,200 | \$291,894 | \$72,713 | \$111,368 | \$1,041,175 | \$283,840 | \$1,325,015 | \$5,300,060 | \$58.84 | \$3,889,498 - \$4,363,050 |
| 22 Parkrose | \$63,698 | \$29,333 | \$9,915 | \$14,413 | \$117,360 | \$31,994 | \$149,354 | \$597,415 | \$58.84 | \$447,435 - \$494,051 |
| 20 Burnside | \$323,600 | \$172,294 | \$39,662 | \$61,122 | \$596,678 | \$162,663 | \$759,341 | \$3,037,365 | \$56.89 | \$2,274,843 - \$2,511,843 |
| 75 39th/Lombard | \$510,996 | \$287,101 | \$56,187 | \$91,150 | \$945,433 | \$257,739 | \$1,203,173 | \$4,812,691 | \$59.09 | \$3,604,480 - \$3,960,005 |
| 72 Killingworth/82nd | \$468,559 | \$269,720 | \$49,577 | \$81,941 | \$869,798 | \$237,120 | \$1,106,918 | \$4,427,673 | \$59.29 | \$3,316,119 - \$3,681,602 |
| 9 Broadway/Powell | \$411,652 | \$207,105 | \$59,493 | \$88,214 | \$766,464 | \$208,950 | \$975,413 | \$3,901,663 | \$59.47 | \$2,922,155 - \$3,226,593 |
| 19 Gilean/Woodstock | \$355,279 | \$186,584 | \$49,577 | \$71,999 | \$663,420 | \$180,656 | \$844,278 | \$3,377,112 | \$59.84 | \$2,529,298 - \$2,792,608 |
| 26 Stark | \$128,634 | \$72,480 | \$18,626 | \$22,754 | \$240,394 | \$65,535 | \$305,929 | \$1,223,718 | \$59.69 | \$916,507 - \$1,011,992 |
| 51 Council Crest | \$50,673 | \$21,695 | \$9,915 | \$13,479 | \$95,782 | \$26,106 | \$121,888 | \$487,474 | \$60.36 | \$365,095 - \$403,132 |
| 40 Johns L/Mocks Crest | \$196,130 | \$109,287 | \$26,441 | \$38,902 | \$370,760 | \$101,075 | \$471,835 | \$1,867,340 | \$60.36 | \$1,413,529 - \$1,560,794 |
| 67 Beaverton/CM | \$101,700 | \$57,412 | \$13,221 | \$20,419 | \$192,751 | \$52,547 | \$245,298 | \$961,194 | \$60.53 | \$734,868 - \$811,429 |
| 71 60th/122nd | \$390,009 | \$226,827 | \$49,577 | \$82,275 | \$748,688 | \$204,104 | \$952,791 | \$3,811,165 | \$61.31 | \$2,854,364 - \$3,151,762 |
| 97 Shuttle | \$8,530 | \$3,729 | \$3,305 | \$667 | \$16,432 | \$4,480 | \$20,911 | \$83,645 | \$61.62 | \$62,646 - \$69,173 |
| 4 Fessenden/Division | \$547,188 | \$305,003 | \$82,629 | \$121,177 | \$1,055,996 | \$287,881 | \$1,343,877 | \$5,378,506 | \$61.84 | \$4,026,003 - \$4,445,444 |
| 17 St. Helen/Holgate | \$369,547 | \$209,860 | \$56,187 | \$80,406 | \$716,001 | \$195,193 | \$911,194 | \$3,644,776 | \$61.88 | \$2,729,766 - \$3,014,161 |
| 54 BH Hwy | \$115,973 | \$61,973 | \$19,831 | \$27,892 | \$225,369 | \$61,439 | \$286,807 | \$1,147,230 | \$62.07 | \$859,221 - \$948,737 |
| 78 Bvtn-Lake Oswego | \$141,491 | \$66,848 | \$19,831 | \$27,892 | \$276,062 | \$75,259 | \$351,320 | \$1,405,282 | \$62.32 | \$1,052,490 - \$1,162,141 |
| 10 33rd Ave/Harold | \$209,115 | \$115,737 | \$36,357 | \$48,844 | \$410,053 | \$111,787 | \$521,840 | \$2,067,360 | \$62.63 | \$1,563,334 - \$1,726,207 |
| 56 Scholls Ferry | \$122,322 | \$68,942 | \$19,831 | \$28,826 | \$239,921 | \$65,406 | \$305,326 | \$1,221,311 | \$62.64 | \$914,704 - \$1,010,001 |
| 52 Farmington | \$104,064 | \$60,965 | \$16,526 | \$23,688 | \$205,244 | \$55,952 | \$261,196 | \$1,044,784 | \$62.99 | \$782,494 - \$864,017 |
| 1 Greeley/Vermont | \$179,865 | \$107,405 | \$29,748 | \$42,372 | \$359,388 | \$97,975 | \$457,363 | \$1,829,451 | \$63.82 | \$1,370,173 - \$1,512,921 |
| 23 San Raphael | \$46,442 | \$36,606 | \$6,610 | \$9,275 | \$82,933 | \$25,335 | \$108,268 | \$473,072 | \$63.91 | \$354,309 - \$391,222 |
| 59 Cedar Hills | \$134,868 | \$79,946 | \$23,136 | \$32,029 | \$269,979 | \$73,600 | \$343,579 | \$1,374,317 | \$63.93 | \$1,029,299 - \$1,136,535 |
| 12 Sandy/Barbur | \$514,936 | \$326,526 | \$79,323 | \$112,569 | \$1,033,354 | \$281,708 | \$1,315,062 | \$5,260,249 | \$64.09 | \$3,939,679 - \$4,350,127 |
| 20 Linwood | \$30,990 | \$16,777 | \$6,610 | \$8,406 | \$62,785 | \$17,116 | \$79,901 | \$319,602 | \$64.71 | \$239,367 - \$264,305 |
| 24 Hailey | \$78,970 | \$58,246 | \$9,915 | \$13,479 | \$160,610 | \$43,785 | \$204,395 | \$817,579 | \$64.96 | \$612,326 - \$676,123 |
| 43 Taylors Ferry | \$74,861 | \$44,677 | \$13,221 | \$19,484 | \$152,043 | \$41,449 | \$193,492 | \$773,969 | \$65.04 | \$579,666 - \$640,057 |
| 29 Lake-Webster | \$35,575 | \$22,119 | \$6,610 | \$8,406 | \$72,712 | \$19,822 | \$92,535 | \$370,139 | \$65.28 | \$277,217 - \$306,096 |
| 39 Lewis/Clark | \$32,247 | \$17,911 | \$6,610 | \$9,275 | \$66,043 | \$18,004 | \$84,047 | \$336,190 | \$65.41 | \$251,790 - \$278,023 |
| 27 Market/Main | \$45,471 | \$24,324 | \$9,915 | \$13,479 | \$93,189 | \$25,405 | \$118,594 | \$474,376 | \$65.46 | \$355,286 - \$392,300 |
| 62 Murray | \$55,603 | \$35,679 | \$9,915 | \$13,479 | \$114,677 | \$31,317 | \$146,194 | \$584,775 | \$65.75 | \$437,969 - \$483,596 |
| 45 Garden Home | \$97,918 | \$63,583 | \$16,526 | \$23,688 | \$201,715 | \$54,991 | \$256,706 | \$1,026,823 | \$65.80 | \$769,042 - \$849,163 |
| 34 River Road | \$38,062 | \$24,688 | \$6,610 | \$9,275 | \$78,636 | \$21,437 | \$100,073 | \$400,291 | \$65.98 | \$299,799 - \$331,033 |
| 33 McLoughlin | \$215,623 | \$140,233 | \$36,357 | \$53,382 | \$445,594 | \$121,476 | \$567,070 | \$2,268,278 | \$66.00 | \$1,698,634 - \$1,875,823 |
| 35 Oregon City | \$144,731 | \$100,013 | \$23,136 | \$33,030 | \$300,910 | \$82,033 | \$382,943 | \$1,531,772 | \$66.40 | \$1,147,225 - \$1,266,747 |
| 25 Gilean/Rockwood | \$29,567 | \$17,318 | \$6,610 | \$8,406 | \$61,902 | \$16,875 | \$78,778 | \$315,111 | \$66.87 | \$236,003 - \$260,591 |
| 57 Forest Grove | \$500,576 | \$342,225 | \$85,934 | \$126,248 | \$1,054,963 | \$287,604 | \$1,342,567 | \$5,370,349 | \$67.31 | \$4,022,139 - \$4,441,177 |
| 79 Canby | \$49,511 | \$38,401 | \$6,610 | \$10,209 | \$104,732 | \$28,552 | \$133,283 | \$533,134 | \$67.56 | \$399,292 - \$440,692 |
| 31 Estacada | \$177,802 | \$135,850 | \$26,441 | \$38,035 | \$378,128 | \$103,083 | \$481,211 | \$1,924,844 | \$67.92 | \$1,441,617 - \$1,591,809 |
| 32 Oakfield Rd | \$98,819 | \$68,131 | \$23,136 | \$29,427 | \$219,152 | \$59,842 | \$279,355 | \$1,117,419 | \$70.95 | \$836,894 - \$924,065 |
| 80 Greeham-Troutdale | \$34,152 | \$20,575 | \$9,915 | \$12,611 | \$77,254 | \$21,061 | \$98,315 | \$393,259 | \$72.25 | \$294,533 - \$325,218 |
| 58 Sunset Express | \$40,002 | \$35,886 | \$6,610 | \$8,406 | \$90,906 | \$24,782 | \$115,689 | \$462,754 | \$72.58 | \$346,581 - \$382,689 |
| 37 Tualatin | \$29,409 | \$22,432 | \$6,610 | \$8,406 | \$66,859 | \$18,227 | \$85,085 | \$340,341 | \$72.61 | \$254,900 - \$281,456 |
| 55 Raleigh Hills | \$35,101 | \$22,178 | \$9,915 | \$12,611 | \$79,806 | \$21,756 | \$101,562 | \$406,247 | \$72.62 | \$304,260 - \$335,959 |
| 89 Rock Creek | \$75,735 | \$52,911 | \$19,831 | \$25,223 | \$173,700 | \$47,353 | \$221,053 | \$884,211 | \$73.25 | \$662,232 - \$731,225 |
| 86 Boones Ferry | \$40,478 | \$31,866 | \$9,915 | \$12,611 | \$94,870 | \$25,863 | \$120,732 | \$482,930 | \$74.86 | \$361,692 - \$399,374 |
| 88 198th Avenue | \$98,977 | \$79,122 | \$26,441 | \$33,631 | \$238,171 | \$64,929 | \$303,100 | \$1,212,399 | \$76.85 | \$908,030 - \$1,002,631 |
| 84 Boring/Sandy | \$21,503 | \$24,960 | \$3,305 | \$4,204 | \$53,972 | \$14,714 | \$68,686 | \$274,743 | \$80.17 | \$205,770 - \$227,207 |
| 36 South Shore | \$41,899 | \$35,567 | \$13,221 | \$16,815 | \$107,502 | \$29,307 | \$136,809 | \$547,236 | \$81.95 | \$409,654 - \$452,554 |
| 81 Rockwood/257th | \$15,811 | \$10,053 | \$6,610 | \$8,406 | \$40,882 | \$11,145 | \$52,027 | \$206,109 | \$82.58 | \$155,864 - \$172,102 |
| 96 Wilsonville/Tualatin | \$91,072 | \$68,432 | \$26,441 | \$33,631 | \$239,576 | \$65,312 | \$304,888 | \$1,219,550 | \$84.02 | \$913,386 - \$1,006,545 |
| 68 Hillsboro-Tanasbourne | \$7,747 | \$5,799 | \$3,305 | \$4,204 | \$21,053 | \$5,740 | \$26,795 | \$107,180 | \$86.80 | \$80,273 - \$88,636 |
| 60 Leahy Road | \$12,649 | \$9,812 | \$13,221 | \$16,815 | \$52,497 | \$14,311 | \$66,808 | \$267,233 | \$132.56 | \$200,145 - \$220,996 |
| | \$10,147,694 | \$5,790,620 | \$1,520,367 | \$2,208,675 | \$19,667,355 | \$5,361,619 | \$25,028,974 | \$100,115,897 | \$61.90 | \$74,982,104 - \$82,793,958 |

ATTACHMENT B

A. Range of Savings from Contracted Service

Maximum

| | | |
|--|---------|-----------|
| Tri-Met Marginal Cost/Hr Maintenance included | \$38.50 | |
| Private Sector Costs* with Maintenance included | \$20.00 | - \$24.59 |
| Range of Savings | \$13.91 | - \$18.50 |
| Minus Administrative Costs | \$2.96 | |
| Total Savings/Hour: | \$10.95 | - \$15.54 |

Minimum

| | | |
|---|---------|-----------|
| Tri-Met Marginal Cost/Hr without Maintenance | \$35.26 | |
| Private Sector Costs* without Maintenance | \$17.00 | - \$21.59 |
| Range of Savings | \$13.67 | - \$18.26 |
| Minus Administrative Costs | \$2.96 | |
| Total Savings/Hour: | \$10.71 | - \$15.30 |

B. Tri-Met Administrative Costs per Platform Hour
(First Year Costs)

| | | | |
|---------------------------|--|---------|----------|
| Manager: | \$43,000 | * 1.4 = | \$60,200 |
| Analyst: | \$34,000 | * 1.4 = | \$47,600 |
| | \$107,800 /36,400 annual plat hours (3%) | | |
| Administrative Cost/Hour: | \$2.96 /platform hour | | |

* Based on current contracts with private providers

**Interim Conformity Determination
Portland Metropolitan Area RTP and FY 94-96 TIP**

I. INTRODUCTION

The Clean Air Act Amendment of 1990 (CAAA) required promulgation of a final rule containing criteria and procedures for determining conformity of local TIPs with the Clean Air Act. On June 7, 1991, EPA and USDOT issued interim criteria and procedures to assist agencies engaged in determining conformity. The Interim Conformity Guidance is the EPA/DOT interpretation of statutory provisions concerning interim criteria and procedures. The analysis described below conforms with this "Interim Conformity Guidance."

II. QUALITATIVE ANALYSIS

A. Background

The Interim Conformity Guidelines specify that a subjective analysis be performed to determine if Regional Transportation Plans (RTP) and Transportation Improvement Plans (TIP) conform to adopted air quality State Implementation Plans (SIP). This analysis is to demonstrate that both the RTP and its implementation program, the FY 94-96 TIP, generally enhance or expedite the implementation of transportation control measures (TCMs) identified in the SIP.

B. RTP/TIP Relationship

The revised RTP, adopted in January 1992, is the "umbrella document" which integrates the various aspects of regional transportation planning into a consistent coordinated process. It identifies the long-range (20-year) regional transportation improvement strategy and 10-year priorities established by JPACT and defines regional policies, goals, objectives and system plan elements.

The TIP relates to the RTP as an implementing document, identifying improvement projects consistent with the RTP that are authorized for funding within a five-year time frame. Projects are identified for funding in the TIP at the request of local jurisdictions, Tri-Met and ODOT. These capital improvements must be consistent with the RTP policies, system element plans and identified criteria in order to be eligible for inclusion into the TIP for funding. All projects are retained in the RTP until implemented or a No-Build decision is reached, thereby providing a permanent record of proposed improvements. It is from proposed improvements

found to be consistent with the RTP that projects appearing in the TIP and its three-year Approved Program are drawn.

C. Analysis

1. Consistency with the Most Recent Mobile Source Emissions Estimates.

Requirement: The CAAA requires that TIP conformity determinations "are consistent with most recent estimates of mobile source emissions." These emission estimates, in turn, must be based on the most recent population, employment, travel and congestion estimates.

Finding: In the quantitative analysis discussed below, attainment and milestone year projections for travel, congestion and emissions are forecast from a 1990 baseline incorporating population and employment estimates for that year. Those estimates provide the basis for subsequent travel forecast modeling using Metro's EMME/2 transportation software package and emissions modeling using MOBILE 5A.

2. No Negative Impacts on TCMs.

Requirement: The Interim Conformity Guidance requires MPO assurance that no goals, directives, recommendations or projects in the RTP or TIP "contradict in a negative manner any specific requirements or commitments" (TCMs) in the SIP.

Finding: Metro and ODOT have reviewed the list of TCMs (listed in Section II.C.3 below) and have determined that neither the RTP nor TIP will negatively contradict specific TCM commitments identified in the SIP.

3. Expeditious Implementation of TCMs.

Requirement: The Interim Conformity Guidance also requires MPO assurance that the RTP provides for "expeditious implementation" of the TCMs included in the SIP described sufficiently to direct specific, committed actions. This assurance requires the compliance of DEQ, the state air quality agency responsible for submitting the SIP to the Environmental Protection Agency.

Relevant SIP Section: Two sections of the Oregon SIP relate to the Oregon portion of the Portland-Vancouver Interstate Air Quality Maintenance Area: Section 4.2 (Carbon Monoxide) and Section 3.4 (Ozone). Included in those sections are a listing of implemented and committed TCMs. Included in this section is a listing of TCMs and their current status.

Finding: Metro and ODOT, in consultation and concurrence with DEQ, have reviewed the status of all committed TCMs in the Ozone and CO components of the SIP and have determined all to have been implemented. It should be noted that certain TCMs included in Section 4.3 (Ozone) were included despite being determined at the time not to be required to achieve the National Ambient Air Quality Standards (NAAQS). For Carbon Monoxide (Section 4.2), only the Downtown Portland Air Quality Plan, among the identified additional TCMs, was determined to be necessary for attainment.

The status of all required and non-required committed TCMs are described below:

Section 4.3.3.4 (Ozone) and Section 4.2.4.2 (CO) Required Commitments:

- a. Inspection/Maintenance
- b. Improved Public Transit
 - Downtown Transit Mall
 - Bus Purchases
 - Bus Shelters
 - Fareless Square
- c. Exclusive Bus and Carpool Lanes
- d. Areawide Carpool Programs
- e. Long-Range Transit Improvements (Banfield LRT)
- f. Park-and-Ride Lots
- g. Employer Programs to Encourage Carpooling and Vanpooling
- h. Traffic Flow Improvements

- i. Bicycle Program
- j. I-5 North Rideshare Program
- k. Emission Standards for Industrial Sources

All of these required committed TCMs have been implemented.

Section 4.3.3.5 (Ozone) Non-Required Commitments

- a. Transit Improvements
- b. Bus Purchases
- c. Transit Fare Incentives
- d. Ramp Metering
- e. Traffic Flow Improvements
- f. McLoughlin Corridor Rideshare Program
- g. Employee Bicycle Planning Project
- h. State Legislation to Encourage Ridesharing
- i. Shop-and-Ride Program
- j. City of Portland Bicycle Parking Program
- k. Employee Flexible Working Hours Program
- l. Traffic Signal System Project
- m. Downtown Portland Air Quality Program
- n. City of Portland Employee Travel

All of these additional TCMs have been implemented.

Section 4.2.4.3 (Carbon Monoxide) Additional Commitments

- a. McLoughlin Corridor Rideshare Program

- b. Employee Bicycle Planning Project
- c. State Legislation to Encourage Ridesharing
- d. Shop-and-Ride Program
- e. City of Portland Bicycle Parking Program
- f. Employee Flexible Working Hours Program
- g. Traffic Signal System Project
- h. Downtown Portland Air Quality Plan
- i. City of Portland Employee Travel

All of these additional TCMs have been implemented.

Note: Metro, in conjunction with Oregon DEQ will be revising the SIP beginning in FY 94. The update will be submitted as a Declaration of Attainment and will include a required Long-term Maintenance Plan. That plan will include additional TCM's, or other air quality control measures, as necessary. Additionally, the FY 94-96 TIP identifies the region's CMAQ program intended to implement projects that maximize air quality benefits.

4. Qualitative Conformity Determinations

Requirement: Finally, related to a qualitative analysis, the Interim Conformity Guidance requires MPO determination that the RTP will generally conform to the SIP by supporting its broad intentions of achieving and maintaining the NAAQS.

Findings: The Regional Transportation Plan (RTP) is prepared by Metro. Metro also was designated by Governor Straub on December 12, 1978 (and reconfirmed by Governor Roberts in 1991) as the lead agency for development of both the CO and Ozone SIP revisions for the Portland AQMA. SIP provisions are integrated into the RTP as described below, and by extension into subsequent TIPs which implement the RTP.

The scope of the RTP requires that it possess a guiding vision which recognizes the inter-relationship among (a) providing adequate levels of mobility, (b) allocating finite fiscal resources and (c)

protecting the region's environmental quality. As such, the RTP sets forth three major goals:

No. 1 - To provide adequate levels of mobility on the transportation system;

No. 2 - To provide adequate mobility at a reasonable total cost; and

No. 3 - To provide adequate mobility with minimal environmental impact and energy consumption.

Three objectives of Goal No. 3 directly support achievement of National Ambient Air Quality Standards (NAAQS):

1. To ensure consideration of applicable environmental impact analyses and practicable mitigation measures in the RTP decision-making process.
2. To minimize, as much as practical, the region's transportation-related energy consumption through improved auto efficiencies and increased use of transit, carpools, vanpools, bicycles and walking.
3. To maintain the region's air quality.

Performance Criteria: Hydrocarbon emissions by transportation-related sources, in combination with stationary source emissions, should not result in the federal ozone standard of .12 ppm being exceeded. Areas which experience concentrations of Carbon Monoxide emissions resulting from transportation-related sources (i.e., downtown Portland) should not exceed the federal standard of 9 ppm. The three-year Approved Program Element of the region's Transportation Improvement Program (TIP) should be consistent with the SIP for air quality.

These objectives are achieved through a variety of measures affecting transportation system design and operation. The plan sets forth objectives and performance criteria for the highway and transit systems and for transportation demand management (TDM).

The highway system is functionally classified to ensure a consistent, integrated, regional highway system of principal routes, arterials and collectors. Acceptable level-of-service standards are set for maintaining an efficient flow of traffic. System performance is emphasized in the RTP with priority given to transportation system management (TSM) measures.

The transit system is similarly designed in a hierarchical form of regional transitways, radial trunk routes and feeder bus lines. Standards for service accessibility and system performance are set. Park-and-ride lots are emphasized to increase transit use in suburban areas.

The RTP also sets forth an aggressive demand management program to reduce the number of automobile and person trips being made during peak travel periods and to help achieve the region's goals of reducing air pollution and conserving energy. Three TDM objectives are put forth: (1) minimize travel by single occupant automobile and maximize travel by alternative modes; (2) minimize travel during peak hours; and (3) minimize trip length. Program design criteria are made in the areas of parking management, rideshare programs, land use plan compatibility, flexible work schedules and bicycling.

In conclusion, review by Metro and the Oregon Department of Transportation of the ozone and carbon monoxide portions of the SIP and RTP, including the FY 1994-96 TIP, has determined that the RTP is in conformance with the SIP in its support for achieving the NAAQS. Subsequently, both the RTP and FY 1994-96 TIP comply with the qualitative guidelines as stated in the EPA/FHWA/FTA Interim Conformity Guidance.

III. QUANTITATIVE ANALYSIS

A. Background

A finding of conformity with the Interim Conformity Guidance requires that a quantitative analysis be conducted, if possible, for both the RTP and TIP. The quantitative analysis requires development of baseline and forecast-year (attainment and milestone) link-based systems and travel networks and an emissions analysis using MOBILE 5A. The Portland metropolitan area has the capability to perform such a quantitative analysis.

To determine conformity, Metro must show that both the RTP and TIP contribute to annual emissions reductions. During the interim period for the proposed TIP (referred to as Phase I), "contributes" means that implementation of the TIP/RTP network will decrease emissions in the future relative to emissions over the same period without implementing planned network improvements, but assuming relative increases of population, employment and related travel demand. The resulting conformity determination is a series of Build/No-Build comparisons of air quality in various years to confirm that fewer emissions would result from building planned improvements than would otherwise occur given expected population and employment increases in the Region through time.

B. Analysis

1. Define the Baseline, or "No-Build" Scenario.

Requirement: The Interim Conformity Guidance defines the baseline scenario as the "No-Build" situation consisting of the existing system, the completion of projects under construction in 1990 and the continuance of ongoing TDM/TSM or other similar programs. The No-Build scenario should exclude projects with no impact on regional emissions (as described in the interim guidance).

Finding: The baseline scenario (i.e., No Build) was assumed to be the year 1990 for this analysis. This simulation consists of the 1990 system, the completion of projects under construction at that time, and the continuation of ongoing TDM/TSM programs.

2. Define the "New TIP" and RTP Scenarios.

Requirement: The Interim Conformity Guidance for the TIP defines this as the "build" situation resulting from implementation of all federal projects scheduled in the TIP; non-federal projects required by state law to be in the TIP; and non-federal projects with clear funding sources or commitments and a completion date consistent with the analysis year. The design concept and scope of all projects must be described in sufficient detail to estimate emissions. The Build situation for the RTP is essentially the situation resulting from implementation of the 20-year recommended network.

Finding: The base year network (i.e., No Build) was assumed to be 1990 as described above. TIP and RTP "Build" networks were developed which reflect conditions for 1993, 1995, 1996, 2000 and

2010. The definition for each network is provided in Appendix A. The 1993 Network has been reviewed to assure that all projects indicated are complete. Some projects previously assumed to have been completed by 1993 were not completed and have been moved to the 1995, or 1996 networks as appropriate.

3. Perform the Emissions Impact Analysis.

Requirement: The Interim Conformity Guidance defines the analysis as estimating the difference in areawide emissions -- VOC (Ozone) and CO -- between the TIP Build and RTP with the No-Build scenarios. For each pollutant, the emissions comparisons should be done for two future years and a third year beyond attainment for the TIP, and 2010 for the RTP as follows:

| <u>TIP</u> | <u>RTP</u> |
|---|---|
| <ul style="list-style-type: none">• 1993 - Ozone• 1995 - CO• 1996 - Ozone• 2000 - CO | <ul style="list-style-type: none">• 2010 - CO & Ozone |

Data for 2000 is necessary for a TIP CO emissions comparison since 1995 is both an "attainment" and "milestone" year for the Portland region.

The methodology used to prepare the emissions forecast prepared in 1993 for the FY 94-96 TIP and the RTP differs substantially from that used to forecast emissions in 1992 for the FY 93 TIP and RTP. Metro discontinued use of the zone-based travel forecast model previously used and adopted a link-based travel forecast model. Additionally, Metro employed the MOBILE 5A model for calculation of emissions resulting from predicted travel.

Finding: Table 1 provides a summary of the emissions for each analysis year (see also Exhibits 1 through 4).

4. Determine Conformity.

Requirement: The Interim Conformity Guidance defines a quantitative conformity determination for both the TIP and RTP. The TIP contributes to emissions reductions if emissions from the

Table 1
Emission Summary
(kg/day)

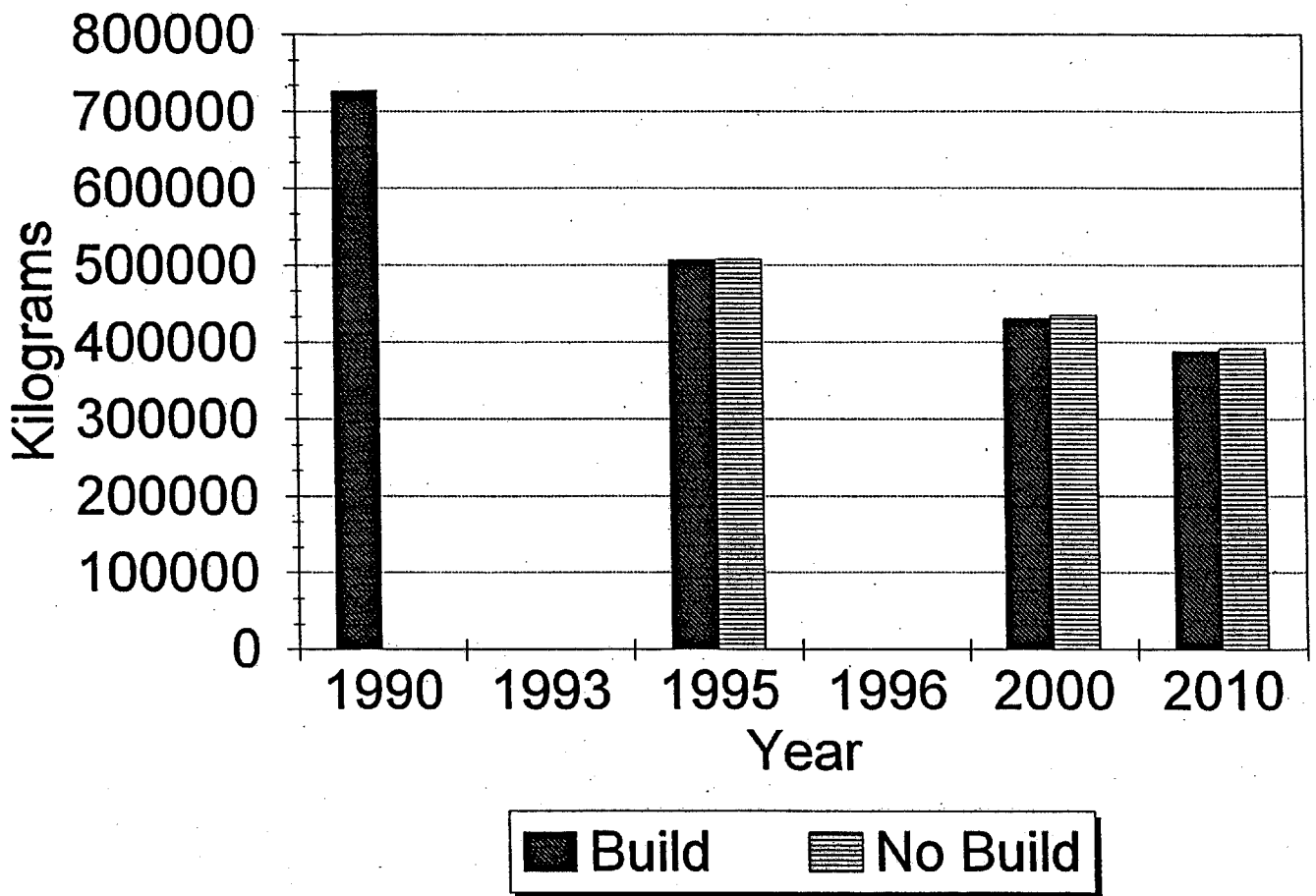
| <u>Base Scenario</u> | <u>Winter CO</u> | <u>Ozone</u> | | |
|----------------------|----------------------|----------------------|----------------------|----------------------------------|
| | | <u>Summer CO</u> | <u>Summer HC</u> | <u>Summer NO_x</u> |
| 1990 No Build | 726,697 | 499,710 | 156,604 | 68,950 |
| <u>TIP</u> | | | | |
| 1993 Build | X | 393,408 | 67,693 | 65,392 |
| 1993 No Build | X | 394,494 | 67,820 | 65,492 |
| 1995 Build | 506,176 | X | X | X |
| 1995 No Build | 507,465 | X | X | X |
| 1996 Build | X | 369,703 | 57,874 | 62,021 |
| 1996 No Build | X | 372,238 | 58,168 | 62,196 |
| 2000 Build | 430,676 | X | X | X |
| 2000 No Build | 434,710 | X | X | X |
| <u>RTP</u> | | | | |
| 2010 Build | 388,069 | 327,037 | 53,988 | 56,633 |
| 2010 No Build | 391,795 | 330,183 | 54,305 | 56,908 |

Build scenario are less than those from the No-Build scenario for the "two end-point years" for both CO and Ozone. There also must be a logical basis for expecting less emissions in each intervening year. The RTP must be determined not to increase the frequency or severity of existing violations to satisfy Section 176 (c)(1)(B)(ii) of the Act (essentially, the RTP must be found to contribute to emission reductions).

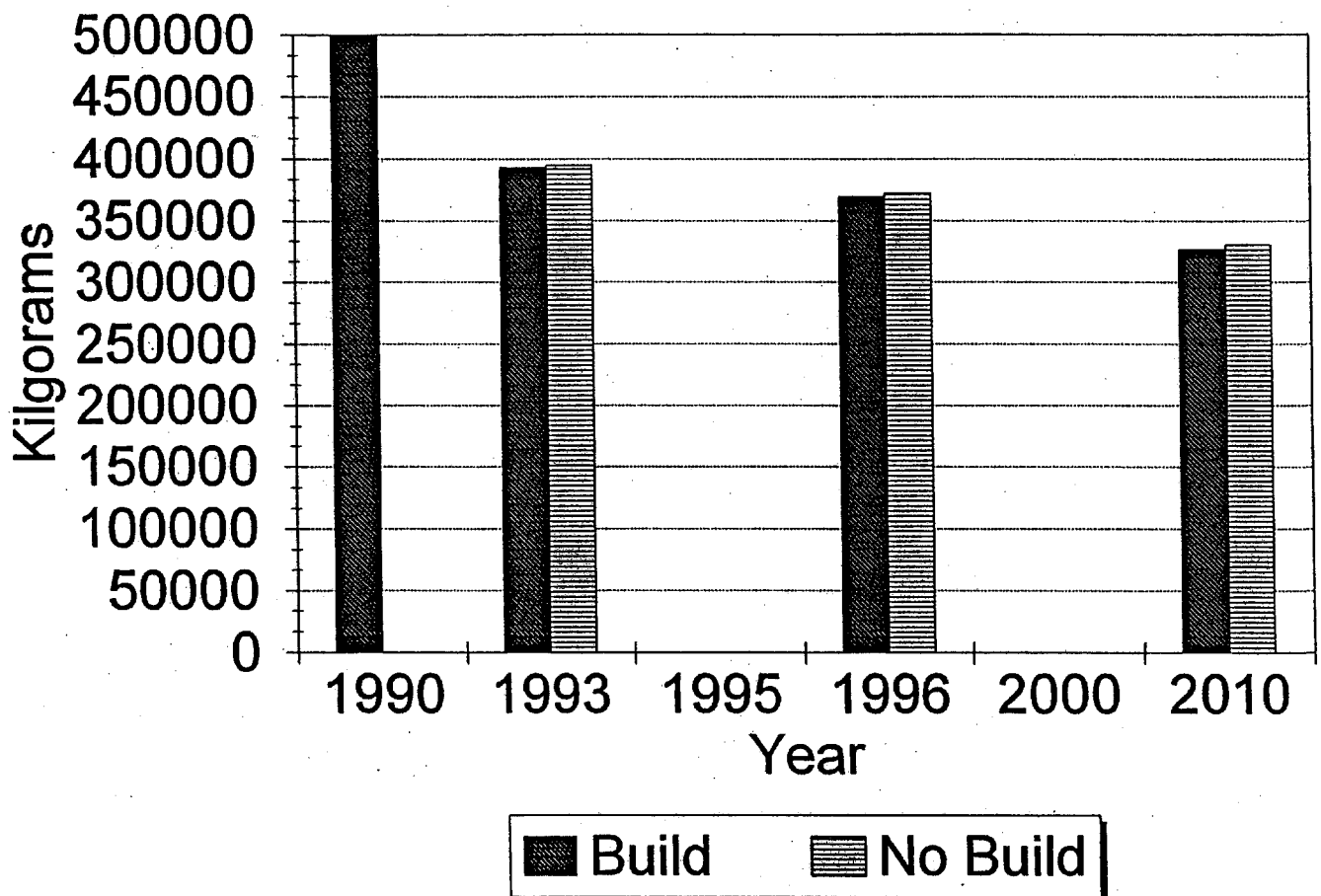
Finding: The data in Table 1 indicates that the TIP is in conformity. The amount of pollutants steadily decreases from the 1990 to 2000 conditions. In addition, emissions calculated for the Build conditions in each analysis year are less than those in the No Build.

The data also indicate the RTP is in conformity. The 2010 emissions are less than in 1990. In addition, winter CO for the 2010 conditions is less than in 1990. Emissions for the TIP/RTP Build condition are less than the No-Build condition for all pollutants in all years.

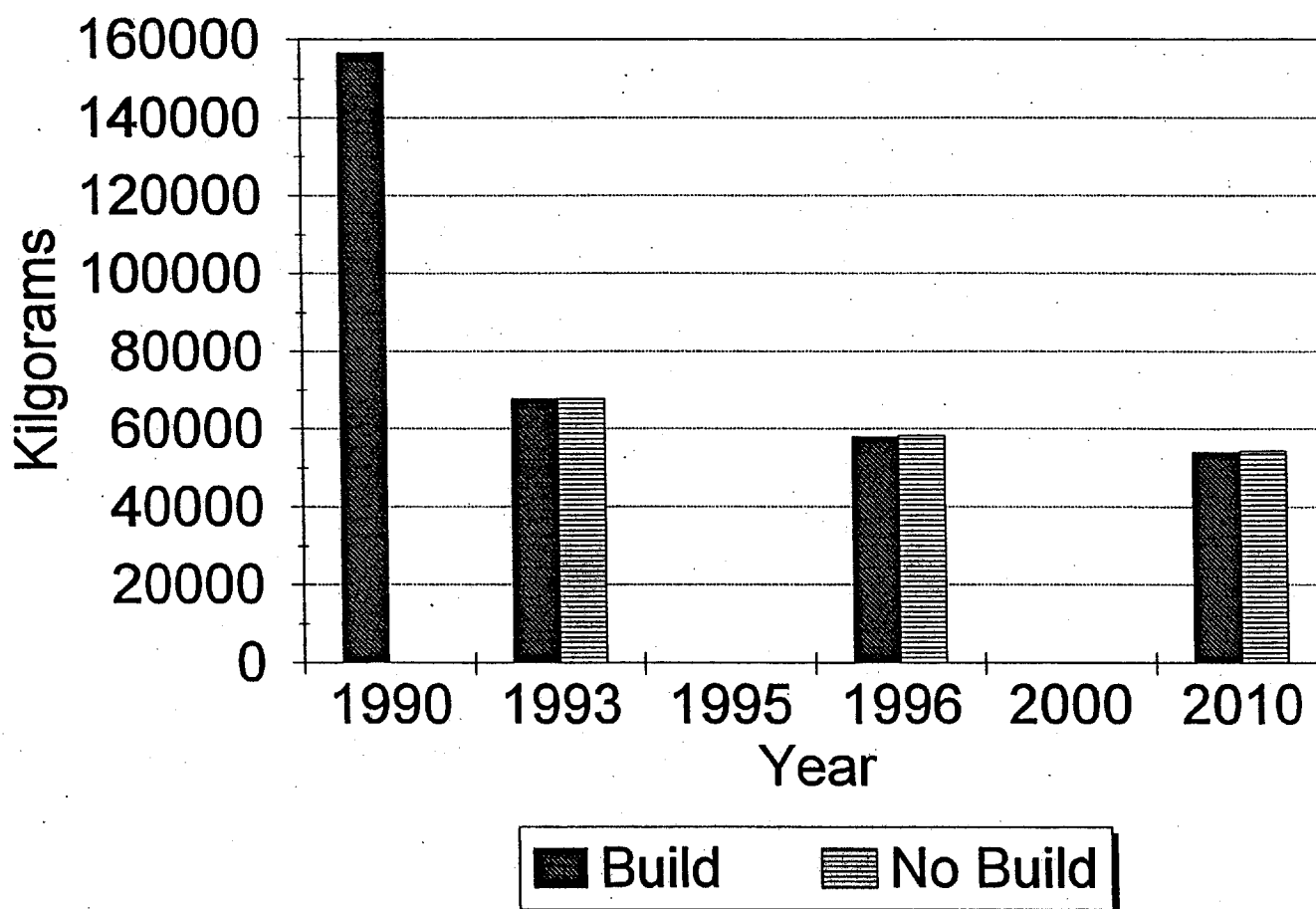
Winter CO Emissions



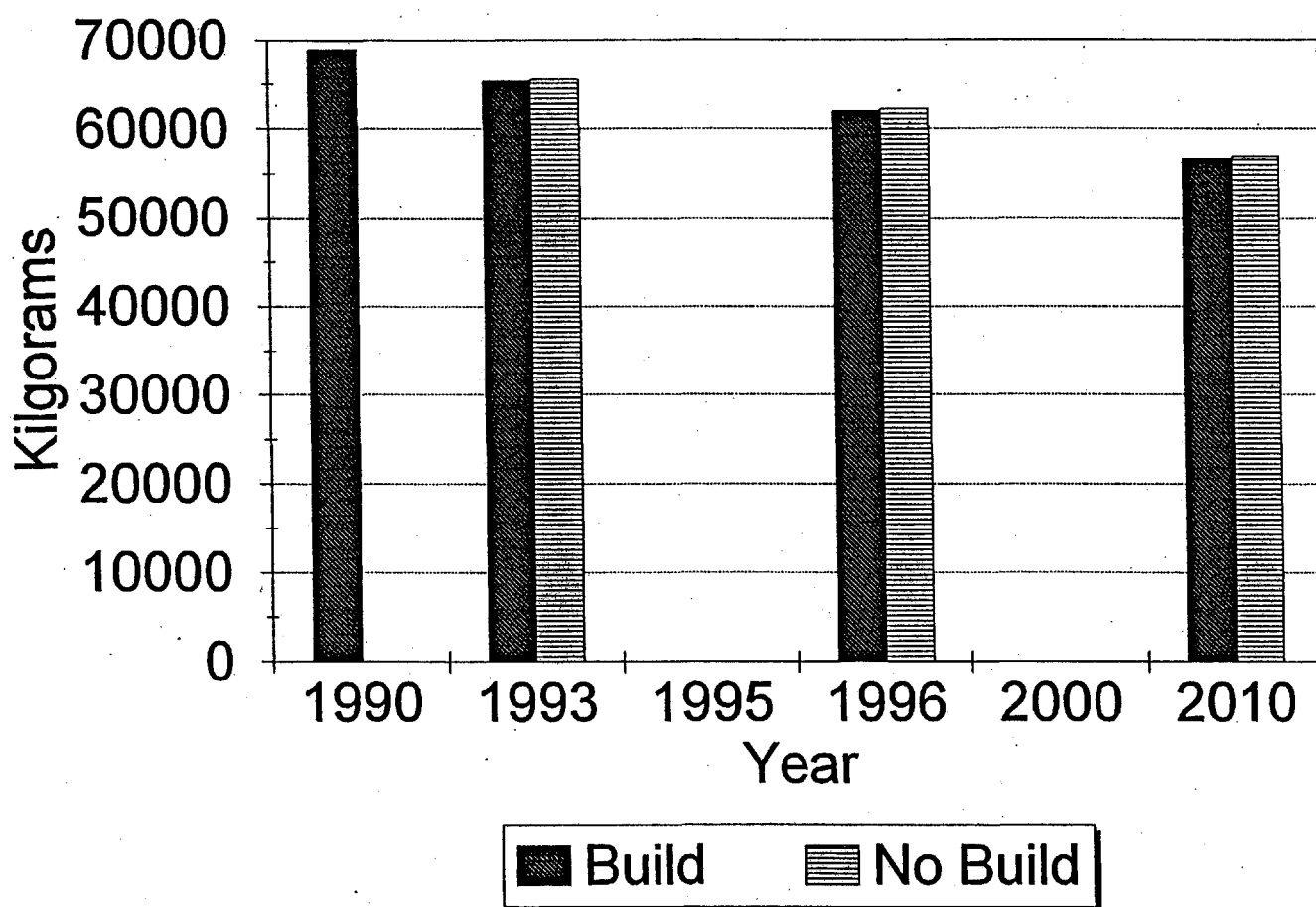
Summer CO Emissions



Summer HC



Summer NOx Emissions



CONFIRM94.RPT
August 10, 1993
MH:tw/lmk

RTP Project List for 1990 through 2010

| TIP # | Project | Description | 1990 | 1993 | 1995 | 1996 | 2000 | 2010 |
|-------------------------|--|---|-----------|-----------|------|----------|------|-----------|
| Arterials | | | | | | | | |
| Multnomah County | | | | | | | | |
| 936 | 162nd Ave.: Burnside to Glisan | Widen to 5 lanes | 1600 | 1800 | | | | |
| 936 | 181st Ave.: I-84 to Sandy Blvd. | Widen to 5 lanes | 900 | 2400 | | | | |
| LOC | 1st: Burnside to 256th | Upgrade | 700 | | 900 | | | |
| 864 | 207th Connector: I-84 to Glisan/223rd | New facility -- 5 lanes | - | | | 2200 | | |
| RTP | 223rd Ave.: Glisan to Marine Dr. | Widen to 3 lanes | 900 | | | | | 1200 |
| 864 | 223rd Ave.: Glisan to MKC | Widen to 3 lanes | 900 | 1100 | | | | |
| 936 | 223rd Ave.: Stark to Glisan | Widen to 5 lanes | 1800 | 1800 | | | | |
| 936 | 238th/242nd Ave.: Arata to Glisan | Widen to 4 lanes | 900 | 1400/1800 | | | | |
| 138 | 242nd Ave. & Glisan | Add turn lanes | 1800 | 1800 | | | | |
| 138 | 242nd Ave.: 23rd to Division | Widen to 5 lanes | 900 | 1800 | | | | |
| 936 | 242nd Ave.: Powell to Burnside | Under construction -- see 1996 projects | 1000 | | 900 | | | |
| 936 | 242nd Ave.: Powell to Burnside | Widen to 5 lanes | 1000 | | | 1800 | | |
| 936 | 257th Ave.: 1st to Division | Widen to 5 lanes | 900 | | 1800 | | | |
| 139 | 257th Ave.: Powell Valley to 1st | Widen to 5 lanes | 900 | | 1800 | | | |
| RTP | 60th Ave.: Columbia Blvd. to Lombard St. | New Overpass | 900 | | | | 2000 | |
| 860 | Airport Way: I-205 to 122nd Ave. | Widen to 5 lanes | 1200/2400 | 2400 | | | | |
| 858 | Airport Way: I-5 to Sandy | New facility -- 5 lanes | - | 2400 | | | | |
| RTP | Barbur Blvd.: Hamilton to B.H. Hwy. | SB climbing lane | 2400 | | | | | 3600/3800 |
| RTP | Barbur Blvd.: SW 3rd to 49th Ave. | TSM | 1800/2400 | | | | | 2400 |
| RTP | Bertha: Vermont to Barbur Blvd. | Upgrade | 900 | | | | | 1200 |
| 936 | Burnside & 242nd Ave. | Left turn lanes | 1000 | 1200 | | | | |
| RTP | B.H. Hwy.: Barbur Blvd. to Terwilliger | WB climbing lane | 1400/700 | | | | | 1400 |
| 936 | Division & Troutdale Rd. | Add turn lanes | 700/900 | | | 800/1000 | | |
| 936 | Foster Rd.: 122nd to 128th Ave. | Widen to 5 lanes | 900 | 1800 | | | | |
| 936 | Foster Rd.: 128th to 136th Ave. | Widen to 5 lanes | 900 | 1800 | | | | |
| RTP | Foster: 135th Ave. to Jenne Rd. | Widen | 900 | | | | | 1200 |
| RTP | Glisan St.: 223 Ave. to 242nd Ave. | Widen to 3-5 lanes | 900 | | | | | 1800 |
| 911 | Graham Rd.: Columbia Scenic Hwy. to I-84 | Widen too 5 lanes | 1800 | 1800 | | | | |
| RTP | Halsey St.: 202nd Ave. to Columbia Hwy. | Widen to 3 lanes | 900 | | | | | 1200 |
| 936 | Halsey & 238th Ave. | Signal upgrade, turn lane | 1400 | | | 1600 | | |
| 936 | Halsey: 190th to 201st | Widen to 5 lanes | 900 | 1800 | | | | |
| 936 | Hogan & Johnson Creek Bridge | Realignment | 700 | 900 | | | | |
| RTP | Jenne Rd.: Foster Rd. to powell Blvd. | Widen | 700 | | | | | 900 |
| RTP | Kane: Division to Palmquist | Widen to 3 lanes | 900 | | | | | 1800 |

| | Project | Description | 1990 | 1993 | 1995 | 1996 | 2000 | 2010 |
|-----|---|-----------------------------------|---------|------|------|------|------|----------|
| RTP | Lombard/Burgard: Fessenden to Columbia Blvd. | Widen to 5 lanes | 900 | | | | | 1800 |
| RTP | McLoughlin: Harold to Tacoma | Widen to 6 lanes | 3600 | | | | | 4500 |
| RTP | McLoughlin: Ross Is Br. to Harold | Widen to 6 lanes plus reversible | 4500 | | | | | 5500 |
| RTP | Mt. Hood Parkway: I-84 to Hwy 26 | New primary connection. (Hogan) | 1800 | | | | | 4000 |
| 298 | N. Marine Drive: Rivergate to I-5 | Widen to 4 lanes | 1200 | 2400 | | | | |
| RTP | Orient Dr.: US 26 to 267th Ave. | Widen to 3 lanes | 900 | | | | | 1400 |
| 936 | Orient & 282nd | Widen to 3 lanes approaches | 700/900 | 900 | | | | |
| RTP | Powell Blvd.: I-205 to Eastman | Widen to 5 lanes | 900 | | | | | 1800 |
| RTP | Sandy Blvd.: I-205 to 244th Ave. | Widen to 3 lanes | 1200 | | | | | 1800 |
| RTP | South Shore Arterials: 122nd, 148th, 158th N of Sandy | Widen | 1800 | | | | | 900/1800 |
| 844 | Stark St.: 223rd to 242nd Ave. | Widen to 5 lanes | 1800 | 1800 | | | | |
| 134 | Tacoma St. & 99E I/C: 17th to 32nd Ave. | Upgrade | 700/900 | | 1200 | | | |
| 360 | Terwilliger Bridge | New overpass structure -- 2 lanes | 700 | | 900 | | | |

| | Project | Description | 1990 | 1993 | 1995 | 1996 | 2000 | 2010 |
|-------|---|---------------------------|----------|------|------|------|-----------|----------|
| | Washington County | | | | | | | |
| RTP | 110th Ave.: B.H. Hwy. to Canyon Rd. | Widen to 3 lanes | 1200 | | | | | 1800 |
| RTP | 110th: E/W Arterial to Canyon Rd. | Widen to 3 lanes | 500 | | | | | 900 |
| LOC | 121st Ave.: Scholls to N. Dakota | Widen to 3 lanes | 700 | 900 | | | | |
| LOC | 125th Ave.: Brockman to Hall Blvd. | New facility -- 3 lanes | -- | | 900 | | | |
| LOC | 125th to 121st Connector: N of Scholls | New facility -- 3 lanes | -- | | | 900 | | |
| RTP | 155th Ave.: Beard to Weir | Widen to 3 lanes | 500 | | | | 900 | |
| RTP | 155th Ave.: Davis to Hart Rd. | Widen to 3 lanes | 500 | | | | 900 | |
| LOC | 155th Ave.: Sexton Mtn. to Hart Rd. | Widen to 3 lanes | 500 | | 900 | | | |
| LOC | 155th: Beard to Sexton | Widen to 3 lanes | 500 | 900 | | | | |
| RTP | 170th Ave.: Farmington to Merlo | Widen to 3 lanes | 700/900 | | | | | 900/1200 |
| 937 | 185th Ave.: Rock Creek to TV Hwy. | Upgrade | 1800 | 2400 | | | | |
| MSTIP | 185th Ave.: Bronson to Tamarack | Widen to 3 lanes | 700 | | 900 | | | |
| RTP | 216th/219th Ave.: TV Hwy. to Cornelius Pass | Widen to 5 lanes | 900/1200 | | | | | 2400 |
| RTP | 229th/231st Ave.: Evergreen to Baseline | Widen to 3 lanes | 700 | | | | | 1200 |
| RTP | 99W: Main to Tualatin Rd. | TSM | 1800 | | | | | 2100 |
| RTP | Allen Blvd.: Hwy. 217 to Western | Widen to 5 lanes | 1800 | | | | 2000 | |
| RTP | Allen Blvd.: Lombard to King | Widen to 5 lanes | 1800 | | | | 2000 | |
| RTP | Allen Blvd.: Menlo to Main | Widen to 5 lanes | 1800 | | | | 2000 | |
| 93 | Allen Blvd.: Murray to Menlo | Widen to 5 lanes | 1800 | | | 2000 | | |
| RTP | Barnes Bxt.: Cedar Hills to Cornell Rd. | Widen to 5 lanes | 900/1200 | | | | | 1800 |
| 95 | Barnes Rd.: Cedar Hills to Cornell | New facility | -- | | 1200 | | | |
| RTP | Barnes Rd.: Hwy. 217 to Cedar Hills Rd. | Widen to 5 lanes, realign | 900 | | | | | 1800 |
| RTP | Barnes Rd.: Miller to Leahy | Widen to 5 lanes | 900 | | | | 1800 | |
| 937 | Baseline Rd.: 158th to 170th Ave. | New facility -- 5 lanes | -- | | | 1200 | | |
| 937 | Baseline Rd.: 170th to 185th Ave. | Widen to 5 lanes | 700/900 | | | 1200 | | |
| 937 | Baseline Rd.: Brookwood to 231st Ave. | Widen to 3 lanes | 900 | | | 1000 | | |
| RTP | Baseline: 211th to 231st Ave. | New alignment | 900 | | | | 1200/1800 | |
| MSTIP | Beef Bend Rd.: 99W to 125th | Widen to 3 lanes | 700 | | | 900 | | |
| MSTIP | Beef Bend Rd.: 131st to 99W | Widen to 3 lanes | 700 | | | 900 | | |
| RTP | Beef Bend Ext.: Scholls to 99W | 2-lane upgrade | 700 | | | | | 900 |
| 937 | Beef Bend Ext.: to Edv | New Facility -- 3 lanes | -- | 900 | | | | |
| LOC | Bonita Rd.: Hall to Fanno Creek Bridge | Widen to 3 lanes | 700 | 900 | | | | |
| RTP | Boones Ferry: Tualatin Riv. Br. to Sagert | Widen to 3 lanes | 900 | | | | | 1200 |
| RTP | Brookwood: Baseline Rd. to TV Hwy. | Widen to 3 lanes | 700 | | | | | 900 |
| RTP | Brookwood: Cornell Rd. to Baseline Rd. | New facility -- 3 lanes | -- | | | | | 1200 |

| | Project | Description | 1990 | 1993 | 1995 | 1996 | 2000 | 2010 |
|-------|---|-------------------------------------|--------------|------|------|------|------|------|
| 25 | B.H. Hwy. & Hwy 217 | Widen to 6 lanes | 1800 | 2000 | | | | |
| 240 | Canyon Rd.: 117th to Hwy. 217 | Widen to 6 lanes w/access control | 1800 | | 2700 | | | |
| 238 | Cedar Hills: TV Hwy. to Hall Blvd. | Widen to 5 lanes | 1800 | | | | | 2400 |
| 867 | Cornelius Pass Rd.: Sunset Hwy. to W. Union | Widen to 5 lanes | 1200 | | | | | 2400 |
| MSTIP | Cornell Rd.: 158th to Barnes Rd. | Widen to 3 lanes | 900 | | | 1200 | | |
| MSTIP | Cornell Rd.: 185th to 158th Ave. | Widen to 5 lanes | 900 | | | | 2100 | |
| 171 | Cornell Rd.: Cornelius Pass to John Oleson | Widen to 5 lanes | 700 | | 2400 | | | |
| LOC | Davis Rd.: Murray to 155th Ave. | Widen to 3 lanes | 700 | | | 800 | | |
| RTP | Dennev Rd.: Hwy. 217 to Scholls | Widen to 3 lanes | 900 | | | | 1000 | |
| 937 | Durham Rd.: 99W to Hall Blvd. | Widen to 3 lanes | 900 | 1100 | | | | |
| 937 | Durham: Boones to 72nd | New facility -- 3 lanes | -- | 900 | | | | |
| 937 | Durham: Hall to Boones | Widen to 3 lanes | 900 | | | 1000 | | |
| MSTIP | E Main: 24th to Brookwood | Widen to 3 lanes | 700 | | 900 | | | |
| MSTIP | E Main: 10th to 24th | Widen to 3 lanes | 700 | | | | 900 | |
| MSTIP | Evergreen: Shute Rd. to 25th | Widen to 3 lanes | 900 | 1200 | | | | |
| RTP | E/W Arterial: 117th to 110th Ave. | New facility -- 5 lanes | -- | | | | | 1800 |
| RTP | E/W Arterial: Cedar Hills to Watson/Hall | New facility -- 5 lanes | -- | | | | | 1800 |
| RTP | E/W Arterial: Hall Blvd. to 117th Ave. | New facility -- 5 lanes | -- | | | | | 1800 |
| RTP | E/W Arterial: Hocken to Cedar Hills | New facility -- 5 lanes | -- | | | | | 1800 |
| RTP | E/W Arterial: Hocken to Murray Blvd. | Widen to 5 lanes | 900 | | | | | 1800 |
| 934 | Farmington Rd.: 209th to 185th | Widen to 3 lanes | 900 | | | | 1200 | |
| MSTIP | Farmington Rd.: Murray to 185th | Widen to 5 lanes | 900 | | | | 2400 | |
| 934 | Farmington Rd.: Murray to Hocken | Widen to 5 lanes | 1400 | | | | 1800 | |
| LOC | Greenburg Rd.: 99W to Cascade | Widen to 3 lanes | 900 | 1100 | | | | |
| RTP | Greenburg Rd.: Tiedman to Hall Blvd. | Widen to 5 lanes | 900 | | | | 1800 | |
| RTP | Greenway & Hall Blvd. | Add turn lanes to Greenway approach | 700 | | | | 900 | |
| 830 | Hall Blvd.: Allen to Greenway | Widen to 5 lanes | 1800 | 1800 | | | | |
| RTP | Hall Blvd.: Scholls to Durham Rd. | Widen to 3 lanes | 700/900/1200 | | | | | 1200 |
| RTP | Hart Rd.: Murray Blvd. to 155th Ave. | Widen to 3 lanes | 700 | | | | 800 | |
| RTP | Jenkins: Murray Blvd. to 158th Ave. | Widen to 5 lanes | 700 | | | | 1800 | |
| MSTIP | Jenkins Ext.: 158th to 170th | New facility -- 3 lanes | -- | | 900 | | | |
| RTP | Lombard: Canyon Rd. to E/W Arterial | New facility -- 3 lanes | -- | | | | 900 | |

| | Project | Description | 1990 | 1993 | 1995 | 1996 | 2000 | 2010 |
|-------|--|---------------------------|-----------|------|------|------|------|------|
| 135 | Lombard: Canyon Rd. to Farmington Rd. | New facility -- 5 lanes | -- | | | 1800 | | |
| 400 | Murray Blvd.: Allen to Scholls | Widen to 4-5 lanes | 1200 | 2400 | | | | |
| RTP | Murray Blvd.: Millikan to Jenkins | Widen overpass to 4 lanes | 1200 | | | | 2400 | |
| 400 | Murray Blvd.: Old Scholls to New Scholls | New facility -- 3 lanes | -- | | | | 900 | |
| RTP | Murray Blvd.: Sunset Hwy. to Cornell Rd. | Widen to 5 lanes | 900 | | | | 1800 | |
| RTP | Murray Blvd.: TV Hwy. to Allen | TSM | 1800 | | | | | 2400 |
| RTP | Nimbus: Cirrus to Denney Rd. | New facility -- 3 lanes | -- | | | | | 900 |
| RTP | Nora Rd.: 155th Ave. to Weir (Reusser?) | Widen to 3 lanes | 500 | | | | | 700 |
| RTP | Nyberg/SW 65th Ave.: I-5 to Borland | Widen, realign | 900 | | | | 1800 | |
| RTP | Old Scholls: Murray to Bypass | Widen to 5 lanes | 700/900 | | | | | 1800 |
| MSTIP | Old Scholls: New Scholls to 175th | Widen to 3 lanes | 700 | | | 900 | | |
| 875 | Scholls Ferry Rd.: Murray to Fanno Creek | Widen to 5 lanes | 700/900 | 2100 | | | | |
| 881 | Scholls Ferry: Hwy. 217 to Fanno Creek | Widen to 6 lanes | 1800 | 2700 | | | | |
| LOC | Sexton Mtn. Dr.: 155th Ave. SW to Nora | New facility -- 3 lanes | -- | | | 700 | | |
| LOC | Sexton Mtn. Dr.: 155th to Murray | New facility -- 3 lanes | -- | | | 700 | | |
| RTP | Taylor's Ferry: Oleson to Washington Dr. | New facility -- 3 lanes | -- | | | | 900 | |
| MSTIP | Tualatin-Sherwood Hwy.: Boones to Teton | Widen to 5 lanes | 1800 | 1800 | | | | |
| MSTIP | Tualatin-Sherwood Hwy.: Teton to 99W | Widen to 3 lanes | 1400 | 1400 | | | | |
| RTP | TV Hwy.: Murray Blvd. to 21st Ave. | TSM | 1900 | | | | | 2100 |
| RTP | Walker Rd.: 185th Ave. to Corenll Rd. | New Facility -- 5 lanes | 900 | | | | 1800 | |
| RTP | Hwy 99W: I-5 to Main | Widen to 6 lanes | 1400/1800 | | | | | 2400 |

| | Project | Description | 1990 | 1993 | 1995 | 1996 | 2000 | 2010 |
|-------|---|--|-----------|------|------|------|------|------|
| | Clackamas County | | | | | | | |
| RTP | 122nd Ave.: Sunnyside to Hubbard | Widen to 3 lanes | 700 | | | | 900 | |
| 578 | 82nd Dr.: Gladstone I/C to Hwy. 212 | Widen to 3 lanes | 900/1200 | | 1200 | | | |
| 578 | 82nd Dr.: Hwy. 212/224 to Gladstone I/C | Widen to 4-5 lanes | 900/1200 | | | | | 1800 |
| 160 | 92nd Ave.: Idleman to Mult. Co. Line | Widen to 3 lanes | 700 | | | | 900 | |
| 13 | 99B: Clatsop to Hwy. 224 | Widen to 6 lanes | 1800 | | 3600 | | | |
| 855 | Beavercreek & Molalla | Realign intersection, signal, widen to 5 lanes | 900 | | | 1800 | | |
| 68 | Boones Ferry: Jean to Madronna | Widen to 5 lanes | 1400/1800 | 1800 | | | | |
| 490 | Bvelyn Overpass: 82nd to Bvelyn/Jennifer | New facility -- 2 lanes | -- | 900 | | | | |
| RTP | Jennings: Oatfield to Webster | Urban Standards | 700 | | | | | 900 |
| 522 | Johnson Creek Blvd. & Linwood | Signalize, add left turn lanes | 900 | | | 1100 | | |
| RTP | Johnson Creek Blvd.: 45th to 82nd Ave. | Widen to 3 lanes | 900 | | | | 1200 | |
| RTP | King Rd. & Linnwood | Add left turn lanes | 1400 | | | | 1800 | |
| TP/CO | Monterey Overpass: Monterey to new Frontage Rd. | New facility -- 3 lanes | -- | | 900 | | | |
| RTP | Stafford Rd. & Borland | Signalize, add left turn lanes | 700 | | | | 900 | |
| 769 | Sunnybrook Ext.: I-205 to Sunnyside at 108th | New facility -- 5 lanes | -- | | | 1800 | | |
| CO | Sunnyside Rd. & 132nd | Signalize, turn lanes | 900 | 1100 | | | | |
| 161 | Sunnyside Rd.: 122nd to 152nd | Widen to 5 lanes | 900 | | | | | 1800 |
| 161 | Sunnyside Rd.: 152nd to 172nd | Widen to 3-5 lanes | 900 | | | | | 1800 |
| RTP | Sunnyside Rd.: 172nd to Hwy. 212 | Realign intersection, signalize | 900 | | | | 1200 | |
| 77 | Sunnyside Rd.: Stevens to I-205 NB ramp | Add right turn lane | 2400 | 2400 | | | | |
| 161 | Sunnyside Rd.: Sunnybrook to 122nd Ave. | Widen to 5 lanes | 1200 | | | | 1800 | |
| RTP | Webster & Theissen | Add turn lane | 900 | | | | 1100 | |
| RTP | Theissen: Oatfield to Webster | Urban standards | 700 | | | | | 900 |

| | Project | Description | 1990 | 1993 | 1995 | 1996 | 2000 | 2010 |
|-----|---------------------------------------|---|-----------|-----------|-----------|------|-----------|------|
| | Freeways | | | | | | | |
| | Multnomah County | | | | | | | |
| 345 | I-5: E Marquam I/C | SB Water Ave. ramp | -- | | | 1200 | | |
| 345 | I-5: E Marquam I/C | Banfield access | -- | | 2800/3500 | | | |
| 345 | I-5: E Marquam I/C | Grand/MLK Jr ramps | -- | | | | 1400 | |
| 394 | I-5: Greeley Ramps to N Banfield I/C | Widen to 6 lanes | 3500/5250 | | | | | 6200 |
| 360 | I-5: Multnomah to Terwilliger | NB weave and braid | -- | | | 1200 | | |
| 315 | I-5: Portland Blvd. to Columbia Blvd. | Widen to 6 lanes | 3600/4500 | 5400/6200 | | | | |
| 322 | I-5: Swift I/C to Delta Park I/C | Widen to 6 lanes | 4400/5000 | 3600/5400 | | | | |
| 372 | I-84: 181st to 223rd | Widen to 6 lanes | 3700 | | 6000 | | | |
| 922 | I-84: 223rd to Troutdale | Widen to 6 lanes | 4000 | | | | 6000 | |
| 251 | Sunset Hwy.: Jefferson St. to zoo | Removal of restrictions (zoo to Canyon) | 6800 | | | | 6600/7800 | |
| 255 | Sunset Hwy.: Scholls to Canyon Rd. | Canyon Rd. C-D system | 6600 | | 4500/4700 | | 6600/7800 | |
| 255 | Sunset Hwy.: Zoo to Scholls | Widen to 4 lanes | 6600 | | 5000/6000 | | 6600/7000 | |

| | Project | Description | 1990 | 1993 | 1995 | 1996 | 2000 | 2010 |
|-----|--------------------------------------|------------------|------|------|------|------|------|------|
| | Washington County | | | | | | | |
| RTP | Hwy 217: Hall Blvd. to Hall OXing | Auxiliary lanes | 4500 | | | | | 5200 |
| 258 | Hwy 217: Sunset Hwy. to TV Hwy. | Widen to 8 lanes | 5200 | | | | 7200 | |
| RTP | Hwy 217: TV Hwy to Hall Blvd. | Widen to 6 lanes | 4500 | | | | | 6000 |
| 876 | I-5 & I-205 I/C: WB to NB lane | Widen to 2 lanes | 1500 | 3000 | | | | |
| 256 | Sunset Hwy.: Canyon Rd. to Hwy. 217 | Widen to 6 lanes | 4100 | 3300 | 3300 | 6100 | | |
| 256 | Sunset Hwy.: Hwy. 217 to Cornell Rd. | Widen to 6 lanes | 4400 | 4400 | | 5100 | | 6000 |

| | Project | Description | 1990 | 1993 | 1995 | 1996 | 2000 | 2010 |
|-------|--|--|------|------|------|------|------|------|
| | Clackamas County | | | | | | | |
| RTP | Hwy 212: Chitwood to Royer | Widen to 4-5 lanes | 1500 | | | | | 2400 |
| RTP | Hwy 212: Rock Creek to Chitwood | Widen to 4 lanes | 1500 | | | | | 2400 |
| RTP | Hwy 212: School Rd. to 290th Ave. (Boring) | Widen to 4-5 lanes, new alignment | 900 | | | | | 2400 |
| RTP | Hwy 224: 37th Ave. to Webster | Widen to 6 lanes, construct Freeman & Rusk I/C | 2400 | | | | | 2700 |
| RTP | Hwy 224: Lawnfield to 135th Ave. | New facility -- 4 lanes | | | | | | 3500 |
| RTP | Hwy 224: McLoughlin to 37th Ave. | Widen to 6 lanes, close Monroe I/C | 2100 | | | | | 2700 |
| RTP | Hwy 224: Webster to Johnson | Widen to 6 lanes | 2100 | | | | | 2700 |
| TP/CO | I-205 Frontage Rd.: Sunnyside to 92nd | New facility E of I-205 -- 2 lanes | | | | 900 | | |
| RTP | I-205: Hwy 224 I/C | Widen to 6 lanes, relocate SB I-205 ramp | 1800 | | | | | 3000 |
| 876 | I-5: Upper Boones to I-205 | Add auxiliary lanes | 6300 | 7200 | | | | |

ATTACHMENT C

ISTEA PLANNING FACTORS

ISTEA amended Federally required procedures governing MPO adoption of the TIP by requiring the document to address 15 planning factors. This discussion occurs below based on the factors as stated in the currently proposed Metropolitan Planning Rule contained in 23 CFR Part 450.

SECTION 450.116(a)(1) *Preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing transportation facilities more efficiently (including an analysis of existing conditions of travel, transportation facilities, vehicle fuel consumption, and systems management).*

Discussion:

The TIP implements policies and programs evaluated and adopted in the Regional Transportation Plan. System preservation is one of three central policies of the RTP, together with provision of cost effective mobility for the Region's citizens and accommodation of economic development needs. The RTP analyzes current and projected transportation conditions, defines the current and committed transportation network and calculates fuel consumption expected to result from system operation under current and anticipated conditions.

The FY 1994-1996 Approved Program of projects includes dedication of significant resources under the State and Regional STP programs, and the Transportation Enhancement, CMAQ and State Gas Tax programs to obtain more efficient use of the existing vehicular and transit network, in part by better integration of multiple travel modes within the existing right-of-way, by better integration of transit with bicycle and pedestrian use and application of demand reduction, access control and transportation systems management techniques to the existing network of arterials and highways.

SECTION 450.116(a)(2) *Consistency of transportation planning with applicable Federal, State, and local energy conservation programs, goals, and objectives.*

Discussion:

The RTP establishes the region's overall strategies for compliance with policies related to energy conservation, (including the Fifth Biennial Oregon Energy Plan that will be addressed in the FY 94 RTP Update). The core of these policies is to diminish use of single occupant vehicles for commuting and general purpose trips. Secondly, increasing efficiency of the transportation

network to diminish delay and corresponding fuel consumption is also emphasized.

The TIP implements these goals through programming of funds to a variety of projects. Diversion efforts have traditionally been focused on use of FTA program funds to increase transit use. Under ISTEA, the region has made use of flexible funding opportunities to program Regional STP and CMAQ funds to planning and construction of new LRT capacity and provision of greater peak period and demand responsive transit service. Enhancement and CMAQ funds have also been dedicated to more fundamental approaches to reduction of SOV travel. Funding is provided for a diverse set of projects including bikes on transit, a regional public/private transportation management association, regional and neighborhood-based rideshare programs, transit oriented development planning and implementation, pedestrian to transit access projects and acquisition and construction of bike/pedestrian pathways. This range of efforts goes beyond previous commitments to SOV travel reduction by provision of viable multi-modal options to SOV usage throughout the region.

System efficiency is also emphasized, in place of system expansion, through regional arterial signal upgrade and intertie programs and first-phase implementation of ODOT's Freeway Management System. A Freeway Operations Management Center is nearing completion (housed in a renovated school building) and IVHS detection and communication equipment including loop detectors, ramp meters, video surveillance cameras, emergency response vehicles, and cabling, is scheduled for installation during the three-year Approved Program period. A pilot incident response management program was implemented in FY 93 on the southern portion of Interstate 5 within the region. The eventual goal of these efforts will be to provide integrated management of the region's freeway and principle arterial networks to reduce non-recurring delay due to accidents and special events and to better manage recurring delays using access management and dissemination of alternative routing and mode information to the motoring public. Delay reduction minimizes fuel consumption.

Finally, critical links in the regional transportation system are scheduled for capacity increases. These projects are driven by increasing population and per capita vehicle miles travelled. The region's Interim Conformity Determination demonstrates that by reducing congestion and establishing more direct links between destinations, these projects reduce travel time and thus minimize fuel consumption relative to conditions that would otherwise exist without the projects. In these three approaches, the TIP is consistent with pertinent goals, policies and objectives relating to energy conservation.

SECTION 450.116(a)(3) *The need to relieve congestion and prevent congestion from occurring where it does not yet occur including:*

- (i) The consideration of congestion management strategies or actions which improve the mobility of people and goods in all phases of the planning process; and
- (ii) In TMAs, a phased in congestion management system that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operation management strategies (e.g., various elements of IVHS) shall be developed in accordance with § 450.120 (Congestion Management System).

Discussion:

The RTP provides calculation of existing and 20-year projection of points within the transportation network which function above acceptable levels of service during peak periods of use. The project list developed in the RTP responds to this system information. RTP criteria used to select projects include consideration of existing, 10-year and 20-year congestion and delay. As the implementing element of the RTP, the TIP also serves to address reduction and prevention of congestion. As the Congestion Management System is developed, the RTP and TIP will be amended accordingly. In the interim, projects which substantially increase single occupant vehicle capacity will only be scheduled in the TIP in accordance with the FHWA/FTA Interim CMS guidance issued April 6, 1992, as supplemented in FHWA Memorandum dated July 23, 1993 (Addressing Congestion Management System Requirements in Environmental Documents). In effect, the NEPA process will be adapted to assure that SOV projects are implemented only where analysis shows alternatives to SOV capacity increases to be infeasible and that all feasible supplementary system and demand management strategies will be simultaneously implemented on the facility and within the corridor.

SECTION 450.116(a)(4) *The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short and long-term land use and development plans (the analysis should include projections of metropolitan planning area economic, demographic, environmental protection, and land use activities consistent with metropolitan development goals, and projections of potential transportation demands based on the inter-related level of activity in these areas).*

Discussion:

The TIP is a program document guided by policies adopted in the RTP. The Metro RTP qualitatively and quantitatively addresses the elements specified in this planning factor. As all projects programmed in the TIP must conform with the RTP, the TIP addresses the elements of this planning factor. Metro's Charter assures that the RTP and local land use plans are consistent and that

Metro's RTP is consistent with State and Regional goals and objectives.

SECTION 450.116(a)(5) *Programming of expenditures for transportation enhancement activities as required under 23 U.S.C. 133.*

Discussion:

The FY 1994 TIP programs approximately \$3.4 million of Enhancement funds allocated to ODOT Region 1 in FY 92, 93 and 94 (projected) to five projects which have been previously described in this staff report. The funds were programmed by ODOT in consultation with Metro. Allocation of projected FY 95, 96 and 97 Enhancement funds will occur as part of the ODOT Six-Year Plan Update scheduled to begin in fall of 1993.

SECTION 450.116(a)(6) *The effect of all transportation projects to be undertaken within the metropolitan planning area, without regard to the source of funding (the analysis shall consider the effectiveness, cost effectiveness, and financing of alternative investments in meeting transportation demand and supporting the overall efficiency and effectiveness of transportation system performance).*

Discussion:

Consideration of this factor is beyond the scope and purpose of the TIP and is addressed in the RTP.

SECTION 450.116(a)(7) *International border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, and military installations (supporting technical efforts should provide an analysis of goods and services movement problem areas, as determined in cooperation with appropriate private sector involvement, including, but not limited to, addressing interconnected transportation access and service needs of intermodal facilities).*

Discussion:

Consideration of this factor is largely beyond the scope and purpose of the TIP and is addressed in the RTP. Also, completion of the Intermodal Management System will greatly refine the RTP's analysis of the freight and goods movement elements of this factor.

It can be noted that the TIP has targeted significant improvement of the arterial network in the Columbia South Shore industrial area of Portland between I-5 and Portland International Airport is in the final stages of completion. The improvements have largely been targeted at improving freight truck access to and from Port of Portland facilities and I-5 and I-205.

SECTION 450.116(a)(8) Connectivity of roads within metropolitan planning areas with roads outside of those areas.

Discussion:

The RTP is consistent with the Oregon Highway Plan in the designation of routes into and through the Metropolitan area. Principal arterial routes (in the RTP), National Highway System Routes and Routes of Statewide and Interstate Significance (in the State Plan) serve the same general purpose. These are as follows:

- . Interstate 5 (southern Oregon and north and south continental U.S.)
- . Interstate 84 (eastern Oregon and continental U.S.)
- . U.S. 26 (western and eastern Oregon)
- . Interstate 205 (bypass facility north into Washington State)
- . U.S. 30 (Columbia River to the Pacific Ocean)
- . Hwy 99W (Willamette Valley)

These facilities fall within ODOT's principle jurisdiction, therefore, ODOT programming for these facilities occurs in consultation with Metro. A balance is sought between provision of urban access to these facilities and maintaining an adequate flow of intra- and interstate traffic through the region on the facilities. ODOT and the region have approached this task with a balance of interchange and mainline capacity improvements, operational modifications, IVHS management techniques and TDM programs. Within the three-year approved program period, the I-5, I-84 and U.S. 26 corridors are scheduled for significant attention.

The I-5 corridor will be improved in the region's southern reach with reconstruction of the Stafford Interchange, corresponding improvement of local access necessitated by the interchange and construction of the 217/Kruse Way Interchange. This portion of I-5 will also be used to test an incident response program which, in later phases, is planned to expand throughout the corridor. Final funding for the Tigard Park & Ride lot is provided in the program to help divert SOV traffic from the corridor in conjunction with Tri-Met's regional rideshare program and employer based trip reduction programs facilitated by ODOT.

In the middle reaches of the corridor (i.e., through downtown Portland), investigation of pavement subsidence at I-5 milepost 287 and bridge-and-ramp pavement, joint and deck repair categorical funds are programmed, in addition to implementation of variable message signing and other TSM/IVHS projects. Beyond the three-year Approved Program period planned improvements on the East Bank portion of I-5 include the Water Street and MLK ramp projects.

In the northern portion of the corridor, significant resources are programmed to improve truck routing within the Columbia South Shore industrial area. Major improvements to Marine Drive and

Airport Way are nearing completion. Investigation will proceed within the three-year Approved Program period of freight movement issues in the Lombard/Columbia Boulevard corridor and of connection with and diversion from I-5.

Interstate System completion projects will widen portions of the I-84 corridor from 181st to Troutdale within the program period, together with providing adequate local connection to the system via interchange construction and reconstruction at 207th, 223rd, 238th and 242nd. These structural improvements will be complemented by operation of the Gateway Park & Ride facility, Tri-Met's regional rideshare program and refinement of the ramp meter access control system in the corridor after startup of the Freeway Operations Management Center.

The three-year Approved Program period will witness at least the beginning of reconstruction of nearly all the mainline and interchanges of U.S. 26 within the region in conjunction with the Westside LRT program. Even with these improvements and assuming full operation of the Westside LRT to 185th starting in 1997, system operation during peak periods is expected to reach LOS F conditions along some stretches of the mainline and at some interchanges. For this reason, funds are programmed for variable message signing at the Vista Ridge Tunnel and the facility is identified as a high priority for implementation of surveillance, incident response and access control techniques in a regional IVHS system study completed in FY 93.

Corridor Studies are underway affecting connections to U.S. 26 on the east and between I-5, 99W and U.S. 26 on the west.

SECTION 450.116(a)(9) *Transportation needs identified through the use of the management systems required under 23 U.S.C. 303 (each management system will identify prioritized facility needs, policies, and strategies that will be analyzed during the development of the transportation plan, including its financial component, for possible inclusion in the metropolitan and statewide plans and TIPs).*

Discussion:

The referenced management systems are in the early phases of development. As they are completed, the RTP will incorporate system improvement recommendations as appropriate. Once prioritized in the Plan document, individual projects will be programmed in the TIP.

SECTION 450.116(a)(10) *Preservation of rights-of-way for construction of future transportation corridors.*

Discussion:

Two projects: 1) the Oregon Electric Right-of-Way purchase; and 2) the Lake Oswego Trolley extension, respond to this planning

factor. Both projects are funded with Enhancement program funds. Each project has, as one purpose, preservation of rail right-of-way suitable for potential expansion of the Regional LRT system but are being considered for joint use for bike and pedestrian trails.

SECTION 450.116(a)(11) *Enhancement of the efficient movement of freight.*

Discussion:

The RTP balances the importance of enhancing the region's freight movement capability relative to alternative investment of scarce transportation dollars. The Intermodal Management System now being developed will greatly refine the policy and technical basis for these allocation decisions. As previously stated, the Marine Drive, and Airport Way improvements nearing completion are mostly oriented to this goal and system studies of the Lombard/Columbia Boulevard corridor represent the next phase of programmed investment in this topic. It is anticipated that goods movement beyond the Columbia South Shore area, including issues associated with major inland distribution centers, will receive additional analysis and programming attention as part of the IMS study work.

SECTION 450.116(a)(12) *The use of life-cycle costs in the design and engineering of bridges, tunnels, or pavement (operating and maintenance costs must be considered in analyzing transportation alternatives).*

Discussion:

ODOT and the local jurisdictions within the Metropolitan boundary maintain Pavement and Bridge Management Systems which evaluate life-cycle costs as a factor in programming construction of new facilities in capital improvement programs. Local bridge, tunnel and pavement projects included in the TIP must also be included in approved Capital Improvement Programs of local jurisdictions. ODOT applies these factors for all of its projects.

SECTION 450.116(a)(13) *The overall social, economic, energy, and environmental effects of transportation decision (the analysis shall give consideration to the effects and impact of the plan on the natural and man made environment, be based on adequate consultation with appropriate resource and permit agencies to ensure early and continued coordination with environmental resource protection and management plans, and shall place appropriate emphasis on consideration of transportation-related air quality problems and in support of the requirements of 23 U.S.C. 109(h), and sections 5(h)(2) and 14 of the Federal Transit Act (49 U.S.C. 1604(h)(2) and 1610), and section 174(b)).*

Discussion:

The RTP is the appropriate forum for full consideration of these global issues. The TIP addresses this factor in two limited respects. First, the network of projects expected to result from implementation of programmed facilities is modelled for conformity with the State Implementation Plan for Attainment and Maintenance of the National Ambient Air Quality Standards. The Interim Conformity Guidelines require not only that transportation investment decisions given effect by the TIP do not interfere with attainment of the NAAQS, but that the TIP will also contribute to attainment of the Standards.

Second, all projects programmed in the TIP, whether or not they expect to use federal funds, are reviewed under NEPA standards. Therefore, while the RTP is the principle forum for evaluation of "whole system" interaction with environmental considerations stated in the planning factor, the TIP programming process is relied upon by the RTP as one means of assuring mitigation of potential adverse effects of Plan implementation.

SECTION 450.116(a)(14) *Expansion, enhancement, and increased use of transit services.*

Discussion:

The RTP and Tri-Met's Strategic Plan are the appropriate forums for full consideration of this factor.

The TIP reports the FTA program in full which is dedicated to furtherance of these goals in accord with Tri-Met prioritization criteria and Regional consensus regarding transit and LRT goals and objectives.

SECTION 450.116(a)(15) *Capital investments that would result in increased security in transit systems.*

Discussion:

No projects are currently programmed to address this specific issue.

ATTACHMENT D1

PROJECTS APPROVED PER INTERIM CMS GUIDANCE WHICH WOULD SIGNIFICANTLY INCREASE SOV CAPACITY

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Regional Surface Transportation Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECTS

ROD RECEIVED/CONSTRUCTION FUNDS OBLIGATED

| | | | | | | | | |
|--|---|---------|---|---|---|---|---|---------|
| ***1 LOWER BOONES FERRY RD - MADRONA TO SW JEAN*****68 *00-000***00000*FAU9473*703*****0**** | 0 | 300,000 | 0 | 0 | 0 | 0 | 0 | 300,000 |
| Constr | 0 | 300,000 | 0 | 0 | 0 | 0 | 0 | 300,000 |
| Total | 0 | 300,000 | 0 | 0 | 0 | 0 | 0 | 300,000 |

ROD RECEIVED

| | | | | | | | | |
|--|---|-----------|---|---|---|---|---|-----------|
| **15 CORNELL RD. - CORNELIUS PASS RD TO JOHN OLSEN AVE.*****171 *00-000***00000*STP*****na*****0**** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pre Eng | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Constr | 0 | 1,115,463 | 0 | 0 | 0 | 0 | 0 | 1,115,463 |
| Total | 0 | 1,115,463 | 0 | 0 | 0 | 0 | 0 | 1,115,463 |

ROD RECEIVED/ROW & CONSTRUCTION FUNDS OBLIGATED

| | | | | | | | | |
|--|---|---|---------|---------|---|---|---|-----------|
| **16 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE*****298 *0*****0*****FAU9962*120*****2**** | 0 | 0 | 710,000 | 990,000 | 0 | 0 | 0 | 1,700,000 |
| Constr | 0 | 0 | 710,000 | 990,000 | 0 | 0 | 0 | 1,700,000 |
| Total | 0 | 0 | 710,000 | 990,000 | 0 | 0 | 0 | 1,700,000 |

FAU/STP REPLACEMENT PROGRAM City of Portland Projects

ROD RECEIVED/ROW & CONSTRUCTION FUNDS OBLIGATED

| | | | | | | | | |
|---|---|---|-----------|---|---|---|---|-----------|
| ***3 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE*****298 *79-056***00458*FAU9962*120*****2**** | 0 | 0 | 1,000,000 | 0 | 0 | 0 | 0 | 1,000,000 |
| Constr | 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 |

STATE HIGHWAY PROGRAM Federal-Aid Interstate Projects

ROD RECEIVED/ROW & CONSTRUCTION FUNDS OBLIGATED (CONSTRUCTION OBLIGATIONS WILL BE REPORTED IN NEXT QUARTERLY UPDATE)

| | | | | | | | | |
|--|-----------|------------|---|---|---|---|---|------------|
| ***2 I-84 - NE 181ST AVE TO 223RD AVE - WIDEN, NEW INTCHGS*****372 *84-023a**00787*FAI84***2*****13***** | 1,132,646 | 0 | 0 | 0 | 0 | 0 | 0 | 1,132,646 |
| Pre Eng | 1,132,646 | 0 | 0 | 0 | 0 | 0 | 0 | 1,132,646 |
| Constr | 0 | 26,680,000 | 0 | 0 | 0 | 0 | 0 | 26,680,000 |
| Total | 1,132,646 | 26,680,000 | 0 | 0 | 0 | 0 | 0 | 27,812,646 |

Federal-Aid Interstate 4R Projects

ROD RECEIVED/CONSTRUCTION FUNDS OBLIGATED (CONSTRUCTION OBLIGATIONS WILL BE REPORTED IN NEXT QUARTERLY UPDATE)

| | | | | | | | | |
|---|---|---------|---|---|---|---|---|---------|
| ***3 I-205 - AIRPORT WY TO COLUMBIA BLVD - WIDEN SB ON-RAMP, ADD AUX L*****306 *86-062***03270*FAI205**64*****24***** | 0 | 460,000 | 0 | 0 | 0 | 0 | 0 | 460,000 |
| Constr | 0 | 460,000 | 0 | 0 | 0 | 0 | 0 | 460,000 |
| Total | 0 | 460,000 | 0 | 0 | 0 | 0 | 0 | 460,000 |

ROD RECEIVED/ROW FUNDS OBLIGATED

| | | | | | | | | |
|---|-----------|---------|---|-----------|---|---|---|------------|
| ***7 I-5 - STAFFORD INTERCHANGE*****403 *86-061***03271*FAI5***1*****286***** | 654,463 | 129,000 | 0 | 0 | 0 | 0 | 0 | 783,463 |
| 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 | 0 | 8,447,352 | 0 | 0 | 0 | 8,447,352 |
| Total | 2,658,404 | 129,000 | 0 | 8,447,352 | 0 | 0 | 0 | 11,234,756 |

ROD RECEIVED

| | | | | | | | | |
|--|---------|-----------|---|---|---|---|---|-----------|
| **10 I-5 - UPPER BOONES FERRY TO I-205 INTERCHANGE*****876 *84-127***02499*FAI5***1*****289***** | 145,230 | 164,595 | 0 | 0 | 0 | 0 | 0 | 309,825 |
| Pre Eng | 145,230 | 164,595 | 0 | 0 | 0 | 0 | 0 | 309,825 |
| Constr | 0 | 3,128,000 | 0 | 0 | 0 | 0 | 0 | 3,128,000 |
| Total | 145,230 | 3,292,595 | 0 | 0 | 0 | 0 | 0 | 3,437,825 |

ROD RECEIVED

| | | | | | | | | |
|--|---|---|---|------------|---|---|---|------------|
| **11 I-5 - AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION*****893 *86-056***03277*FAI5***1*****292***** | 0 | 0 | 0 | 38,824,620 | 0 | 0 | 0 | 38,824,620 |
| Constr | 0 | 0 | 0 | 38,824,620 | 0 | 0 | 0 | 38,824,620 |
| Total | 0 | 0 | 0 | 38,824,620 | 0 | 0 | 0 | 38,824,620 |

ROD RECEIVED

| | | | | | | | | |
|---|---|-----------|---|---|---|---|---|-----------|
| **12 I-84 - UPRR (GRAHAM ROAD) BRIDGE #6967 REPLACEMENT*****911 *00-000***03342*FAU9883*2*****18***** | 0 | 2,631,200 | 0 | 0 | 0 | 0 | 0 | 2,631,200 |
| Constr | 0 | 2,631,200 | 0 | 0 | 0 | 0 | 0 | 2,631,200 |
| Total | 0 | 2,631,200 | 0 | 0 | 0 | 0 | 0 | 2,631,200 |

Approved Program Years

**Metropolitan Service District
Transportation Improvement Program**

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

Effective October 1, 1993

In Federal Dollars

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Federal-Aid Interstate 4R Projects (continued)

ROD RECEIVED

| | | | | | | | | | |
|--|---|---|------------|---|---|---|---|---|------------|
| **13 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE*****922 *84-023b**04738*FAI68***2*****15***** | | | | | | | | | |
| Pre Eng | 0 | 0 | 2,074,500 | 0 | 0 | 0 | 0 | 0 | 2,074,500 |
| Rt-of-Way | 0 | 0 | 2,840,130 | 0 | 0 | 0 | 0 | 0 | 2,840,130 |
| Constr | 0 | 0 | 25,000,030 | 0 | 0 | 0 | 0 | 0 | 25,000,030 |
| Total | 0 | 0 | 29,914,660 | 0 | 0 | 0 | 0 | 0 | 29,914,660 |

State Surface Transportation Program Projects

ROD RECEIVED

| | | | | | | | | | |
|--|---|-----------|---|---|---|---|---|---|-----------|
| **56 US26 - SUNSET / NW 185TH AVE INTERCHANGE*****426 *84-013***00847*FAP27***47*****64***** | | | | | | | | | |
| Constr | 0 | 5,427,000 | 0 | 0 | 0 | 0 | 0 | 0 | 5,427,000 |
| Total | 0 | 5,427,000 | 0 | 0 | 0 | 0 | 0 | 0 | 5,427,000 |

National Highway System Program Projects

ROD RECEIVED

| | | | | | | | | | |
|--|---|---|-----------|---|---|---|---|---|-----------|
| **72 OR8 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO*****828 *79-085b**05024*FAP32***29*****11***** | | | | | | | | | |
| Constr | 0 | 0 | 4,092,000 | 0 | 0 | 0 | 0 | 0 | 4,092,000 |
| Total | 0 | 0 | 4,092,000 | 0 | 0 | 0 | 0 | 0 | 4,092,000 |

Other Funding Program Projects (i.e., State Gas Tax Program Projects not currently expected to obligate Federal Funds)

ROD RECEIVED FOR THE FOLLOWING SEVEN PROJECTS AS PART OF THE WESTSIDE LRT AA/EIS

| | | | | | | | | | |
|--|---|------------|------------|---|-----------|---|---|---|------------|
| **76 US-26 - CEDAR HILLS BLVD INTERCHANGE TO SW 76TH AVENUE*****247 *88-033d**06597*FAP27***47*****68***** | | | | | | | | | |
| Constr | 0 | 30,800,000 | 0 | 0 | 0 | 0 | 0 | 0 | 30,800,000 |
| Total | 0 | 30,800,000 | 0 | 0 | 0 | 0 | 0 | 0 | 30,800,000 |
| **77 US-26 - SW 82ND PLACE (GOLF CREEK ACCESS ROAD)*****250 *88-033i**06596*FAP27***47*****69***** | | | | | | | | | |
| Constr | 0 | 950,000 | 0 | 0 | 0 | 0 | 0 | 0 | 950,000 |
| Total | 0 | 950,000 | 0 | 0 | 0 | 0 | 0 | 0 | 950,000 |
| **78 US-26 - HIGHLANDS (ZOO) INTERCHANGE*****251 *88-033e**06015*FAP27***47*****72***** | | | | | | | | | |
| Constr | 0 | 7,130,000 | 0 | 0 | 0 | 0 | 0 | 0 | 7,130,000 |
| Total | 0 | 7,130,000 | 0 | 0 | 0 | 0 | 0 | 0 | 7,130,000 |
| **79 US-26 - SYLVAN INTERCHANGE TO HIGHLANDS INTERCHANGE*****253 *88-033f**06016*FAP27***47*****71***** | | | | | | | | | |
| Constr | 0 | 0 | 9,870,000 | 0 | 0 | 0 | 0 | 0 | 9,870,000 |
| Total | 0 | 0 | 9,870,000 | 0 | 0 | 0 | 0 | 0 | 9,870,000 |
| **80 US-26 - CAMELOT INTERCHANGE TO SYLVAN INTERCHANGE*****254 *88-033g**06017*FAP27***47*****68***** | | | | | | | | | |
| Constr | 0 | 0 | 58,500,000 | 0 | 0 | 0 | 0 | 0 | 58,500,000 |
| Total | 0 | 0 | 58,500,000 | 0 | 0 | 0 | 0 | 0 | 58,500,000 |
| **81 US-26 - BEAVETON/TIGARD HIGHWAY TO CAMELOT INTERCHANGE*****255 *88-033h**06018*FAP27***47*****69***** | | | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 3,940,000 | 0 | 0 | 0 | 3,940,000 |
| Total | 0 | 0 | 0 | 0 | 3,940,000 | 0 | 0 | 0 | 3,940,000 |
| **82 OR-217 - SUNSET HIGHWAY TO TUALATIN VALLEY HIGHWAY*****258 *****06598*FAP79***144*****0***** | | | | | | | | | |
| Constr | 0 | 11,900,000 | 0 | 0 | 0 | 0 | 0 | 0 | 11,900,000 |
| Total | 0 | 11,900,000 | 0 | 0 | 0 | 0 | 0 | 0 | 11,900,000 |

 ### ### ###
 ##### ##### #####
 Approved Program Years

ATTACHMENT D2
PROGRAMMED PROJECTS THAT MIGHT SIGNIFICANTLY INCREASE SOV CAPACITY
THAT MUST COMPLY WITH INTERIM CMS GUIDANCE DURING NEPA REVIEW

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997
Effective October 1, 1993

In Federal Dollars

Portland Urbanized Area

Regional Surface Transportation Program

Project Description

| Estimated Expenditures by Federal Fiscal Year | | | | | | | | |
|---|------|------|------|------|------|-----------|------------|--|
| Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized | |

REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECTS

| | | | | | | | | |
|--|---|---------|-----------|-----------|---|---|---|-----------|
| **19 NE SANDY BLVD TO NE GLISAN ST - 223RD CONNECTOR (207TH)*****864 *00-000***00000*FAU9867*726*****0**** | 0 | 858,878 | 1,750,000 | 1,750,000 | 0 | 0 | 0 | 4,358,878 |
| Constr | 0 | 858,878 | 1,750,000 | 1,750,000 | 0 | 0 | 0 | 4,358,878 |
| Total | 0 | 858,878 | 1,750,000 | 1,750,000 | 0 | 0 | 0 | 4,358,878 |

FAU/STP REPLACEMENT PROGRAM
Clackamas County Projects

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

| | | | | | | | | |
|--|---|---------|---|---|---------|---|---|---------|
| **29 MCLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD*****892 *90-063***05651*FAP26***1E*****6**** | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 100,000 |
| 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 |

INTERSTATE TRANSFER PROGRAM
Multnomah County Projects

| | | | | | | | | |
|--|---|-----------|---------|---|---|---|---|-----------|
| **69 NE SANDY BLVD TO NE GLISAN ST - 223RD CONNECTOR (207TH)*****864 *89-025***05149*FAU9867*726*****0**** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pre Eng | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Constr | 0 | 2,006,207 | 117,382 | 0 | 0 | 0 | 0 | 2,123,589 |
| Reserve | 0 | 631,374 | 0 | 0 | 0 | 0 | 0 | 631,374 |
| Total | 0 | 2,637,581 | 117,382 | 0 | 0 | 0 | 0 | 2,754,963 |

Clackamas County Projects

| | | | | | | | | |
|---|---------|---------|---|---|---|---|---|---------|
| **83 BEAVERCREEK RD EXT(RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE*****855 *10249****02375*FAU9742*703*****0**** | 140,046 | 0 | 0 | 0 | 0 | 0 | 0 | 140,046 |
| Pre Eng | 140,046 | 0 | 0 | 0 | 0 | 0 | 0 | 140,046 |
| Constr | 0 | 316,219 | 0 | 0 | 0 | 0 | 0 | 316,219 |
| Total | 140,046 | 316,219 | 0 | 0 | 0 | 0 | 0 | 456,265 |

STATE HIGHWAY PROGRAM
Federal-Aid Interstate

| | | | | | | | | |
|--|---|---|---|---|---|---|---|------------|
| ***1 I-5 - E MARQUAM INTCHG (SE WATER AVE RAMPS) - (I)*****345 *76-011***05697*FAI5****1**301***** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17,794,600 |
| Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17,794,600 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17,794,600 |

Federal-Aid Interstate 4R Projects

| | | | | | | | | |
|--|---|---|---|---|---|---|------------|------------|
| ***4 I-5 - EAST MARQUAM INTERCHANGE GRAND AVE/ML KING AVE RAMPS (III)*****320 *76-011***00597*FAI5****1*****301***** | 0 | 0 | 0 | 0 | 0 | 0 | 53,856,480 | 53,856,480 |
| Constr | 0 | 0 | 0 | 0 | 0 | 0 | 53,856,480 | 53,856,480 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 53,856,480 | 53,856,480 |

Other Funding Program Projects (i.e., State Gas Tax Program Projects not currently expected to obligate Federal Funds)

| | | | | | | | | |
|---|---|---|-----------|---|---|---|---|-----------|
| **74 OR-43 - TAYLOR'S FERRY ROAD TO I-205 (MACS)*****226 *00-000***05853*FAU9565*3*****2*** | 0 | 0 | 1,390,400 | 0 | 0 | 0 | 0 | 1,390,400 |
| 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 |

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Approved Program Years

BEFORE THE METRO COUNCIL

| | | |
|-------------------------------------|---|--------------------------|
| FOR THE PURPOSE OF ADOPTING THE |) | RESOLUTION NO. 93-1840 |
| FY 1994 TO POST-1997 TRANSPORTATION |) | |
| IMPROVEMENT PROGRAM AND THE FY 1994 |) | Introduced by Rena Cusma |
| THROUGH 1996 THREE-YEAR APPROVED |) | Executive Officer |
| 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, Some 1993 Annual Element projects may not be obligated by the end of FY 1993 and the exact time for their obligation is indeterminate; now, therefore,

BE IT RESOLVED:

1. That the Metro Council adopts the FY 1994 through post-1997 Transportation Improvement Program for the urban area and the FY 1994-1996 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, 1993 be automatically reprogrammed for FY 1994 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, Clean Air Act Amendments of 1990 and the Interim Conformity Guidelines and the 1982 Air Quality State Implementation Plan (Ozone and Carbon Monoxide) 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 1993 and incorporated in the Transportation Improvement Program.

7. That Metro staff is directed to develop interim

requirements for inclusion in the RTP to ensure bike and pedestrian improvements mandated by State law are being addressed.

8. That Metro staff is directed to work with TPAC members and the Metro Committee for Citizen Involvement to define a revised public involvement process for TIP development.

9. That the Metro Council hereby finds the projects in accordance with the Regional Transportation Plan and, hereby, gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Metro Council this ____ day of _____, 1993.

Judy Meyers, Presiding Officer

TW:lmk
93-1840.RES
8-18-93

EXHIBIT A

Section 1:
Regional Programs

FY 1994-1996 Three-Year Approved Program Projects:

Regional Surface Transportation Programs
Regional Congestion Mitigation/Air Quality Program
FAU/STP Replacement Program
Federal-Aid Urban Program

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Regional Surface Transportation Program

Project Description

| | Estimated Expenditures by Federal Fiscal Year | | | | | | | |
|--|---|-----------|------------|------------|------------|------------|------------|------------|
| Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized | |
| REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECTS | | | | | | | | |
| ***1 LOWER BOONES FERRY RD - MADRONA TO SW JEAN*****68 | 00-000***00000*FAU9473*703*****0**** | | | | | | | |
| Constr | 0 | 300,000 | 0 | 0 | 0 | 0 | 300,000 | |
| Total | 0 | 300,000 | 0 | 0 | 0 | 0 | 300,000 | |
| ***2 REGIONAL SURFACE TRANSPORTATION PROGRAM RESERVE*****100 | 00-000***00000*na*na***na*****0**** | | | | | | | |
| Reserve | 0 | 0 | 967 | 54,300 | 10,455,251 | 10,455,251 | 0 | 20,965,769 |
| Total | 0 | 0 | 967 | 54,300 | 10,455,251 | 10,455,251 | 0 | 20,965,769 |
| ***3 OREGON ROADS FINANCE STUDY*****111 | 00-000***00000*STP*****na*****0**** | | | | | | | |
| Sys Study | 0 | 125,447 | 0 | 0 | 0 | 0 | 125,447 | |
| Total | 0 | 125,447 | 0 | 0 | 0 | 0 | 125,447 | |
| ***4 FY 93-94 SIGNAL RETIMING*****123 | 00-000***00000*STP*****na*****0**** | | | | | | | |
| Pre Eng | 0 | 125,000 | 0 | 0 | 0 | 0 | 125,000 | |
| Total | 0 | 125,000 | 0 | 0 | 0 | 0 | 125,000 | |
| ***5 METRO PLANNING*****126 | 80-404***00000*VARvar***na*****0**** | | | | | | | |
| Pre Eng | 282,602 | 2,207,877 | 658,333 | 325,000 | 0 | 0 | 3,473,812 | |
| Total | 282,602 | 2,207,877 | 658,333 | 325,000 | 0 | 0 | 3,473,812 | |
| ***6 FY 93-94 ROAD REHABILITATION*****141 | 91-013A**06971*STP*****na*****0**** | | | | | | | |
| Constr | 0 | 2,200,000 | 94,464 | 0 | 0 | 0 | 2,294,464 | |
| Total | 0 | 2,200,000 | 94,464 | 0 | 0 | 0 | 2,294,464 | |
| ***7 BURGARD INTERSECTION IMPROVEMENT*****142 | 00-000***00000*STP*****na*****0**** | | | | | | | |
| Pre Eng | 0 | 100,000 | 0 | 0 | 0 | 0 | 100,000 | |
| Total | 0 | 100,000 | 0 | 0 | 0 | 0 | 100,000 | |
| ***8 COLUMBIA BLVD FEASIBILITY STUDY*****143 | 00-000***00000*STP*****na*****0**** | | | | | | | |
| Sys Study | 0 | 150,000 | 0 | 0 | 0 | 0 | 150,000 | |
| Total | 0 | 150,000 | 0 | 0 | 0 | 0 | 150,000 | |
| ***9 TRANSIT PREFERENTIAL CORRIDOR STUDY*****145 | 00-000***00000*STP*****na*****0**** | | | | | | | |
| Pre Eng | 0 | 80,000 | 0 | 0 | 0 | 0 | 80,000 | |
| Total | 0 | 80,000 | 0 | 0 | 0 | 0 | 80,000 | |
| ***10 SO. PORTLAND CIRCULATION STUDY*****146 | 00-000***00000*STP*****na*****0**** | | | | | | | |
| Sys Study | 0 | 120,000 | 0 | 0 | 0 | 0 | 120,000 | |
| Total | 0 | 120,000 | 0 | 0 | 0 | 0 | 120,000 | |
| ***11 SOUTHERN TRIANGLE STUDY*****148 | 00-000***00000*STP*****na*****0**** | | | | | | | |
| Pre Eng | 0 | 32,000 | 0 | 0 | 0 | 0 | 32,000 | |
| Total | 0 | 32,000 | 0 | 0 | 0 | 0 | 32,000 | |
| ***12 FY 93-94 SIGNAL SAFETY REMODELS*****149 | 00-000***00000*STP*****na*****0**** | | | | | | | |
| Pre Eng | 0 | 30,000 | 0 | 0 | 0 | 0 | 30,000 | |
| Constr | 0 | 0 | 215,000 | 0 | 0 | 0 | 215,000 | |
| Total | 0 | 30,000 | 215,000 | 0 | 0 | 0 | 245,000 | |
| ***13 92ND AVE.-IDLEMAN TO CO. LINE*****160 | 00-000***00000*STP*****na*****0**** | | | | | | | |
| Pre Eng | 0 | 150,000 | 0 | 0 | 0 | 0 | 150,000 | |
| Total | 0 | 150,000 | 0 | 0 | 0 | 0 | 150,000 | |
| ***14 SUNNYSIDE ROAD - I-205 TO 172ND*****161 | 00-000***00000*STP*****na*****0**** | | | | | | | |
| Env Study | 0 | 600,000 | 0 | 0 | 0 | 0 | 600,000 | |
| Total | 0 | 600,000 | 0 | 0 | 0 | 0 | 600,000 | |
| ***15 CORNELL RD. - CORNELIUS PASS RD TO JOHN OLSEN AVE.*****171 | 00-000***00000*STP*****na*****0**** | | | | | | | |
| Pre Eng | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Constr | 0 | 1,115,463 | 0 | 0 | 0 | 0 | 1,115,463 | |
| Total | 0 | 1,115,463 | 0 | 0 | 0 | 0 | 1,115,463 | |
| ***16 WESTSIDE LIGHT RAIL EXTENSION TO HILLSBORO*****246 | 00-000***06595*TRA*****na*****0**** | | | | | | | |
| Non-Hwy Cp | 0 | 0 | 11,000,000 | 11,000,000 | 0 | 0 | 22,000,000 | |
| Total | 0 | 0 | 11,000,000 | 11,000,000 | 0 | 0 | 22,000,000 | |
| ***17 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE*****298 | 0*****0*****FAU9962*120*****2**** | | | | | | | |
| Constr | 0 | 0 | 710,000 | 990,000 | 0 | 0 | 1,700,000 | |
| Total | 0 | 0 | 710,000 | 990,000 | 0 | 0 | 1,700,000 | |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

In Federal Dollars

Portland Urbanized Area

Effective October 1, 1993

Regional Surface Transportation Program

Project Description

| Estimated Expenditures by Federal Fiscal Year | | | | | | | |
|---|------|------|------|------|------|-----------|------------|
| Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |

REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECTS
(Continued)

| | | | | | | | |
|--|---------|-----------|------------|------------|------------|------------|------------|
| **18 NE SANDY BLVD TO NE GLISAN ST - 223RD CONNECTOR (207TH)*****864 *00-000***00000*FAU9867*726*****0**** | | | | | | | |
| Constr | 0 | 858,878 | 1,750,000 | 1,750,000 | 0 | 0 | 4,358,878 |
| Total | 0 | 858,878 | 1,750,000 | 1,750,000 | 0 | 0 | 4,358,878 |
| **19 JOHNSON CREEK BLVD - LINWOOD AVENUE TO 82ND AVENUE*****905 *00-000***00000*FAU9704*703*****0**** | | | | | | | |
| Constr | 0 | 0 | 355,218 | 0 | 0 | 0 | 355,218 |
| Total | 0 | 0 | 355,218 | 0 | 0 | 0 | 355,218 |
| **20 OR208 - 209TH AVENUE TO MURRAY BLVD*****934 *00-000***00000*FAU9064*142*****8**** | | | | | | | |
| Pre Eng | 0 | 1,000,000 | 0 | 0 | 0 | 0 | 1,000,000 |
| Total | 0 | 1,000,000 | 0 | 0 | 0 | 0 | 1,000,000 |
| Total REGIONAL SURFACE TRANSPORTATION PROGRAM | | | | | | | |
| | 282,602 | 9,194,665 | 14,783,982 | 14,119,300 | 10,455,251 | 10,455,251 | 59,291,051 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

Effective October 1, 1993

In Federal Dollars

Regional CMAQ Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated

1993

1994

1995

1996

1997

Post 1997

Authorized

REGIONAL CMAQ PROGRAM PROJECTS

| | | | | | | | | | |
|--|---------|-----------|-----------|-----------|-----------|-----------|---|------------|--|
| ***1 RESERVE***** | | | | | | | | | |
| Reserve | 0 | 0 | 432,454 | 4,361,434 | 4,361,434 | 4,361,434 | 0 | 13,516,756 | |
| Total | 0 | 0 | 432,454 | 4,361,434 | 4,361,434 | 4,361,434 | 0 | 13,516,756 | |
| ***2 TIGARD PARK & RIDE LOT***** | | | | | | | | | |
| Rt-of-Way | 646,020 | 0 | 0 | 0 | 0 | 0 | 0 | 646,020 | |
| Total | 646,020 | 0 | 0 | 0 | 0 | 0 | 0 | 646,020 | |
| ***3 BIKES ON TRANSIT***** | | | | | | | | | |
| Non-Hwy Cp | 0 | 98,698 | 0 | 0 | 0 | 0 | 0 | 98,698 | |
| Total | 0 | 98,698 | 0 | 0 | 0 | 0 | 0 | 98,698 | |
| ***4 NEIGHBORHOOD RIDE SHARE***** | | | | | | | | | |
| Pre Eng | 0 | 0 | 71,780 | 0 | 0 | 0 | 0 | 71,780 | |
| Total | 0 | 0 | 71,780 | 0 | 0 | 0 | 0 | 71,780 | |
| ***5 WILLAMETTE RIVER BRIDGES ACCESS STUDY***** | | | | | | | | | |
| Pre Eng | 0 | 0 | 80,000 | 0 | 0 | 0 | 0 | 80,000 | |
| Total | 0 | 0 | 80,000 | 0 | 0 | 0 | 0 | 80,000 | |
| ***6 COURTNEY AVE BIKE/PEDESTRIAN LINK***** | | | | | | | | | |
| Constr | 0 | 0 | 160,000 | 0 | 0 | 0 | 0 | 160,000 | |
| Total | 0 | 0 | 160,000 | 0 | 0 | 0 | 0 | 160,000 | |
| ***7 PEDESTRIAN TO TRANSIT ACCESS STUDY***** | | | | | | | | | |
| Pre Eng | 0 | 0 | 160,000 | 0 | 0 | 0 | 0 | 160,000 | |
| Total | 0 | 0 | 160,000 | 0 | 0 | 0 | 0 | 160,000 | |
| ***8 PORTLAND REGIONAL TRANSPORTATION MNGT ASSO***** | | | | | | | | | |
| Pre Eng | 0 | 0 | 897,250 | 0 | 0 | 0 | 0 | 897,250 | |
| Total | 0 | 0 | 897,250 | 0 | 0 | 0 | 0 | 897,250 | |
| ***9 TRANSIT ORIENTED DEVELOPMENT PROJECT***** | | | | | | | | | |
| Pre Eng | 0 | 0 | 823,227 | 0 | 0 | 0 | 0 | 823,227 | |
| Rt-of-Way | 0 | 0 | 823,227 | 0 | 0 | 0 | 0 | 823,227 | |
| Total | 0 | 0 | 1,646,454 | 0 | 0 | 0 | 0 | 1,646,454 | |
| ***10 PEDESTRIAN ENHANCEMENT FACILITIES/TRANSIT ACCESS STUDY***** | | | | | | | | | |
| Pre Eng | 0 | 0 | 30,000 | 0 | 0 | 0 | 0 | 30,000 | |
| Constr | 0 | 0 | 170,000 | 0 | 0 | 0 | 0 | 170,000 | |
| Total | 0 | 0 | 200,000 | 0 | 0 | 0 | 0 | 200,000 | |
| ***11 TRANSIT BUSES FOR EXPANDED SERVICE***** | | | | | | | | | |
| Non-Hwy Cp | 0 | 3,768,450 | 0 | 0 | 0 | 0 | 0 | 3,768,450 | |
| Total | 0 | 3,768,450 | 0 | 0 | 0 | 0 | 0 | 3,768,450 | |
| ***12 PORTLAND REGIONAL RIDESHARE***** | | | | | | | | | |
| Pre Eng | 0 | 536,556 | 0 | 0 | 0 | 0 | 0 | 536,556 | |
| Total | 0 | 536,556 | 0 | 0 | 0 | 0 | 0 | 536,556 | |
| ***13 NE KILLINGSWORTH-SE FLAVEL***** | | | | | | | | | |
| Pre Eng | 0 | 53,835 | 0 | 0 | 0 | 0 | 0 | 53,835 | |
| Constr | 0 | 0 | 46,657 | 0 | 0 | 0 | 0 | 46,657 | |
| Total | 0 | 53,835 | 46,657 | 0 | 0 | 0 | 0 | 100,492 | |
| ***14 PEDESTRIAN/BIKE ACCESS FOR MAX***** | | | | | | | | | |
| Pre Eng | 0 | 64,000 | 0 | 0 | 0 | 0 | 0 | 64,000 | |
| Total | 0 | 64,000 | 0 | 0 | 0 | 0 | 0 | 64,000 | |
| ***15 CENTRAL CITY BIKEWAY FACILITIES***** | | | | | | | | | |
| Pre Eng | 0 | 64,000 | 0 | 0 | 0 | 0 | 0 | 64,000 | |
| Rt-of-Way | 0 | 0 | 26,400 | 0 | 0 | 0 | 0 | 26,400 | |
| Constr | 0 | 0 | 189,600 | 0 | 0 | 0 | 0 | 189,600 | |
| Total | 0 | 64,000 | 216,000 | 0 | 0 | 0 | 0 | 280,000 | |
| ***16 KELLY PT PARK RD - NORTH RIVERGATE BLVD/NORTH LOMBARD BIKEWAY***** | | | | | | | | | |
| Pre Eng | 0 | 20,000 | 0 | 0 | 0 | 0 | 0 | 20,000 | |
| Constr | 0 | 0 | 300,000 | 0 | 0 | 0 | 0 | 300,000 | |
| Total | 0 | 20,000 | 300,000 | 0 | 0 | 0 | 0 | 320,000 | |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Regional CMAQ Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

REGIONAL CMAQ PROGRAM PROJECTS
(Continued)

| | | | | | | | | |
|---|---------|-----------|-----------|-----------|-----------|-----------|---|------------|
| **17 PEDESTRIAN/BIKE KING ON STEEL BRIDGE*****620 *93-040***06911*CMA9361*1W*****0**** | | | | | | | | |
| Pre Eng | 0 | 188,000 | 0 | 0 | 0 | 0 | 0 | 188,000 |
| Rt-of-Way | 0 | 0 | 40,000 | 0 | 0 | 0 | 0 | 40,000 |
| Constr | 0 | 0 | 1,132,000 | 0 | 0 | 0 | 0 | 1,132,000 |
| Total | 0 | 188,000 | 1,172,000 | 0 | 0 | 0 | 0 | 1,360,000 |
| **18 COLUMBIA SO. SHORE TRANSIT DEMO*****621 *93-036***06912*CMA*****0**** | | | | | | | | |
| Constr | 0 | 0 | 89,725 | 0 | 0 | 0 | 0 | 89,725 |
| Total | 0 | 0 | 89,725 | 0 | 0 | 0 | 0 | 89,725 |
| **19 OREGON CITY DOWNTOWN PARK & RIDE*****622 *93-032***06913*CMA*****0**** | | | | | | | | |
| Pre Eng | 0 | 17,945 | 0 | 0 | 0 | 0 | 0 | 17,945 |
| Rt-of-Way | 0 | 0 | 331,983 | 0 | 0 | 0 | 0 | 331,983 |
| Constr | 0 | 0 | 170,477 | 0 | 0 | 0 | 0 | 170,477 |
| Total | 0 | 17,945 | 502,460 | 0 | 0 | 0 | 0 | 520,405 |
| **20 ELECTRIC VEHICLE DEMO*****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 |
| **21 PORTLAND REGIONAL PUBLIC EDUCATION*****625 *93-044***06916*CMA*****0**** | | | | | | | | |
| Pre Eng | 0 | 0 | 448,625 | 0 | 0 | 0 | 0 | 448,625 |
| Total | 0 | 0 | 448,625 | 0 | 0 | 0 | 0 | 448,625 |
| **22 MAX BIKE LOCKERS/BUS SHELTERS*****627 *93-060***06917*CMA*****0**** | | | | | | | | |
| Pre Eng | 0 | 12,000 | 0 | 0 | 0 | 0 | 0 | 12,000 |
| Rt-of-Way | 0 | 0 | 4,000 | 0 | 0 | 0 | 0 | 4,000 |
| Constr | 0 | 0 | 48,000 | 0 | 0 | 0 | 0 | 48,000 |
| Total | 0 | 12,000 | 52,000 | 0 | 0 | 0 | 0 | 64,000 |
| Total REGIONAL CMAQ PROGRAM | | | | | | | | |
| | 646,020 | 4,823,484 | 6,542,699 | 4,361,434 | 4,361,434 | 4,361,434 | 0 | 25,096,505 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

City of Portland Projects

| | | | | | | | | | |
|--|---------|---------|-----------|---|---|---------|---|-----------|--|
| **1 ARTERIAL STREET 3R PROGRAM*****43 *89-033***05383*VARvar**726*****0**** | | | | | | | | | |
| Pre Eng | 91,177 | -1,810 | 0 | 0 | 0 | 0 | 0 | 89,367 | |
| Constr | 64,368 | -64,368 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 155,545 | -66,178 | 0 | 0 | 0 | 0 | 0 | 89,367 | |
| **2 CITY OF PORTLAND FAU CONTINGENCY*****44 *00-000***00000*VARvar**726*****0**** | | | | | | | | | |
| Reserve | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **3 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE*****298 *79-056***00458*FAU9962*120*****2**** | | | | | | | | | |
| Constr | 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 | |
| **4 COLUMBIA BLVD (BNRR) BRIDGE #9685 EMERGENCY REPAIRS*****303 *87-002***04218*FAU9956*726*****0**** | | | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **5 WILLAMETTE GREENWAY TRAIL PROGRAM*****575 *10018***00240*VARvar**726*****0**** | | | | | | | | | |
| Pre Eng | -61,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Constr | 0 | 0 | 0 | 0 | 0 | 330,000 | 0 | 330,000 | |
| Total | -61,500 | 0 | 0 | 0 | 0 | 391,500 | 0 | 330,000 | |
| **6 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 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **7 NW 9TH AVENUE IMPROVEMENTS - GLISAN TO FRONT*****868 *89-020***05123*FAU9983*726*****0**** | | | | | | | | | |
| Constr | 58,206 | -58,206 | 7,696 | 0 | 0 | 0 | 0 | 7,696 | |
| Total | 58,206 | -58,206 | 7,696 | 0 | 0 | 0 | 0 | 7,696 | |
| **8 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS - OLESON RD TO BARBUR BLVD*****869 *89-022***05127*FAU9404*726*****0**** | | | | | | | | | |
| Pre Eng | 0 | 1,135 | 0 | 0 | 0 | 0 | 0 | 1,135 | |
| Rt-of-Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Constr | 143,358 | -62,586 | 0 | 0 | 0 | 0 | 0 | 80,772 | |
| Total | 143,358 | -61,451 | 0 | 0 | 0 | 0 | 0 | 81,907 | |
| **9 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS - 9TH AVE TO 82ND AVE*****870 *89-021***05126*FAU9822*726*****0**** | | | | | | | | | |
| Pre Eng | 0 | 23,625 | 0 | 0 | 0 | 0 | 0 | 23,625 | |
| Rt-of-Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 23,625 | 0 | 0 | 0 | 0 | 0 | 23,625 | |
| **10 INTERSECTION IMPROVEMENT PROGRAM*****871 *89-023***05125*VARvar**726*****0**** | | | | | | | | | |
| 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*****872 *89-028***05200*VARvar**726*****0**** | | | | | | | | | |
| Constr | 291,264 | 43,918 | 0 | 0 | 0 | 0 | 0 | 335,182 | |
| Total | 291,264 | 43,918 | 0 | 0 | 0 | 0 | 0 | 335,182 | |
| **12 DOWNTOWN MALL REHABILITATION PROGRAM*****873 *89-032***05384*FAU9341*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 | |
| **13 HOLLADAY AVE - ML KING AVE TO NE 9TH AVE (GREELEY - BANFIELD)*****890 *84-024d**04958*FAU9903*726*****0**** | | | | | | | | | |
| Constr | 0 | 0 | 89,320 | 0 | 0 | 0 | 0 | 89,320 | |
| Total | 0 | 0 | 89,320 | 0 | 0 | 0 | 0 | 89,320 | |
| **14 LLOYD BLVD - GRAND AVE TO NE 11TH AVE (GREELEY - BANFIELD)*****891 *84-024c**04959*FAU9902*726*****0**** | | | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **15 DEVELOPMENT RESERVE*****919 *00-000***00000*FAUvar**726*****0**** | | | | | | | | | |
| Reserve | 0 | 0 | 0 | 0 | 0 | 606,013 | 0 | 606,013 | |
| Total | 0 | 0 | 0 | 0 | 0 | 606,013 | 0 | 606,013 | |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year

| Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
|---|---------|-----------|-----------|------|---------|-----------|------------|
| City of Portland Projects (Continued) | | | | | | | |
| **16 AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE to 181ST AVE(4/5)*****920 *0*****0*****FAU9964*726*****0**** | | | | | | | |
| Reserve | 0 | 0 | 0 | 0 | 676,547 | 0 | 676,547 |
| Total | 0 | 0 | 0 | 0 | 676,547 | 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 |
| Constr | -9,879 | 9,879 | 0 | 0 | 0 | 0 | 0 |
| Total | -9,879 | 9,879 | 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 |
| Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 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 |
| Constr | 0 | 223,800 | 0 | 0 | 0 | 0 | 223,800 |
| Total | 0 | 223,800 | 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 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21 FY 92-93 ROAD REHAB (B-H HWY)*****940 *91-013B**06979*FST9228*40*****0**** | | | | | | | |
| Constr | 0 | 1,016,091 | 0 | 0 | 0 | 0 | 1,016,091 |
| Total | 0 | 1,016,091 | 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 | 30,000 |
| Constr | 0 | 0 | 258,768 | 0 | 0 | 0 | 258,768 |
| Total | 0 | 30,000 | 258,768 | 0 | 0 | 0 | 288,768 |
| Total City of Portland | 581,086 | 1,174,395 | 1,355,784 | 0 | 0 | 1,674,060 | 4,785,326 |

Approved Program Years

Metropolitan Service District
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

Estimated Expenditures by Federal Fiscal Year

Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Multnomah County Projects

| | | | | | | | | |
|---|---|---|---|---|---|--------|---|--------|
| **23 NORTH MAIN RECONSTRUCTION (GRESHAM) - DIVISION TO POWELL*****541 *88-014***04863*FAU9879*726*****0**** | | | | | | | | |
| Reserve | 0 | 0 | 0 | 0 | 0 | 11,587 | 0 | 11,587 |
| Total | 0 | 0 | 0 | 0 | 0 | 11,587 | 0 | 11,587 |
| Total Multnomah County | 0 | 0 | 0 | 0 | 0 | 11,587 | 0 | 11,587 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Clackamas County Projects

| | | | | | | | | | |
|--|---------|-----------|---|---|---|---------|---|---|-----------|
| **24 LOWER BOONES FERRY RD - MADRONA TO SW JEAN*****68 *80-104***00677*FAU9473*703*****0**** | | | | | | | | | |
| Pre Eng | 0 | 16,238 | 0 | 0 | 0 | 0 | 0 | 0 | 16,238 |
| Rt-of-Way | 65,370 | 144,706 | 0 | 0 | 0 | 0 | 0 | 0 | 210,076 |
| Constr | 0 | 1,216,609 | 0 | 0 | 0 | 0 | 0 | 0 | 1,216,609 |
| Total | 65,370 | 1,377,553 | 0 | 0 | 0 | 0 | 0 | 0 | 1,442,923 |
| **25 RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I*****553 *10037***00705*FAU9702*ns*****0**** | | | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 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 | 0 | 86,993 |
| Constr | 61,550 | -61,550 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 61,550 | 25,443 | 0 | 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 | 0 | 184,866 |
| Total | 0 | 184,866 | 0 | 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 | 147,547 | 0 | 0 | 0 | 0 | 0 | 0 | 147,547 |
| Total | 0 | 147,547 | 0 | 0 | 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 | 0 | 100,000 |
| Reserve | 0 | 0 | 0 | 0 | 0 | 833,000 | 0 | 0 | 833,000 |
| Total | 0 | 100,000 | 0 | 0 | 0 | 833,000 | 0 | 0 | 933,000 |
| Total Clackamas County | | | | | | | | | |
| | 126,920 | 1,835,409 | 0 | 0 | 0 | 833,000 | 0 | 0 | 2,795,329 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year

| Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
|--|-------|--------|------|------|--------|-----------|------------|
| ----- | | | | | | | |
| Washington County Projects | | | | | | | |
| **30 BVTN/TUALATIN HWY AT SW BRIDGEPORT - SIGNAL/CHANNELIZE*****395 *10251***02089*FAU9091*141*****8**** | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 142 | 0 | 142 |
| Total | 0 | 0 | 0 | 0 | 142 | 0 | 142 |
| **31 HALL / MCDONALD INTERSECTION IMPROVEMENTS*****396 *85-024***03719*FAU9091*141*****6**** | | | | | | | |
| Rt-of-Way | 0 | 0 | 0 | 0 | 293 | 0 | 293 |
| Constr | 6,462 | -6,462 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,462 | -6,462 | 0 | 0 | 293 | 0 | 293 |
| **32 E STREET - PACIFIC AVENUE TO 23RD AVENUE*****572 *86-020***02426*FAU9012*734*****0**** | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 1,948 | 0 | 1,948 |
| Total | 0 | 0 | 0 | 0 | 1,948 | 0 | 1,948 |
| **33 WASHINGTON COUNTY RESERVE*****836 *00-000***00000*VARvar**na*****0**** | | | | | | | |
| Reserve | 0 | 0 | 0 | 0 | 67,392 | 0 | 67,392 |
| Total | 0 | 0 | 0 | 0 | 67,392 | 0 | 67,392 |
| **34 MAPLE STREET AT TUALATIN VALLEY HIGHWAY - SIGNAL*****866 *89-016***04622*FAU9032*734*****0**** | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 5,183 | 0 | 5,183 |
| Total | 0 | 0 | 0 | 0 | 5,183 | 0 | 5,183 |
| Total Washington County | 6,462 | -6,462 | 0 | 0 | 74,958 | 0 | 74,958 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Tri-Met Projects

| | | | | | | | | |
|---|---|---------|--------|---|---|---|---|---------|
| **35 TRI-MET RIDESHARE PROGRAM*****102 *80-043***00000*VARvar**na*****0**** | | | | | | | | |
| Operating | 0 | 7,332 | 45,846 | 0 | 0 | 0 | 0 | 53,178 |
| Total | 0 | 7,332 | 45,846 | 0 | 0 | 0 | 0 | 53,178 |
| **36 LIGHT RAIL VEHICLE PURCHASE (T)*****695 *00-000***00000*OR*var**na*****0**** | | | | | | | | |
| Non-Hwy Cp | 0 | 850,000 | 0 | 0 | 0 | 0 | 0 | 850,000 |
| Total | 0 | 850,000 | 0 | 0 | 0 | 0 | 0 | 850,000 |
| Total Tri-Met | 0 | 857,332 | 45,846 | 0 | 0 | 0 | 0 | 903,178 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Highway Division Projects

| | | | | | | | | |
|---|---------|--------|---|---|---|--------|---|--------|
| **37 STATE STREET CORRIDOR (OR43) - TERWILLIGER TO LADD*****133 *77-068***00359*FAU9565*3*****6**** | | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 0 | 22,000 | 0 | 22,000 |
| Total | 0 | 0 | 0 | 0 | 0 | 22,000 | 0 | 22,000 |
| **38 OR210 - SCHOLLS HWY AT 135TH AVE - SIGNAL/REALIGNMENT*****390 *80-112***00046*FAU9234*143*****7**** | | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 0 | 28,451 | 0 | 28,451 |
| Total | 0 | 0 | 0 | 0 | 0 | 28,451 | 0 | 28,451 |
| **39 US26 - MT HOOD HWY AT PALMQUIST/ORIENT RD - GRADE/PAVE/SIGNAL*****397 *10234***01470*FAP9873*26*****14**** | | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 0 | 11,470 | 0 | 11,470 |
| Total | 0 | 0 | 0 | 0 | 0 | 11,470 | 0 | 11,470 |
| **40 HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING*****853 *10252***00976*FAU9565*3*****11**** | | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 0 | 1,353 | 0 | 1,353 |
| Total | 0 | 0 | 0 | 0 | 0 | 1,353 | 0 | 1,353 |
| **41 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK*****875 *86-077***03290*FAU9234*143*****7**** | | | | | | | | |
| Constr | -21,384 | 21,384 | 0 | 0 | 0 | 203 | 0 | 203 |
| Total | -21,384 | 21,384 | 0 | 0 | 0 | 203 | 0 | 203 |
| Total Highway Division | | | | | | | | |
| | -21,384 | 21,384 | 0 | 0 | 0 | 63,477 | 0 | 63,477 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Metro Region and Reserve Projects

| | | | | | | | | | |
|--|---|--------|---|---|---|--------|---|---------|--|
| **42 UNALLOCATED FEDERAL-AID URBAN FUNDS*****114 *00-000**00000*VARvar**na*****0**** | | | | | | | | | |
| Reserve | 0 | 0 | 0 | 0 | 0 | 92,685 | 0 | 92,685 | |
| Total | 0 | 0 | 0 | 0 | 0 | 92,685 | 0 | 92,685 | |
| **43 METRO PLANNING*****126 *0*****00000*VARvar**na*****0**** | | | | | | | | | |
| Pre Eng | 0 | 86,000 | 0 | 0 | 0 | 0 | 0 | 86,000 | |
| Total | 0 | 86,000 | 0 | 0 | 0 | 0 | 0 | 86,000 | |
| Total City of Portland | 0 | 86,000 | 0 | 0 | 0 | 92,685 | 0 | 178,685 | |

Approved Program Years

| | | | | | | | | |
|--------------------------------|---|------|------|------|------|-------------------------|-----------|------------|
| Fiscal Years 1994 to Post 1997 | Metropolitan Service District Transportation Improvement Program | | | | | Portland Urbanized Area | | |
| Effective October 1, 1993 | In Federal Dollars | | | | | | | |
| Project Description | FAU/STP REPLACEMENT PROGRAM | | | | | | | |
| | Estimated Expenditures by Federal Fiscal Year | | | | | | | |
| | Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |

| | | | | | | | | |
|--------------------|---------|-----------|-----------|---|---|-----------|---|-----------|
| Metro Region Total | | | | | | | | |
| | 111,998 | 2,793,663 | 45,846 | 0 | 0 | 1,075,707 | 0 | 4,027,214 |
| Report Total | | | | | | | | |
| | 693,084 | 3,968,058 | 1,401,630 | 0 | 0 | 2,749,767 | 0 | 8,812,540 |

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Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Federal Aid Urban System Program

Effective October 1, 1993

Project Description

Estimated Expenditures by Federal Fiscal Year

| Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
|-----------|------|------|------|------|------|-----------|------------|
|-----------|------|------|------|------|------|-----------|------------|

City of Portland Projects

| | | | | | | | |
|--|-----------|---|---|---|---|---|-----------|
| ***1 Finalized Vouchered Projects*****0 0000000*00000*****CLOSED | | | | | | | |
| Pre Eng | 1,573,743 | 0 | 0 | 0 | 0 | 0 | 1,573,743 |
| Rt-of-Way | 401,968 | 0 | 0 | 0 | 0 | 0 | 401,968 |
| Constr | 6,376,238 | 0 | 0 | 0 | 0 | 0 | 6,376,238 |
| Non-Hwy Cp | 131,555 | 0 | 0 | 0 | 0 | 0 | 131,555 |
| Operating | 217,108 | 0 | 0 | 0 | 0 | 0 | 217,108 |
| Pending | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 8,700,612 | 0 | 0 | 0 | 0 | 0 | 8,700,612 |
| ***2 Completed Projects not Vouchered*****1 0000000*00000***** | | | | | | | |
| Pre Eng | 693,478 | 0 | 0 | 0 | 0 | 0 | 693,478 |
| Constr | 873,842 | 0 | 0 | 0 | 0 | 0 | 873,842 |
| Total | 1,567,320 | 0 | 0 | 0 | 0 | 0 | 1,567,320 |
| ***3 ARTERIAL STREET 3R PROGRAM*****43 *10050***01568*VARvar**726*****0**** | | | | | | | |
| Pre Eng | 106,736 | 0 | 0 | 0 | 0 | 0 | 106,736 |
| Constr | 812,997 | 0 | 0 | 0 | 0 | 0 | 812,997 |
| Reserve | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 919,733 | 0 | 0 | 0 | 0 | 0 | 919,733 |
| ***4 CITY OF PORTLAND FAU CONTINGENCY*****44 *00-000***00000*VARvar**726*****0**** | | | | | | | |
| Reserve | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 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 | 4,238 |
| Constr | 346,351 | 0 | 0 | 0 | 0 | 0 | 346,351 |
| Total | 350,589 | 0 | 0 | 0 | 0 | 0 | 350,589 |
| ***6 WILLAMETTE GREENWAY TRAIL PROGRAM*****575 *10018***00240*VARvar**726*****0**** | | | | | | | |
| Pre Eng | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rt-of-Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ***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 |
| Total | 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 |
| Constr | 372,304 | 0 | 0 | 0 | 0 | 0 | 372,304 |
| Total | 372,304 | 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 | 104,465 |
| Rt-of-Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Constr | 775,871 | 0 | 0 | 0 | 0 | 0 | 775,871 |
| Total | 880,336 | 0 | 0 | 0 | 0 | 0 | 880,336 |
| ***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 | 99,575 |
| Rt-of-Way | 116,671 | 0 | 0 | 0 | 0 | 0 | 116,671 |
| Constr | 241,469 | 0 | 0 | 0 | 0 | 0 | 241,469 |
| Total | 457,715 | 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 | 11,059 |
| Constr | 87,990 | 0 | 0 | 0 | 0 | 0 | 87,990 |
| Total | 99,049 | 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 | 38,552 |
| Constr | 335,182 | 0 | 0 | 0 | 0 | 0 | 335,182 |
| Total | 373,734 | 0 | 0 | 0 | 0 | 0 | 373,734 |
| ***13 DOWNTOWN MALL REHABILITATION PROGRAM*****873 *89-032***05384*FAU9341*726*****0**** | | | | | | | |
| Pre Eng | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Federal Aid Urban System Program

Project Description

| Estimated Expenditures by Federal Fiscal Year | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
|---|------|------|------|------|------|-----------|------------|
| Obligated | | | | | | | |

City of Portland Projects
(Continued)

| | | | | | | | |
|--|------------|---|---|---|---|---|------------|
| **14 HOLLADAY AVE - ML KING AVE TO NE 9TH AVE (GREELEY - BANFIELD)*****890 *84-024d**04958*FAU9903*726*****0**** | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15 LLOYD BLVD - GRAND AVE TO NE 11TH AVE (GREELEY - BANFIELD)*****891 *84-024c**04959*FAU9902*726*****0**** | | | | | | | |
| Constr | 231,160 | 0 | 0 | 0 | 0 | 0 | 231,160 |
| Total | 231,160 | 0 | 0 | 0 | 0 | 0 | 231,160 |
| **16 DEVELOPMENT RESERVE*****919 *00-000**00000*FAUvar**726*****0**** | | | | | | | |
| Reserve | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17 FY 90-91 ROAD REHABILITATION PROGRAM (#9)*****930 *89-033a**05650*FAUvar**726*****0**** | | | | | | | |
| Pre Eng | 180,372 | 0 | 0 | 0 | 0 | 0 | 180,372 |
| Constr | 567,057 | 0 | 0 | 0 | 0 | 0 | 567,057 |
| Total | 747,429 | 0 | 0 | 0 | 0 | 0 | 747,429 |
| **18 INTERSECTION SAFETY PROGRAM*****931 *00-000**00000*FAUvar**726*****0**** | | | | | | | |
| Pre Eng | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19 FY 90-91 SIGNAL SAFETY IMPROVEMENTS*****932 *91-008**05844*FAUvar**726*****0**** | | | | | | | |
| Pre Eng | 37,200 | 0 | 0 | 0 | 0 | 0 | 37,200 |
| Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 37,200 | 0 | 0 | 0 | 0 | 0 | 37,200 |
| **20 NW 13TH AVENUE INTERSECTIONS IMPROVEMENT*****933 *00-000**00000*FAUvar**726*****0**** | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total City of Portland | | | | | | | |
| | 14,737,181 | 0 | 0 | 0 | 0 | 0 | 14,737,181 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997 Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993 Federal Aid Urban System Program

| Project Description | Estimated Expenditures by Federal Fiscal Year | | | | | | | |
|---|---|------|------|------|------|-----------|------------|-----------|
| Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized | |
| ----- | | | | | | | | |
| Multnomah County Projects | | | | | | | | |
| ***** | | | | | | | | |
| **21 Finaled Vouchered Projects*****0 0000000*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*****1 0000000*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 |

Approved Program Years

Portland Urbanized Area

Effective October 1, 1993

In Federal Dollars

Federal Aid Urban System Program

Project Description

| Estimated Expenditures by Federal Fiscal Year | |
|---|-----------|
| Obligated | 1993 1994 |

| | Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
|--|-----------|---------|------|------|------|------|-----------|------------|
| Clackamas County Projects | | | | | | | | |
| **24 Finalled Vouchered Projects*****0 0000000*00000*****CLOSED | | | | | | | | |
| Pre Eng | 248,064 | 0 | 0 | 0 | 0 | 0 | 0 | 248,064 |
| Rt-of-Way | 74,366 | 0 | 0 | 0 | 0 | 0 | 0 | 74,366 |
| Constr | 2,449,968 | 0 | 0 | 0 | 0 | 0 | 0 | 2,449,968 |
| Reserve | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,772,398 | 0 | 0 | 0 | 0 | 0 | 0 | 2,772,398 |
| **25 Completed Projects not Vouchered*****1 0000000*00000***** | | | | | | | | |
| Pre Eng | 110,538 | 0 | 0 | 0 | 0 | 0 | 0 | 110,538 |
| Reserve | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 110,538 | 0 | 0 | 0 | 0 | 0 | 0 | 110,538 |
| **26 LOWER BOONES FERRY RD - MADRONA TO SW JEAN*****68 *80-104***00677*FAU9473*703*****0**** | | | | | | | | |
| Pre Eng | 333,762 | 0 | 0 | 0 | 0 | 0 | 0 | 333,762 |
| Rt-of-Way | 405,294 | 0 | 0 | 0 | 0 | 0 | 0 | 405,294 |
| Constr | 659,470 | 0 | 0 | 0 | 0 | 0 | 0 | 659,470 |
| Total | 1,398,526 | 0 | 0 | 0 | 0 | 0 | 0 | 1,398,526 |
| **27 RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I*****553 *10037***00705*FAU9702*ns*****0**** | | | | | | | | |
| Constr | 195,517 | 0 | 0 | 0 | 0 | 0 | 0 | 195,517 |
| Total | 195,517 | 0 | 0 | 0 | 0 | 0 | 0 | 195,517 |
| **28 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE*****578 *10051B***00500*FAU9653*703*****0**** | | | | | | | | |
| Rt-of-Way | 162,581 | 0 | 0 | 0 | 0 | 0 | 0 | 162,581 |
| Constr | 631,383 | 0 | 0 | 0 | 0 | 0 | 0 | 631,383 |
| Total | 793,964 | 0 | 0 | 0 | 0 | 0 | 0 | 793,964 |
| **29 RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION*****769 *86-083***04180*FAU9736*703*****0**** | | | | | | | | |
| Pre Eng | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **30 BEAVERCREEK RD EXT(RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE*****855 *10249***02375*FAU9742*703*****0**** | | | | | | | | |
| Constr | 0 | -25,383 | 0 | 0 | 0 | 0 | 0 | -25,383 |
| Total | 0 | -25,383 | 0 | 0 | 0 | 0 | 0 | -25,383 |
| **31 MCLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD*****892 *90-063***05651*FAP26***1E*****6**** | | | | | | | | |
| Pre Eng | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reserve | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Clackamas County | | | | | | | | |
| | 5,270,943 | -25,383 | 0 | 0 | 0 | 0 | 0 | 5,245,560 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997 Portland Urbanized Area

In Federal Dollars

Federal Aid Urban System Program

| Project Description | Estimated Expenditures by Federal Fiscal Year | | | | | | |
|--|---|---------|--------|-------|----------|-----------|------------|
| Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
| ----- | | | | | | | |
| Washington County Projects | | | | | | | |
| ***** | | | | | | | |
| **32 Finaled Vouchered Projects***** | 0 | 0000000 | 000000 | ***** | CLOSED | | |
| Pre Eng 513,692 | 0 | 0 | 0 | 0 | 0 | 0 | 513,692 |
| Rt-of-Way 184,602 | 0 | 0 | 0 | 0 | 0 | 0 | 184,602 |
| Constr 975,404 | 0 | 0 | 0 | 0 | 0 | 0 | 975,404 |
| Reserve 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total 1,673,698 | 0 | 0 | 0 | 0 | 0 | 0 | 1,673,698 |
| ***** | | | | | | | |
| **33 Completed Projects not Vouchered***** | 1 | 0000000 | 000000 | ***** | | | |
| Pre Eng 507,907 | 0 | 0 | 0 | 0 | 0 | 0 | 507,907 |
| Constr 1,459,569 | 0 | 0 | 0 | 0 | 0 | 0 | 1,459,569 |
| Reserve 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total 1,967,476 | 0 | 0 | 0 | 0 | 0 | 0 | 1,967,476 |
| ***** | | | | | | | |
| **34 BVTN/TUALATIN HWY AT SW BRIDGEPORT - SIGNAL/CHANNELIZE***** | 395 | *10251 | **** | 02089 | *FAU9091 | *141 | *****8**** |
| Constr 169,868 | 0 | 0 | 0 | 0 | 0 | 0 | 169,868 |
| Total 169,868 | 0 | 0 | 0 | 0 | 0 | 0 | 169,868 |
| ***** | | | | | | | |
| **35 HALL / MCDONALD INTERSECTION IMPROVEMENTS***** | 396 | *85-024 | **** | 03719 | *FAU9091 | *141 | *****6**** |
| Rt-of-Way 2,232 | 0 | 0 | 0 | 0 | 0 | 0 | 2,232 |
| Constr 118,937 | 0 | 0 | 0 | 0 | 0 | 0 | 118,937 |
| Total 121,169 | 0 | 0 | 0 | 0 | 0 | 0 | 121,169 |
| ***** | | | | | | | |
| **36 E STREET - PACIFIC AVENUE TO 23RD AVENUE***** | 572 | *86-020 | **** | 02426 | *FAU9012 | *734 | *****0**** |
| Constr 178,052 | 0 | 0 | 0 | 0 | 0 | 0 | 178,052 |
| Total 178,052 | 0 | 0 | 0 | 0 | 0 | 0 | 178,052 |
| ***** | | | | | | | |
| **37 WASHINGTON COUNTY RESERVE***** | 836 | *00-000 | **** | 00000 | *VARvar | *na | *****0**** |
| Reserve 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ***** | | | | | | | |
| **38 MAPLE STREET AT TUALATIN VALLEY HIGHWAY - SIGNAL***** | 866 | *89-016 | **** | 04622 | *FAU9032 | *734 | *****0**** |
| Constr 73,892 | 0 | 0 | 0 | 0 | 0 | 0 | 73,892 |
| Total 73,892 | 0 | 0 | 0 | 0 | 0 | 0 | 73,892 |
| ***** | | | | | | | |
| Total Washington County | | | | | | | |
| 4,184,155 | 0 | 0 | 0 | 0 | 0 | 0 | 4,184,155 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Tri-Met Projects

| | | | | | | | | |
|--|-----------|---|---|---|---|---|---|-----------|
| **39 Finaled Vouchered Projects*****0 0000000*00000*****CLOSED | | | | | | | | |
| Constr | 1,110,747 | 0 | 0 | 0 | 0 | 0 | 0 | 1,110,747 |
| Non-Hwy 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**00000*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**00000*OR*var**na*****0**** | | | | | | | | |
| Non-Hwy 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 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Highway Division Projects

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**42 Finald Vouchered Projects*****0 0000000*00000*****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*****133 *77-068***00359*FAU9565*3*****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*****390 *80-112***00046*FAU9234*143*****7****
Constr       81,435      0      0      0      0      0      0      81,435
Total        81,435      0      0      0      0      0      0      81,435

**45 US16 - MT HOOD HWY AT PALMQUIST/ORIENT RD - GRADE/PAVE/SIGNAL*****397 *10234****01470*FAP9873*26*****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*****853 *10252***00976*FAU9565*3*****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*****875 *86-077***03290*FAU9234*143*****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

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997 Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993 Federal Aid Urban System Program

Project Description

| Estimated Expenditures by Federal Fiscal Year | | | | | | | |
|---|------|------|------|------|------|-----------|------------|
| Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |

Metro Region and Reserve Projects

| | | | | | | | |
|---|-----------|---|---|---|---|---|-----------|
| **48 Finald Vouchered Projects*****0 0000000*00000*****CLOSED | | | | | | | |
| Pre Eng | 463,280 | 0 | 0 | 0 | 0 | 0 | 463,280 |
| Rt-of-Way | 318,162 | 0 | 0 | 0 | 0 | 0 | 318,162 |
| Constr | 1,147,655 | 0 | 0 | 0 | 0 | 0 | 1,147,655 |
| Pending | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,929,097 | 0 | 0 | 0 | 0 | 0 | 1,929,097 |
| | | | | | | | |
| **49 UNALLOCATED FEDERAL-AID URBAN FUNDS*****114 *00-000***00000*VARvar**na*****0**** | | | | | | | |
| Reserve | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | |
| Total Metro Region and Reserve | 1,929,097 | 0 | 0 | 0 | 0 | 0 | 1,929,097 |

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 Approved Program Years

Metropolitan Service District
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 | Estimated Expenditures by Federal Fiscal Year | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
|---------------------|---|------|------|------|------|------|-----------|------------|
| Obligated | | | | | | | | |
| Metro Region Total | | | | | | | | |
| 21,184,382 | -25,383 | 0 | 0 | 0 | 0 | 0 | 0 | 21,158,999 |
| Report Total | | | | | | | | |
| 35,921,563 | -25,383 | 0 | 0 | 0 | 0 | 0 | 0 | 35,896,180 |

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 Approved Program Years

Section 2:

Interstate Transfer Program

FY 1994-1996 Three-Year Approved Program:

Regional
City of Portland
Multnomah County
Clackamas County
Washington County

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

Effective October 1, 1993

In Federal Dollars

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Category I Projects

```

***1 Finalized Vouchered Projects*****0 0000000*00000*****CLOSED
Pre Eng      347,648      0      0      0      0      0      0      347,648
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        7,721,336      0      0      0      0      0      0      7,721,336

***2 Completed Projects not Vouchered*****1 0000000*00000*****
Pre Eng      16,503,437      0      0      0      0      0      0      16,503,437
Rt-of-Way    20,108,606      0      0      0      0      0      0      20,108,606
Constr      126,578,595      0      0      0      0      0      0      126,578,595
Non-Hwy Cp   2,863,490      0      0      0      0      0      0      2,863,490
Reserve       0      0      0      0      0      0      0      0
Total       166,054,128      0      0      0      0      0      0      166,054,128

***3 RESERVE FOR OREGON DEPARTMENT OF TRANSPORTATION (ODOT)*****107 *00-000**00000*VARvar**na*****0****
Reserve       0      0      0      0      0      1,653,450      0      1,653,450
Total         0      0      0      0      0      1,653,450      0      1,653,450

***4 BANFIELD TRANSITWAY - HIGHWAY FUNDS*****115 *80-900**00000*FAP68**2*****0****
Pre Eng       5,506,103      26,482      0      0      0      191      0      5,532,776
Rt-of-Way     7,929,650      0      0      0      0      0      0      7,929,650
Constr       14,194,064     -76,169      0      0      0      0      0      14,117,895
Total        27,629,817     -49,687      0      0      0      191      0      27,580,321

***5 INCIDENT RESPONSE EQUIPMENT*****122 *93-028**06718*FAI*****0****
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*****126 *80-404**00000*VARvar**na*****0****
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 MCLOUGHLIN CORRIDOR - ML KING/GRAND AVE VIADUCT TO SE RIVER ROAD*****127 *77-159**00346*FAP26**1E*****4****
Pre Eng       2,352,939      0      0      0      0      0      0      2,352,939
Total        2,352,939      0      0      0      0      0      0      2,352,939

***8 MCLOUGHLIN BOULEVARD LRT ALTERNATIVES ANALYSIS AND DEIS(T)*****128 *00-000**00000*FAP26**1E*****0****
Alt Anal       0      987,950      0      0      0      0      0      987,950
Total          0      987,950      0      0      0      0      0      987,950

***9 MCLOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD*****134 *77-159a**04872*FAP26**1E*****4****
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

***10 MCLOUGHLIN BLVD PHASE II - TACOMA TO HIGHWAY 224*****136 *77-159b**04873*FAP26**1E*****5****
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

***11 FREEWAY MANAGEMENT OPERATIONS CENTER*****262 *90-006A**06662*na*na**var*****0****
Constr         0      86,250      0      0      0      0      0      86,250
Total          0      86,250      0      0      0      0      0      86,250

***12 YEON/ VAUGHN/ NICOLAI/ WARDWAY AND ST HELENS ROAD RECONSTRUCTION*****269 *79-038**00129*VARvar**726*****0****
Pre Eng       1,985,482      0      0      0      0      0      0      1,985,482
Reserve       0      0      0      0      0      0      0      0
Total        1,985,482      0      0      0      0      0      0      1,985,482

***13 TRI-MET RIDESHARE PROGRAM*****295 *80-313**02151*VARvar**na*****0****
Operating     1,704,433      0      230,280      0      0      0      0      1,934,713
Total        1,704,433      0      230,280      0      0      0      0      1,934,713

***14 PORTLAND/ VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE(T)*****310 *80-032**00000*TRAVar**726*****0****
Pre Eng        72,311      0      0      0      0      0      0      72,311
Total         72,311      0      0      0      0      0      0      72,311

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 Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

| Estimated Expenditures by Federal Fiscal Year | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
|---|-------------|-----------|-----------|------|---------------------------------------|-----------|-------------|
| Obligated | | | | | | | |
| Category I Projects (Continued) | | | | | | | |
| **15 METRO TECHNICAL ASSISTANCE***** | | | | 440 | *80-404***00000*VARvar**na*****0**** | | |
| Operating | 65,878 | 36,000 | 0 | 0 | 0 | 0 | 101,878 |
| Total | 65,878 | 36,000 | 0 | 0 | 0 | 0 | 101,878 |
| **16 NW YEON AVE - NW ST HELENS RD TO NW NICOLAI***** | | | | 733 | *79-038***00364*FAP1***2W*****0**** | | |
| Rt-of-Way | 760,217 | 0 | 0 | 0 | 0 | 0 | 760,217 |
| Constr | 10,050,745 | 0 | 0 | 0 | 0 | 0 | 10,050,745 |
| Reserve | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 10,810,962 | 0 | 0 | 0 | 0 | 0 | 10,810,962 |
| **17 NW ST HELENS RD - NW KITTRIDGE TO NW 31ST AVE***** | | | | 734 | *79-038***00367*FAU9296*726*****4**** | | |
| Rt-of-Way | 150,552 | 0 | 0 | 0 | 0 | 0 | 150,552 |
| Constr | 1,679,640 | 0 | 0 | 0 | 0 | 0 | 1,679,640 |
| Reserve | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,830,192 | 0 | 0 | 0 | 0 | 0 | 1,830,192 |
| **18 VAUGHN ST / WARDWAY - NW 31ST AVE TO NW 24TH AVE***** | | | | 735 | *79-038***00387*FAU9296*726*****3**** | | |
| Constr | 1,000,912 | 763 | 0 | 0 | 0 | 0 | 1,001,675 |
| Total | 1,000,912 | 763 | 0 | 0 | 0 | 0 | 1,001,675 |
| **19 FRONT - YEON CONNECTION***** | | | | 738 | *79-038***00586*FAU9300*726*****0**** | | |
| Rt-of-Way | 1,003,071 | 0 | 0 | 0 | 0 | 0 | 1,003,071 |
| Constr | 4,444,932 | 0 | 0 | 0 | 0 | 0 | 4,444,932 |
| Reserve | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 5,448,003 | 0 | 0 | 0 | 0 | 0 | 5,448,003 |
| **20 REGIONAL RESERVE***** | | | | 755 | *00-000***00000*VARvar**na*****0**** | | |
| Reserve | 0 | 0 | 0 | 0 | 11,802 | 0 | 11,802 |
| Total | 0 | 0 | 0 | 0 | 11,802 | 0 | 11,802 |
| **21 BANFIELD TRAFFIC MONITORING PROGRAM***** | | | | 771 | *10183***01806*FAP68***2*****0**** | | |
| Constr | 108,963 | 0 | 0 | 0 | 0 | 0 | 108,963 |
| Total | 108,963 | 0 | 0 | 0 | 0 | 0 | 108,963 |
| **22 NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM***** | | | | 802 | *84-016***02358*VARvar**726*****0**** | | |
| Pre Eng | 83,027 | 59,007 | 0 | 0 | 0 | 0 | 142,035 |
| Total | 83,027 | 59,007 | 0 | 0 | 0 | 0 | 142,035 |
| **23 TRANSIT MALL EXTENSION NORTH - W BURNSIDE ST TO NW IRVING***** | | | | 822 | *91-009***06356*FAU9341*726*****0**** | | |
| Pre Eng | 270,300 | 40,900 | 0 | 0 | 0 | 0 | 311,200 |
| Constr | 3,146,025 | -269,725 | 0 | 0 | 0 | 0 | 2,876,300 |
| Total | 3,416,325 | -228,825 | 0 | 0 | 0 | 0 | 3,187,500 |
| **24 SUNSET HIGHWAY RAMP METERING***** | | | | 827 | *10231***02235*FAP27***47*****67**** | | |
| Pre Eng | 32,848 | 7,152 | 0 | 0 | 0 | 0 | 40,000 |
| Constr | 358,204 | 371,796 | 0 | 0 | 0 | 0 | 730,000 |
| Total | 391,052 | 378,948 | 0 | 0 | 0 | 0 | 770,000 |
| **25 TRI-MET BUS PURCHASES***** | | | | 903 | *00-000***00000***var**na*****0**** | | |
| Non-Hwy Cp | 0 | 3,000,000 | 0 | 0 | 0 | 0 | 3,000,000 |
| Total | 0 | 3,000,000 | 0 | 0 | 0 | 0 | 3,000,000 |
| **26 I-205 BUSLANES WITHDRAWAL RESERVE(T)***** | | | | 907 | *00-000***00000*TRA205**64*****18**** | | |
| Reserve | 0 | 0 | 0 | 0 | 15,941,283 | 0 | 15,941,283 |
| Total | 0 | 0 | 0 | 0 | 15,941,283 | 0 | 15,941,283 |
| **27 I-205/MILWAUKIE PRELIMINARY ALTERNATIVE ANALYSES(T)***** | | | | 939 | *00-000***00000*OR*29-90na*****9**** | | |
| Pre AA | 997,050 | 0 | 0 | 0 | 0 | 0 | 997,050 |
| Total | 997,050 | 0 | 0 | 0 | 0 | 0 | 997,050 |
| Total Category I | 251,958,681 | 2,937,439 | 3,230,280 | 0 | 17,606,726 | 0 | 275,733,127 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

Effective October 1, 1993

In Federal Dollars

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

| Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
|---|------------|------------|---------|------|------|-----------|------------|
| City of Portland Projects | | | | | | | |
| **28 Finaled Vouchered Projects*****0 0000000*00000*****CLOSED | | | | | | | |
| Pre Eng | 1,246,823 | 0 | 0 | 0 | 0 | 0 | 1,246,823 |
| Rt-of-Way | 1,111,410 | - 1 | 0 | 0 | 0 | 0 | 1,111,409 |
| Constr | 24,613,209 | 0 | 0 | 0 | 0 | 0 | 24,613,209 |
| Reserve | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26,971,442 | - 1 | 0 | 0 | 0 | 0 | 26,971,441 |
| **29 Completed Projects not Vouchered*****1 0000000*00000***** | | | | | | | |
| Pre Eng | 3,003,959 | 0 | 0 | 0 | 0 | 0 | 3,003,959 |
| Rt-of-Way | 708,133 | 0 | 0 | 0 | 0 | 0 | 708,133 |
| Constr | 27,549,744 | 0 | 0 | 0 | 0 | 0 | 27,549,744 |
| Operating | 32,519 | 0 | 0 | 0 | 0 | 0 | 32,519 |
| Reserve | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 31,294,355 | 0 | 0 | 0 | 0 | 0 | 31,294,355 |
| **30 I-5 - GREELEY/I-5 CONNECTION - LANDSCAPING*****21 *76-009***00305*FAUvar**726*****0**** | | | | | | | |
| Constr | 92,898 | 769 | 0 | 0 | 0 | 0 | 93,668 |
| Total | 92,898 | 769 | 0 | 0 | 0 | 0 | 93,668 |
| **31 MCLOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION*****153 *80-081***02345*VARvar**726*****0**** | | | | | | | |
| Pre Eng | 19,000 | 0 | 27,530 | 0 | 0 | 0 | 46,530 |
| Constr | 0 | 0 | 100,980 | 0 | 0 | 0 | 100,980 |
| Total | 19,000 | 0 | 128,510 | 0 | 0 | 0 | 147,510 |
| **32 BEAVERTON HILLSDALE HWY (OR10) - CAPITOL HWY TO SCHOLLS FY RD*****243 *78-050***00383*FAU9228*40*****3**** | | | | | | | |
| Pre Eng | 298,044 | 0 | 0 | 0 | 0 | 0 | 298,044 |
| Rt-of-Way | 476,620 | 0 | 0 | 0 | 0 | 0 | 476,620 |
| Constr | 1,646,619 | 25,099 | 0 | 0 | 0 | 0 | 1,671,719 |
| Total | 2,421,283 | 25,099 | 0 | 0 | 0 | 0 | 2,446,383 |
| **33 ST HELENS ROAD RECONSTRUCTION - WEST CITY LIMITS TO NW KITTRIDGE*****271 *79-067***02107*FAP1***2W*****5**** | | | | | | | |
| Pre Eng | 62,165 | 0 | 0 | 0 | 0 | 0 | 62,165 |
| Constr | 156,182 | 31,652 | 0 | 0 | 0 | 0 | 187,835 |
| Total | 218,347 | 31,652 | 0 | 0 | 0 | 0 | 250,000 |
| **34 NORTHWEST PORTLAND TRANSPORTATION STUDY*****285 *79-035***01088*VARvar**726*****0**** | | | | | | | |
| Pre Eng | 28,804 | -2,007 | 0 | 0 | 0 | 0 | 26,797 |
| Total | 28,804 | -2,007 | 0 | 0 | 0 | 0 | 26,797 |
| **35 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE*****298 *79-056***00458*FAU9962*120*****2**** | | | | | | | |
| Pre Eng | 2,394,082 | -608 | 0 | 0 | 0 | 0 | 2,393,474 |
| Rt-of-Way | 5,525,000 | -2,550,000 | 0 | 0 | 0 | 0 | 2,975,000 |
| Constr | 4,352,312 | 1,048,706 | 0 | 0 | 0 | 0 | 5,401,018 |
| Total | 12,271,394 | -1,501,902 | 0 | 0 | 0 | 0 | 10,769,492 |
| **36 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES - NE 60TH AVE TO I-205*****301 *79-055***00881*FAU9966*123*****9**** | | | | | | | |
| Pre Eng | 298,577 | 0 | 0 | 0 | 0 | 0 | 298,577 |
| Rt-of-Way | 225,649 | 0 | 0 | 0 | 0 | 0 | 225,649 |
| Constr | 2,462,096 | 55,413 | 0 | 0 | 0 | 0 | 2,517,510 |
| Total | 2,986,322 | 55,413 | 0 | 0 | 0 | 0 | 3,041,736 |
| **37 SW TERWILLIGER BLVD - BARBUR BLVD TO TAYLORS FERRY RD*****309 *80-015***00709*FAU9361*726*****0**** | | | | | | | |
| Pre Eng | 546,668 | -20,000 | 0 | 0 | 0 | 0 | 526,668 |
| Rt-of-Way | 23,477 | -23,477 | 0 | 0 | 0 | 0 | 0 |
| Constr | 1,598,900 | -58,312 | 0 | 0 | 0 | 0 | 1,540,588 |
| Total | 2,169,045 | -101,789 | 0 | 0 | 0 | 0 | 2,067,256 |
| **38 SW BERTHA BLVD - SW VERMONT TO BARBUR BLVD*****515 *84-078***02535*FAU9420*726*****0**** | | | | | | | |
| Pre Eng | 183,880 | 0 | 0 | 0 | 0 | 0 | 183,880 |
| Rt-of-Way | 16,150 | -4,905 | 0 | 0 | 0 | 0 | 11,245 |
| Constr | 1,334,549 | 0 | 0 | 0 | 0 | 0 | 1,334,549 |
| Total | 1,534,579 | -4,905 | 0 | 0 | 0 | 0 | 1,529,674 |
| **39 NW 23RD AVE / BURNSIDE*****626 *10093***00733*FAU9326*726*****0**** | | | | | | | |
| Pre Eng | 152,152 | -270 | 0 | 0 | 0 | 0 | 151,882 |
| Rt-of-Way | 206,125 | -14,025 | 0 | 0 | 0 | 0 | 192,100 |
| Constr | 0 | 480,386 | 0 | 0 | 0 | 0 | 480,386 |
| Total | 358,277 | 466,091 | 0 | 0 | 0 | 0 | 824,368 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

| Estimated Expenditures by Federal Fiscal Year | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
|--|------|------|------|------|------|-----------|------------|
| Obligated | | | | | | | |
| City of Portland Projects (Continued) | | | | | | | |
| **40 NW 21ST/22ND - THURMAN TO FRONT*****630 *10126***00743*FAU9317*726*****0**** | | | | | | | |
| Pre Eng 54,710 -480 0 0 0 0 54,230 | | | | | | | |
| Total 54,710 -480 0 0 0 0 54,230 | | | | | | | |
| **41 NW INTERSECTION IMPROVEMENTS - 22 LOCATIONS*****631 *10017***00545*VARvar**726*****0**** | | | | | | | |
| Pre Eng 33,000 68,285 0 0 0 0 101,285 | | | | | | | |
| Constr 155,012 89,848 0 0 0 0 244,860 | | | | | | | |
| Total 188,012 158,133 0 0 0 0 346,145 | | | | | | | |
| **42 CITYWIDE SIGNAL SYSTEM ANALYSIS*****660 *80-042***00620*VARvar**726*****0**** | | | | | | | |
| Pre Eng 1,039,873 0 0 0 0 0 1,039,873 | | | | | | | |
| Constr 2,849,392 25,107 0 0 0 0 2,874,500 | | | | | | | |
| Total 3,889,265 25,107 0 0 0 0 3,914,373 | | | | | | | |
| **43 COLUMBIA BLVD - DELAWARE TO CHAUTAUQUA RRXINGS*****712 *10131***00768*FAU9956*726*****0**** | | | | | | | |
| Pre Eng 116,429 1,721 0 0 0 0 118,150 | | | | | | | |
| Total 116,429 1,721 0 0 0 0 118,150 | | | | | | | |
| **44 SW VERMONT STREET - 30TH AVENUE TO OLESON ROAD*****726 *10133***02013*FAU9398*726*****0**** | | | | | | | |
| Pre Eng 208,930 -89,715 0 0 0 0 119,215 | | | | | | | |
| Total 208,930 -89,715 0 0 0 0 119,215 | | | | | | | |
| **45 MARQUAM RAMP ST IMPROVEMENTS - SE WATER, YAMHILL, TAYLOR, CLAY*****727 *10132***01412*FAU9366*726*****0**** | | | | | | | |
| Pre Eng 102,834 0 0 0 0 0 102,834 | | | | | | | |
| Constr 871,736 1,230 0 0 0 0 872,966 | | | | | | | |
| Total 974,570 1,230 0 0 0 0 975,800 | | | | | | | |
| **46 82ND AVENUE - DIVISION TO CRYSTAL SPRINGS - UNITS 1 & 2*****730 *79-049b***00700*FAU9713*68*****4**** | | | | | | | |
| Pre Eng 623,209 -6,835 0 0 0 0 616,374 | | | | | | | |
| Rt-of-Way 830,003 -17,838 0 0 0 0 812,165 | | | | | | | |
| Constr 1,094,143 0 0 0 0 0 1,094,143 | | | | | | | |
| Total 2,547,355 -24,673 0 0 0 0 2,522,682 | | | | | | | |
| **47 NW FRONT AVE - GLISAN TO COUCH (EVERETT-FRONT CONNECTOR)*****751 *10140***01250*FAU9300*726*****0**** | | | | | | | |
| Pre Eng 291,123 -23,440 0 0 0 0 267,683 | | | | | | | |
| Constr 2,024,513 0 0 0 0 0 2,024,513 | | | | | | | |
| Total 2,315,636 -23,440 0 0 0 0 2,292,196 | | | | | | | |
| **48 SIGNAL MODIFICATIONS(3) - NORTH PORTLAND*****840 *84-001***02362*VARvar**726*****0**** | | | | | | | |
| Pre Eng 53,850 -4,493 0 0 0 0 49,357 | | | | | | | |
| Total 53,850 -4,493 0 0 0 0 49,357 | | | | | | | |
| **49 SIGNAL REPLACEMENTS(22)*****842 *84-002***02364*VARvar**726*****0**** | | | | | | | |
| Pre Eng 32,689 0 0 0 0 0 32,689 | | | | | | | |
| Constr 680,957 -300 0 0 0 0 680,657 | | | | | | | |
| Total 713,646 -300 0 0 0 0 713,346 | | | | | | | |
| **50 NE LOMBARD / COLUMBIA BLVD VIA NE 60TH AVENUE*****854 *80-011***00835*FAU9917*123*****9**** | | | | | | | |
| Pre Eng 212,925 -80,272 0 0 0 0 132,653 | | | | | | | |
| Total 212,925 -80,272 0 0 0 0 132,653 | | | | | | | |
| **51 NE GERTZ/13TH - VANCOUVER WAY TO MERRITT/FAZIO*****857 *84-051***02464*FAU9961*726*****0**** | | | | | | | |
| Pre Eng 169,856 0 0 0 0 0 169,856 | | | | | | | |
| Constr 1,094,681 17,458 0 0 0 0 1,112,140 | | | | | | | |
| Total 1,264,537 17,458 0 0 0 0 1,281,996 | | | | | | | |
| **52 AIRPORT WAY EMBANKMENT (2/5)*****859 *84-022b**04112*FAU9964*726*****0**** | | | | | | | |
| Constr 3,012,041 -555,418 0 0 0 0 2,456,623 | | | | | | | |
| Total 3,012,041 -555,418 0 0 0 0 2,456,623 | | | | | | | |
| **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 -553,860 0 0 0 0 6,656,056 | | | | | | | |
| Pending 0 0 0 0 138,127 0 138,127 | | | | | | | |
| Total 7,209,916 -553,860 0 0 0 138,127 6,794,183 | | | | | | | |
| **54 45TH AVENUE - HARNEY TO GLENWOOD*****906 *91-015***06358*FAU9708*726*****0**** | | | | | | | |
| Pre Eng 46,750 3,250 0 0 0 0 50,000 | | | | | | | |
| Total 46,750 3,250 0 0 0 0 50,000 | | | | | | | |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

| | Estimated Expenditures by Federal Fiscal Year | | | | | | | | |
|---|---|------------|---------|------|------|---------|-----------|------------|-------------|
| | Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized | |
| ----- | | | | | | | | | |
| City of Portland Projects | | | | | | | | | |
| (Continued) | | | | | | | | | |
| **55 AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE to 181ST AVE(4/5)*****920 *0*****0*****FAU9964*726*****0**** | | | | | | | | | |
| Constr | 600,660 | -343,707 | 0 | 0 | 0 | 0 | 0 | 0 | 256,953 |
| Total | 600,660 | -343,707 | 0 | 0 | 0 | 0 | 0 | 0 | 256,953 |
| Total City of Portland | | | | | | | | | |
| | 103,774,981 | -2,501,036 | 128,510 | 0 | 0 | 138,127 | 0 | 0 | 101,540,582 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Multnomah County Projects

| | | | | | | | | |
|--|-----------|---------|---|---|--------|--------|---|-----------|
| **56 Finalled Vouchered Projects*****0 0000000*00000*****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 |
| **57 Completed Projects not Vouchered*****1 0000000*00000***** | | | | | | | | |
| 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 |
| **58 257TH AVE IMPROVEMENT & EXTENSION - COLUMBIA HWY TO STARK ST*****139 *80-048***00546*FAU9883*726*****0**** | | | | | | | | |
| 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 |
| **59 221ST/223RD - POWELL BLVD TO FARISS RD - UNITS 1 & 2*****205 *77-078***01688*FAU9867*726*****0**** | | | | | | | | |
| 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 |
| **60 221ST AVENUE - POWELL THROUGH JOHNSON CREEK BRIDGE - (1 & 2)*****214 *78-012***00590*FAU9867*726*****0**** | | | | | | | | |
| 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 |
| **61 SANDY BLVD CORRIDOR - 99TH AVE TO 162ND AVE*****244 *78-049***00118*FAU9966*59*****11**** | | | | | | | | |
| 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 |
| **62 MT HOOD AT BIRDSDALE(POWELL/ 190TH INTERSECTION IMPROVEMENT)*****293 *77-064***00366*FAP24***26*****10**** | | | | | | | | |
| Pre Eng | 361,918 | 0 | 0 | 0 | 0 | -3,248 | 0 | 358,670 |
| Rt-of-Way | 571,693 | 0 | 0 | 0 | 0 | -3,043 | 0 | 568,650 |
| Constr | 1,404,287 | 0 | 0 | 0 | 0 | 30,540 | 0 | 1,434,827 |
| Total | 2,337,898 | 0 | 0 | 0 | 0 | 24,249 | 0 | 2,362,147 |
| **63 BURNSIDE ST - STARK TO 223RD AVE(BANFIELD FUNDED: STARK TO 199TH*****294 *76-034***00132*FAU9822*726*****0**** | | | | | | | | |
| 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 |
| **64 US30B - NE PORTLAND HWY AT NE 158TH - SIGNAL/CHANNELIZE*****404 *78-049C**02091*FAU9966*123*****0**** | | | | | | | | |
| Constr | 63,452 | 3,179 | 0 | 0 | 0 | 0 | 0 | 66,631 |
| Total | 63,452 | 3,179 | 0 | 0 | 0 | 0 | 0 | 66,631 |
| **65 HAWTHORNE BRIDGE EAST APPROACH RAMP REPLACEMENT(#2757C)*****506 *84-097***02914*FAU9366*726*****0**** | | | | | | | | |
| Constr | 1,274,078 | 725,922 | 0 | 0 | 0 | 0 | 0 | 2,000,000 |
| Total | 1,274,078 | 725,922 | 0 | 0 | 0 | 0 | 0 | 2,000,000 |
| **66 SCHOLLS/SKYLINE IMPROVEMENTS - CANYON CT TO RAAB RD(I)*****831 *84-014c**02586*FAU9235*726*****0**** | | | | | | | | |
| Pre Eng | 0 | 54,272 | 0 | 0 | 0 | 0 | 0 | 54,272 |
| Total | 0 | 54,272 | 0 | 0 | 0 | 0 | 0 | 54,272 |
| **67 SE STARK STREET - 242ND AVENUE TO 257TH AVENUE*****837 *10206***02036*FAU9810*726*****0**** | | | | | | | | |
| 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 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

| Project Description | Estimated Expenditures by Federal Fiscal Year | | | | | | Authorized |
|--|---|-----------|---------|------|---------|-----------|------------|
| Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | |
| ----- | | | | | | | |
| Multnomah County Projects (Continued) | | | | | | | |
| ***** | | | | | | | |
| **68 SE STARK STREET - 221ST AVENUE TO 242ND AVENUE*****844 *85-054***03686*FAU9810*726*****0**** | | | | | | | |
| Pre Eng | 151,555 | -18,700 | 0 | 0 | 0 | 0 | 132,855 |
| Rt-of-Way | 263,500 | 0 | 0 | 0 | 0 | 0 | 263,500 |
| Constr | 1,348,201 | 18,538 | 0 | 0 | 0 | 0 | 1,366,740 |
| Reserve | 0 | 0 | 0 | 0 | 127,704 | 0 | 127,704 |
| Total | 1,763,256 | -161 | 0 | 0 | 127,704 | 0 | 1,890,799 |
| ***** | | | | | | | |
| **69 NE SANDY BLVD TO NE GLISAN ST - 223RD CONNECTOR (207TH)*****864 *89-025***05149*FAU9867*726*****0**** | | | | | | | |
| Pre Eng | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Constr | 0 | 2,006,207 | 117,382 | 0 | 0 | 0 | 2,123,589 |
| Reserve | 0 | 631,374 | 0 | 0 | 0 | 0 | 631,374 |
| Total | 0 | 2,637,581 | 117,382 | 0 | 0 | 0 | 2,754,963 |
| ***** | | | | | | | |
| Total Multnomah County | 25,406,441 | 3,430,041 | 117,382 | 0 | 0 | 361,222 | 0 |
| | | | | | | | 29,315,087 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Clackamas County Projects

| | | | | | | | | | |
|--|------------|----------|---|---|---|---------|---|------------|--|
| **70 Finald Vouchered Projects*****0 0000000*00000*****CLOSED | | | | | | | | | |
| 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 | |
| **71 Completed Projects not Vouchered*****1 0000000*00000***** | | | | | | | | | |
| Pre Eng | 555,957 | 3,642 | 0 | 0 | 0 | 0 | 0 | 559,599 | |
| Rt-of-Way | 984,115 | -3,642 | 0 | 0 | 0 | 0 | 0 | 980,473 | |
| Constr | 3,324,927 | 0 | 0 | 0 | 0 | 0 | 0 | 3,324,927 | |
| Reserve | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 4,864,999 | 0 | 0 | 0 | 0 | 0 | 0 | 4,864,999 | |
| **72 SUNNYSIDE ROAD - STEVENS ROAD TO 122ND UNIT I*****77 *77-147***00127*FAU9718*703*****0**** | | | | | | | | | |
| Pre Eng | 24,075 | 0 | 0 | 0 | 0 | 0 | 0 | 24,075 | |
| Rt-of-Way | 121,950 | 0 | 0 | 0 | 0 | 43,732 | 0 | 165,682 | |
| Constr | 338,292 | 0 | 0 | 0 | 0 | 0 | 0 | 338,292 | |
| Total | 484,317 | 0 | 0 | 0 | 0 | 43,732 | 0 | 528,049 | |
| **73 HIGHWAY 212 IMPROVEMENTS (I-205 EAST TO HIGHWAY 224)*****124 *77-037***00384*FAP74***171*****0**** | | | | | | | | | |
| 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 | -71,745 | 0 | 0 | 0 | 0 | 0 | 4,922,912 | |
| Reserve | 0 | 0 | 0 | 0 | 0 | 90,271 | 0 | 90,271 | |
| Total | 8,360,662 | -71,745 | 0 | 0 | 0 | 90,271 | 0 | 8,379,188 | |
| **74 OREGON CITY BYPASS - PARK PLACE TO COMMUNITY COLLEGE*****125 *76-007***01670*FAP78***160*****0**** | | | | | | | | | |
| 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 | |
| **75 STATE STREET CORRIDOR (OR43) - TERWILLIGER TO LADD*****133 *77-068***00359*FAU9565*3*****6**** | | | | | | | | | |
| 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 | -177,120 | 0 | 0 | 0 | 0 | 0 | 886,093 | |
| Reserve | 0 | 0 | 0 | 0 | 0 | 400,000 | 0 | 400,000 | |
| Total | 1,887,597 | -177,120 | 0 | 0 | 0 | 400,000 | 0 | 2,110,477 | |
| **76 JOHNSON CK BLVD IMPROVEMENT - CASCADE HWY N TO LESTER INTCHG*****405 *86-076***03355*FAU9704*703*****0**** | | | | | | | | | |
| Constr | 872,360 | 0 | 0 | 0 | 0 | 0 | 0 | 872,360 | |
| Reserve | 0 | 0 | 0 | 0 | 0 | 29,650 | 0 | 29,650 | |
| Total | 872,360 | 0 | 0 | 0 | 0 | 29,650 | 0 | 902,010 | |
| **77 KING RD AND 42ND(PORION) - 44TH TO 42ND/MONROE SE OF 42ND*****500 *85-055***03626*FAU9714*703*****0**** | | | | | | | | | |
| Pre Eng | 34,360 | 0 | 0 | 0 | 0 | 15,640 | 0 | 50,000 | |
| Constr | 189,813 | 0 | 0 | 0 | 0 | 0 | 0 | 189,813 | |
| Total | 224,173 | 0 | 0 | 0 | 0 | 15,640 | 0 | 239,813 | |
| **78 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE*****578 *10051A***00500*FAU9653*703*****0**** | | | | | | | | | |
| Pre Eng | 645,999 | 0 | 0 | 0 | 0 | 0 | 0 | 645,999 | |
| Rt-of-Way | 965,600 | 0 | 0 | 0 | 0 | 0 | 0 | 965,600 | |
| Constr | 2,707,724 | 85,844 | 0 | 0 | 0 | 0 | 0 | 2,793,568 | |
| Total | 4,319,323 | 85,844 | 0 | 0 | 0 | 0 | 0 | 4,405,167 | |
| **79 THIESSEN/JENNINGS CORRIDOR - OATFIELD RD TO JOHNSON RD(REVISED)*****581 *10052***02024*FAU9698*703*****0**** | | | | | | | | | |
| 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 | |
| **80 RAILROAD AVENUE/HARMONY ROAD - 82ND/SUNNYSIDE REALIGNMENT - II*****764 *10037***00660*FAU9718*703*****0**** | | | | | | | | | |
| Pre Eng | 69,937 | 0 | 0 | 0 | 0 | 0 | 0 | 69,937 | |
| Rt-of-Way | 454,074 | 0 | 0 | 0 | 0 | 0 | 0 | 454,074 | |
| Constr | 540,025 | 0 | 0 | 0 | 0 | 0 | 0 | 540,025 | |
| Reserve | 0 | 0 | 0 | 0 | 0 | 676 | 0 | 676 | |
| Total | 1,064,036 | 0 | 0 | 0 | 0 | 676 | 0 | 1,064,712 | |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

| | Estimated Expenditures by Federal Fiscal Year | | | | | | | |
|---|---|---------|------|------|------|---------------------------------------|-----------|------------|
| | Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
| Clackamas County Projects (Continued) | | | | | | | | |
| **81 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 | 0 | 450,000 |
| Total | 138,549 | 311,451 | 0 | 0 | 0 | 0 | 0 | 450,000 |
| **82 HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING***** | | | | | 853 | *10252***00976*FAU9565*3*****11**** | | |
| Pre Eng | 70,762 | 0 | 0 | 0 | 0 | 0 | 0 | 70,762 |
| Rt-of-Way | 25,173 | 0 | 0 | 0 | 0 | 0 | 0 | 25,173 |
| Constr | 225,547 | 0 | 0 | 0 | 0 | 0 | 0 | 225,547 |
| Reserve | 0 | 0 | 0 | 0 | 0 | 7,082 | 0 | 7,082 |
| Total | 321,482 | 0 | 0 | 0 | 0 | 7,082 | 0 | 328,564 |
| **83 BEAVERCREEK RD EXT (RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE***** | | | | | 855 | *10249***02375*FAU9742*703*****0**** | | |
| Pre Eng | 140,046 | 0 | 0 | 0 | 0 | 0 | 0 | 140,046 |
| Constr | 0 | 316,219 | 0 | 0 | 0 | 0 | 0 | 316,219 |
| Total | 140,046 | 316,219 | 0 | 0 | 0 | 0 | 0 | 456,265 |
| **84 JOHNSON CREEK BLVD - 32ND AVENUE TO 45TH AVENUE***** | | | | | 902 | *91-014***06357*FAU9704*703*****0**** | | |
| Pre Eng | 102,850 | 0 | 0 | 0 | 0 | -2,850 | 0 | 100,000 |
| Constr | 0 | 0 | 0 | 0 | 0 | 900,000 | 0 | 900,000 |
| Total | 102,850 | 0 | 0 | 0 | 0 | 897,150 | 0 | 1,000,000 |
| **85 HARRISON STREET - HIGHWAY 224 TO 32ND AVENUE***** | | | | | 904 | *00-000***00000*FAU9714*703*****0**** | | |
| Pre Eng | 0 | 0 | 0 | 0 | 0 | 50,000 | 0 | 50,000 |
| Total | 0 | 0 | 0 | 0 | 0 | 50,000 | 0 | 50,000 |
| **86 JOHNSON CREEK BLVD - LINWOOD AVENUE TO 82ND AVENUE***** | | | | | 905 | *00-000***00000*FAU9704*703*****0**** | | |
| Pre Eng | 0 | 222,308 | 0 | 0 | 0 | 0 | 0 | 222,308 |
| Total | 0 | 222,308 | 0 | 0 | 0 | 0 | 0 | 222,308 |
| Total Clackamas County | 50,040,495 | 730,282 | 0 | 0 | 0 | 1,534,201 | 0 | 52,304,978 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

| Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
|--|------------|---------|------|------|---------|-----------|------------|
| Washington County Projects | | | | | | | |
| ***** | | | | | | | |
| **87 Finalized Vouchered Projects*****0 0000000*00000*****CLOSED | | | | | | | |
| Pre Eng | 212,501 | 0 | 0 | 0 | 0 | 0 | 212,501 |
| Rt-of-Way | 329,293 | 0 | 0 | 0 | 0 | 0 | 329,293 |
| Constr | 13,058,757 | -1,814 | 0 | 0 | 0 | 0 | 13,056,943 |
| Reserve | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 13,600,551 | -1,814 | 0 | 0 | 0 | 0 | 13,598,737 |
| ***** | | | | | | | |
| **88 Completed Projects not Vouchered*****1 0000000*00000***** | | | | | | | |
| Pre Eng | 2,063,600 | 0 | 0 | 0 | 0 | 0 | 2,063,600 |
| Rt-of-Way | 8,536,952 | 0 | 0 | 0 | 0 | 0 | 8,536,952 |
| Constr | 14,897,590 | 0 | 0 | 0 | 0 | 0 | 14,897,590 |
| Reserve | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 25,498,142 | 0 | 0 | 0 | 0 | 0 | 25,498,142 |
| ***** | | | | | | | |
| **89 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE*****121 *79-076***00376*FAP27***144*****69**** | | | | | | | |
| Pre Eng | 506,912 | 0 | 0 | 0 | 0 | 0 | 506,912 |
| Rt-of-Way | 1,934,681 | 0 | 0 | 0 | 0 | 0 | 1,934,681 |
| Constr | 6,908,401 | 36,463 | 0 | 0 | 0 | 0 | 6,944,864 |
| Total | 9,349,994 | 36,463 | 0 | 0 | 0 | 0 | 9,386,457 |
| ***** | | | | | | | |
| **90 CORNELL ROAD RECONSTRUCTION - E MAIN TO ELAM YOUNG PARKWAY*****132 *80-038***00139*FAU9022*734*****0**** | | | | | | | |
| Pre Eng | 155,945 | 0 | 0 | 0 | 0 | 0 | 155,945 |
| Rt-of-Way | 159,293 | 0 | 0 | 0 | 26,007 | 0 | 185,300 |
| Constr | 2,586,470 | 79,000 | 0 | 0 | 0 | 0 | 2,665,471 |
| Total | 2,901,708 | 79,000 | 0 | 0 | 26,007 | 0 | 3,006,716 |
| ***** | | | | | | | |
| **91 OR8 - TUALATIN VALLEY HIGHWAY AT 185TH STREET*****207 *76-027***00350*FAP32***29*****7**** | | | | | | | |
| Pre Eng | 183,477 | 0 | 0 | 0 | 0 | 0 | 183,477 |
| Rt-of-Way | 994,422 | 0 | 0 | 0 | 0 | 0 | 994,422 |
| Constr | 953,957 | 16,909 | 0 | 0 | 0 | 0 | 970,866 |
| Total | 2,131,856 | 16,909 | 0 | 0 | 0 | 0 | 2,148,765 |
| ***** | | | | | | | |
| **92 FARMINGTON RD CORRIDOR(OR208) TSM - 185TH AVE TO LOMBARD AVE*****236 *78-057***01570*FAU9064*142*****8**** | | | | | | | |
| Pre Eng | 83,140 | -2,223 | 0 | 0 | 0 | 0 | 80,917 |
| Constr | 152,280 | -943 | 0 | 0 | 0 | 0 | 151,337 |
| Total | 235,420 | -3,166 | 0 | 0 | 0 | 0 | 232,254 |
| ***** | | | | | | | |
| **93 OR99W - PACIFIC HIGHWAY WEST AT CANTERBURY LANE*****469 *85-006***02933*FAPvar**1W*****10**** | | | | | | | |
| Constr | 1,615 | -1,615 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,615 | -1,615 | 0 | 0 | 0 | 0 | 0 |
| ***** | | | | | | | |
| **94 CORNELL ROAD PHASE II - ECL TO CORNELIUS PASS ROAD*****585 *10060***00738*FAU9022*734*****0**** | | | | | | | |
| Pre Eng | 404,643 | 0 | 0 | 0 | 0 | 0 | 404,643 |
| Constr | 2,281,853 | 0 | 0 | 0 | 127,500 | 0 | 2,409,353 |
| Total | 2,686,496 | 0 | 0 | 0 | 127,500 | 0 | 2,813,996 |
| ***** | | | | | | | |
| **95 SCHOLLS FERRY ROAD / HALL BOULEVARD INTERSECTION*****829 *85-010***02353*FAU9234*143*****9**** | | | | | | | |
| Pre Eng | 131,632 | 0 | 0 | 0 | 0 | 0 | 131,632 |
| Rt-of-Way | 234,432 | 80,228 | 0 | 0 | 0 | 0 | 314,660 |
| Constr | 651,464 | -599 | 0 | 0 | 0 | 0 | 650,865 |
| Total | 1,017,528 | 79,629 | 0 | 0 | 0 | 0 | 1,097,157 |
| ***** | | | | | | | |
| **96 WASHINGTON COUNTY RESERVE*****836 *00-000***00000*VARvar**na*****0**** | | | | | | | |
| Reserve | 0 | 0 | 0 | 0 | 259,349 | 0 | 259,349 |
| Total | 0 | 0 | 0 | 0 | 259,349 | 0 | 259,349 |
| ***** | | | | | | | |
| **97 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK*****875 *86-077***03290*FAU9234*143*****7**** | | | | | | | |
| Constr | 814,937 | 0 | 0 | 0 | 203 | 0 | 815,140 |
| Total | 814,937 | 0 | 0 | 0 | 203 | 0 | 815,140 |
| ***** | | | | | | | |
| Total Washington County | 58,238,248 | 205,405 | 0 | 0 | 413,059 | 0 | 58,856,713 |

Approved Program Years

| | | | | | | | |
|--------------------------------|---|------|------|------|------|------|-------------------------|
| | Metropolitan Service District Transportation Improvement Program | | | | | | Portland Urbanized Area |
| Fiscal Years 1994 to Post 1997 | In Federal Dollars | | | | | | |
| Effective October 1, 1993 | Interstate Transfer Program | | | | | | |
| Project Description | Estimated Expenditures by Federal Fiscal Year | | | | | | |
| | Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 Authorized |

| | | | | | | | |
|--------------|-------------|-----------|-----------|---|---|------------|---------------|
| Report Total | 489,418,847 | 4,802,132 | 3,476,172 | 0 | 0 | 20,053,335 | 0 517,750,487 |
|--------------|-------------|-----------|-----------|---|---|------------|---------------|

| | | |
|-------|-------|-------|
| # | # | # |
| ### | ### | ### |
| ##### | ##### | ##### |

Approved Program Years

Section 3:

Federal Transit Administration Program

FY 1994-1996 Three-Year Approved Program:

Federal Transit Administration-Sect 3 (Discretionary)
Federal Transit Administration-Sect 3 (Trade)
Federal Transit Administration-Sect 3 (Formula)
Federal Transit Administration-Sect 9
Federal Transit Administration-Sect 16 (Special Needs Transit)
Federal Transit Administration-Sect 20 (Human Resources)
Federal Transit Administration-Sect 3 (Westside LRT Program)

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year
Obligated Anticipated

1994

1995

1996

1997

Post 1997

Authorized

Federal Transit Administration-Sect 3

| | | | | | | | | | |
|---|-------------|---|------------|------------|---|---|---|---|-------------|
| ***1 Finaled Voucherd Projects*****0 0000000*00000***** | | | | | | | | | |
| Constr | 381,773 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 381,773 |
| Non-Hwy Cp | 30,248,883 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30,248,883 |
| Other | 133,602 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133,602 |
| Total | 30,764,259 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30,764,259 |
| ***2 Completed Projects not Voucherd*****1 0000000*00000***** | | | | | | | | | |
| Non-Hwy Cp | 66,175,870 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66,175,870 |
| Total | 66,175,870 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66,175,870 |
| ***3 BUS PURCHASES*****154 *****var*****00000**OR**03-0041***** | | | | | | | | | |
| Non-Hwy Cp | 11,688,618 | 0 | 2,500,000 | 0 | 0 | 0 | 0 | 0 | 14,188,618 |
| Supt Serv | 11,382 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,382 |
| Total | 11,700,000 | 0 | 2,500,000 | 0 | 0 | 0 | 0 | 0 | 14,200,000 |
| ***4 CITY OF GRESHAM PARK & RIDE*****174 *****00000**OR**0000***** | | | | | | | | | |
| Pre Eng | 0 | 0 | 675,000 | 0 | 0 | 0 | 0 | 0 | 675,000 |
| Constr | 0 | 0 | 0 | 3,825,000 | 0 | 0 | 0 | 0 | 3,825,000 |
| Total | 0 | 0 | 675,000 | 3,825,000 | 0 | 0 | 0 | 0 | 4,500,000 |
| ***5 BANFIELD STATIONS RETROFIT FOR LFLRVs*****192 *****00000**TRA*0***** | | | | | | | | | |
| Non-Hwy Cp | 0 | 0 | 0 | 5,925,000 | 0 | 0 | 0 | 0 | 5,925,000 |
| Total | 0 | 0 | 0 | 5,925,000 | 0 | 0 | 0 | 0 | 5,925,000 |
| ***6 BANFIELD RETROFIT - OPERATIONS CONTROL*****215 *****var*****00000**OR**03-0025***** | | | | | | | | | |
| Non-Hwy Cp | 0 | 0 | 0 | 5,025,000 | 0 | 0 | 0 | 0 | 5,025,000 |
| Total | 0 | 0 | 0 | 5,025,000 | 0 | 0 | 0 | 0 | 5,025,000 |
| ***7 BANFIELD RETROFIT - DOUBLE TRACKING*****217 *****var*****00000**OR**03-0000***** | | | | | | | | | |
| Non-Hwy Cp | 0 | 0 | 8,673,000 | 0 | 0 | 0 | 0 | 0 | 8,673,000 |
| Total | 0 | 0 | 8,673,000 | 0 | 0 | 0 | 0 | 0 | 8,673,000 |
| ***8 BANFIELD RETROFIT - RUBY JUNCTION EXPANSION*****218 *****var*****00000**OR**03-0000***** | | | | | | | | | |
| Non-Hwy Cp | 0 | 0 | 5,682,000 | 0 | 0 | 0 | 0 | 0 | 5,682,000 |
| Total | 0 | 0 | 5,682,000 | 0 | 0 | 0 | 0 | 0 | 5,682,000 |
| ***9 CONVENTION CENTER AREA TRANSIT / HIGHWAY IMPROVEMENTS (T)*****383 *****var*****00000**TRA*03-0037***** | | | | | | | | | |
| Pre Eng | 212,874 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212,874 |
| Rt-of-Way | 280,575 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 280,575 |
| Constr | 1,888,328 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,888,328 |
| Other | 118,220 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118,220 |
| Total | 2,499,999 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,499,999 |
| Total Federal Transit Administration-Sect 3 | | | | | | | | | |
| | 111,140,128 | 0 | 17,530,000 | 14,775,000 | 0 | 0 | 0 | 0 | 143,445,128 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997 Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993 Federal Transit Administration Program

| Project Description | Estimated Grant Award by Federal Fiscal Year | | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
|--|--|-------------|------|------|------|------|-----------|------------|
| | Obligated | Anticipated | | | | | | |
| ----- | | | | | | | | |
| Federal Transit Administration-Trade | | | | | | | | |
| **10 DEVELOPMENT OF TIGARD TRANSIT CENTER***** | | | | | | | | |
| Pre Eng | 91,311 | 0 | 0 | 0 | 0 | 0 | 0 | 91,311 |
| Rt-of-Way | 423,527 | 0 | 0 | 0 | 0 | 0 | 0 | 423,527 |
| Constr | 520,701 | 0 | 0 | 0 | 0 | 0 | 0 | 520,701 |
| Total | 1,035,539 | 0 | 0 | 0 | 0 | 0 | 0 | 1,035,539 |
| **11 MILWAUKIE TRANSIT STATION DEVELOPMENT***** | | | | | | | | |
| Pre Eng | 483 | 0 | 0 | 0 | 0 | 0 | 0 | 483 |
| Constr | 12,042 | 0 | 0 | 0 | 0 | 0 | 0 | 12,042 |
| Total | 12,525 | 0 | 0 | 0 | 0 | 0 | 0 | 12,525 |
| **12 OREGON CITY TRANSIT STATION***** | | | | | | | | |
| Pre Eng | 126,892 | - 0 | 0 | 0 | 0 | 0 | 0 | 126,891 |
| Rt-of-Way | 173,570 | 0 | 0 | 0 | 0 | 0 | 0 | 173,570 |
| Constr | 685,852 | 0 | 0 | 0 | 0 | 0 | 0 | 685,852 |
| Total | 986,314 | - 0 | 0 | 0 | 0 | 0 | 0 | 986,313 |
| **13 BUS PURCHASES***** | | | | | | | | |
| Non-Hwy Cp | 25,857,369 | -213,471 | 0 | 0 | 0 | 0 | 0 | 25,643,898 |
| Supt Serv | 148,182 | 0 | 0 | 0 | 0 | 0 | 0 | 148,182 |
| Total | 26,005,552 | -213,471 | 0 | 0 | 0 | 0 | 0 | 25,792,080 |
| **14 PASSENGER SHELTERS***** | | | | | | | | |
| Non-Hwy Cp | 612,951 | 0 | 0 | 0 | 0 | 0 | 0 | 612,951 |
| Total | 612,951 | 0 | 0 | 0 | 0 | 0 | 0 | 612,951 |
| **15 TIGARD PARK-AND-RIDE***** | | | | | | | | |
| Pre Eng | 44,000 | 0 | 0 | 0 | 0 | 0 | 0 | 44,000 |
| Constr | 353,600 | 0 | 0 | 0 | 0 | 0 | 0 | 353,600 |
| Total | 397,600 | 0 | 0 | 0 | 0 | 0 | 0 | 397,600 |
| **16 PARK-AND-RIDE LOT ENGINEERING(3) - MILW/OC/TIG***** | | | | | | | | |
| Pre Eng | 35,999 | 0 | 0 | 0 | 0 | 0 | 0 | 36,000 |
| Total | 35,999 | 0 | 0 | 0 | 0 | 0 | 0 | 36,000 |
| **17 TRANSIT TRANSFER PROJECT***** | | | | | | | | |
| Pre Eng | 265,183 | -54 | 0 | 0 | 0 | 0 | 0 | 265,129 |
| Constr | 1,189,245 | 0 | 0 | 0 | 0 | 0 | 0 | 1,189,245 |
| Total | 1,454,428 | -54 | 0 | 0 | 0 | 0 | 0 | 1,454,374 |
| **18 WEST BURNSIDE / MORRISON TSM IMPROVEMENTS***** | | | | | | | | |
| Pre Eng | 10,200 | 0 | 0 | 0 | 0 | 0 | 0 | 10,200 |
| Constr | 68,040 | 0 | 0 | 0 | 0 | 0 | 0 | 68,040 |
| Total | 78,240 | 0 | 0 | 0 | 0 | 0 | 0 | 78,240 |
| **19 ROUTE TERMINUS SITES***** | | | | | | | | |
| Non-Hwy Cp | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20 NORTH TERMINAL FACILITY***** | | | | | | | | |
| Pre Eng | 140,000 | 0 | 0 | 0 | 0 | 0 | 0 | 140,001 |
| Rt-of-Way | 531,561 | - 0 | 0 | 0 | 0 | 0 | 0 | 531,561 |
| Constr | 866,400 | 0 | 0 | 0 | 0 | 0 | 0 | 866,400 |
| Total | 1,537,962 | - 0 | 0 | 0 | 0 | 0 | 0 | 1,537,962 |
| **21 BEAVERTON PARK-AND-RIDE STATION***** | | | | | | | | |
| Pre Eng | 99,200 | 0 | 0 | 0 | 0 | 0 | 0 | 99,200 |
| Rt-of-Way | 160,271 | - 0 | 0 | 0 | 0 | 0 | 0 | 160,271 |
| Constr | 360,800 | 0 | 0 | 0 | 0 | 0 | 0 | 360,800 |
| Total | 620,271 | - 0 | 0 | 0 | 0 | 0 | 0 | 620,271 |
| **22 SUNSET TRANSIT CENTER AND PARK-AND-RIDE STATION***** | | | | | | | | |
| Pre Eng | 320,435 | 0 | 0 | 0 | 0 | 0 | 0 | 320,435 |
| Rt-of-Way | 2,542,248 | 0 | 0 | 0 | 0 | 0 | 0 | 2,542,248 |
| Constr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Supt Serv | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,862,683 | 0 | 0 | 0 | 0 | 0 | 0 | 2,862,683 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997 Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Federal Transit Administration Program

| Project Description | Estimated Grant Award by Federal Fiscal Year | | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
|--|--|-------------|------|------|------|----------------|-------------|--------------|
| | Obligated | Anticipated | | | | | | |
| Federal Transit Administration-Trade (Continued) | | | | | | | | |
| **23 WESTSIDE BUS GARAGE - PHASE III (MERLO ROAD)***** | | | | | 704 | *****var***** | 00000**OR** | 03-0027***** |
| Pre Eng | 70,710 | -21 | 0 | 0 | 0 | 0 | 0 | 70,689 |
| Constr | 434,386 | 0 | 0 | 0 | 0 | 0 | 0 | 434,387 |
| Total | 505,097 | -21 | 0 | 0 | 0 | 0 | 0 | 505,076 |
| **24 WASHINGTON COUNTY TRANSIT TSM IMPROVEMENTS***** | | | | | 705 | *****var***** | 00000**OR** | 03-0027***** |
| Pre Eng | 128,996 | 40,921 | 0 | 0 | 0 | 0 | 0 | 169,917 |
| Rt-of-Way | 256,000 | 0 | 0 | 0 | 0 | 0 | 0 | 256,000 |
| Constr | 819,547 | 0 | 0 | 0 | 0 | 0 | 0 | 819,547 |
| Total | 1,204,543 | 40,921 | 0 | 0 | 0 | 0 | 0 | 1,245,464 |
| **25 WESTSIDE BUS GARAGE - PHASE II***** | | | | | 706 | *****var***** | 00000**OR** | 03-0027***** |
| Constr | 5,926,677 | 0 | 0 | 0 | 0 | 0 | 0 | 5,926,677 |
| Non-Hwy Cp | 473,909 | 0 | 0 | 0 | 0 | 0 | 0 | 473,909 |
| Total | 6,400,586 | 0 | 0 | 0 | 0 | 0 | 0 | 6,400,586 |
| **26 SUPPORT SERVICE - RELOCATION & APPRAISAL COSTS / COST ALLOCATION***** | | | | | 707 | *****var***** | 00000**OR** | 03-0035***** |
| Other | 623,853 | -38,919 | 0 | 0 | 0 | 0 | 0 | 584,934 |
| Total | 623,853 | -38,919 | 0 | 0 | 0 | 0 | 0 | 584,934 |
| **27 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC***** | | | | | 776 | *****var***** | 00000**OR** | 0000***** |
| Non-Hwy Cp | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **28 HILLSBORO TRANSIT CENTER WITH PARK-AND-RIDE***** | | | | | 803 | *****var***** | 00000**OR** | 03-0027***** |
| Pre Eng | 208,726 | -1,762 | 0 | 0 | 0 | 0 | 0 | 206,964 |
| Rt-of-Way | 534,370 | 0 | 0 | 0 | 0 | 0 | 0 | 534,370 |
| Constr | 1,070,752 | 0 | 0 | 0 | 0 | 0 | 0 | 1,070,753 |
| Total | 1,813,848 | -1,761 | 0 | 0 | 0 | 0 | 0 | 1,812,087 |
| **29 BEAVERTON TRANSIT CENTER***** | | | | | 806 | *****var***** | 00000**OR** | 03-0035***** |
| Pre Eng | 298,642 | 0 | 0 | 0 | 0 | 0 | 0 | 298,642 |
| Rt-of-Way | 827,634 | 0 | 0 | 0 | 0 | 0 | 0 | 827,634 |
| Constr | 1,924,933 | -0 | 0 | 0 | 0 | 0 | 0 | 1,924,933 |
| Total | 3,051,209 | -0 | 0 | 0 | 0 | 0 | 0 | 3,051,209 |
| **30 WESTSIDE TSM - LOVEJOY RAMP***** | | | | | 809 | *****var***** | 00000**OR** | 03-0027***** |
| Pre Eng | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Constr | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **31 WESTSIDE TSM - SYLVAN BUS PULLOUT***** | | | | | 813 | *****var***** | 00000**OR** | 03-0027***** |
| Pre Eng | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Constr | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **32 TRANSIT MALL EXTENSION NORTH - W BURNSIDE ST TO NW IRVING***** | | | | | 822 | *****9341***** | 06356**FAU* | 03-0035***** |
| Pre Eng | 730,970 | 0 | 0 | 0 | 0 | 0 | 0 | 730,970 |
| Constr | 4,961,280 | 0 | 0 | 0 | 0 | 0 | 0 | 4,961,280 |
| Supt Serv | 31,130 | 0 | 0 | 0 | 0 | 0 | 0 | 31,130 |
| Total | 5,723,380 | 0 | 0 | 0 | 0 | 0 | 0 | 5,723,380 |
| **33 SECTION 3 TRADE CONTINGENCY***** | | | | | 825 | *****var***** | 00000**OR** | 03-0035***** |
| Other | 480,583 | 0 | 0 | 0 | 0 | 0 | 0 | 480,584 |
| Total | 480,583 | 0 | 0 | 0 | 0 | 0 | 0 | 480,584 |
| **34 BANFIELD TRANSITWAY - (FFA)***** | | | | | 826 | *****68***** | 00000**FAP* | 03-0025***** |
| Constr | 20,150,000 | 0 | 0 | 0 | 0 | 0 | 0 | 20,150,000 |
| Total | 20,150,000 | 0 | 0 | 0 | 0 | 0 | 0 | 20,150,000 |
| **35 GLISAN STREET BUS LANE***** | | | | | 851 | *****9314***** | 00000**FAU* | 03-0035***** |
| Pre Eng | 6,663 | 0 | 0 | 0 | 0 | 0 | 0 | 6,663 |
| Constr | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 6,664 | 0 | 0 | 0 | 0 | 0 | 0 | 6,664 |
| **36 SPECIAL NEEDS TRANSPORTATION MINI-BUSES***** | | | | | 897 | *****var***** | 00000**OR** | 03-0041***** |
| Non-Hwy Cp | 1,200,000 | 213,472 | 0 | 0 | 0 | 0 | 0 | 1,413,472 |
| Total | 1,200,000 | 213,472 | 0 | 0 | 0 | 0 | 0 | 1,413,472 |

***** Approved Program Years *****

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Federal Transit Administration Program

Project Description

| Estimated Grant Award by Federal Fiscal Year | Estimated Grant Award by Federal Fiscal Year | Estimated Grant Award by Federal Fiscal Year | Estimated Grant Award by Federal Fiscal Year | Estimated Grant Award by Federal Fiscal Year | Estimated Grant Award by Federal Fiscal Year | Estimated Grant Award by Federal Fiscal Year | Estimated Grant Award by Federal Fiscal Year | Estimated Grant Award by Federal Fiscal Year |
|--|--|--|--|--|--|--|--|--|
| Obligated | Anticipated | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized | |

Federal Transit Administration-Trade
(Continued)

| | | | | | | | | |
|--|------------|-----|---|---|---|---|---|------------|
| **37 INFORMATION/COMMUNICATION EQUIPMENT*****898 *****var*****00000**OR**0000***** | | | | | | | | |
| Non-Hwy Cp | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Federal Transit Administration-Trade | 76,799,835 | 164 | 0 | 0 | 0 | 0 | 0 | 76,800,000 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year
Obligated Anticipated

1994 1995 1996 1997 Post 1997 Authorized

Federal Transit Administration-Sect 9

| | | | | | | | | | |
|--|------------|-----------|------------|------------|------------|---------|---|---|------------|
| **38 METRO PLANNING*****126 *****var*****00000**VAR*90-X026***** | | | | | | | | | |
| Pre Eng | 533,664 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 533,664 |
| Total | 533,664 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 533,664 |
| **39 BUS DISPATCH CENTER REPLACEMENT*****219 *****var*****00000**OR**0000***** | | | | | | | | | |
| Non-Hwy Cp | 0 | 5,326,836 | 0 | 0 | 0 | 0 | 0 | 0 | 5,326,836 |
| Total | 0 | 5,326,836 | 0 | 0 | 0 | 0 | 0 | 0 | 5,326,836 |
| **40 WESTSIDE LIGHT RAIL EXTENSION TO HILLSBORO*****246 *****00000**TRA*00-0000***** | | | | | | | | | |
| Pre Eng | 0 | 550,000 | 871,520 | 0 | 0 | 0 | 0 | 0 | 1,421,520 |
| Non-Hwy Cp | 0 | 0 | 10,128,480 | 11,000,000 | 0 | 0 | 0 | 0 | 21,128,480 |
| Total | 0 | 550,000 | 11,000,000 | 11,000,000 | 0 | 0 | 0 | 0 | 22,550,000 |
| **41 PROPERTY ACQUISITION - SE 17TH AND BOISE ST...LAND AND BUILDING*****442 *****var*****00000**OR**90-0003***** | | | | | | | | | |
| Non-Hwy Cp | 69,396 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69,396 |
| Total | 69,396 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69,396 |
| **42 BUS PURCHASE - STANDARDS(T)*****452 *****var*****00000**TRA***** | | | | | | | | | |
| Non-Hwy Cp | 12,865,149 | 0 | 0 | 0 | 13,530,000 | 0 | 0 | 0 | 26,395,149 |
| Total | 12,865,149 | 0 | 0 | 0 | 13,530,000 | 0 | 0 | 0 | 26,395,149 |
| **43 BANFIELD LRT - VARIOUS SUPPORTING PROJECTS - (FFA)*****462 *****68*****00000**FAP*90-X008***** | | | | | | | | | |
| Constr | 7,096,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,096,000 |
| Total | 7,096,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,096,000 |
| **44 BUS LAYOVER FACILITY AT W BURNSIDE AND SW TICHNER*****516 *****9326*****00000**FAU*90-X007***** | | | | | | | | | |
| Constr | 10,681 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,681 |
| Total | 10,681 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,681 |
| **45 BANFIELD PARK-AND-RIDES*****675 *****84*****00000**FAI*var***** | | | | | | | | | |
| Other | 0 | 0 | 0 | 0 | 0 | 800,000 | 0 | 0 | 800,000 |
| Total | 0 | 0 | 0 | 0 | 0 | 800,000 | 0 | 0 | 800,000 |
| **46 ROUTE TERMINUS SITES*****685 *****var*****00000**OR**90-X019***** | | | | | | | | | |
| Non-Hwy Cp | 350,852 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 350,852 |
| Total | 350,852 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 350,852 |
| **47 LIGHT RAIL VEHICLE PURCHASE (T)*****695 *****var*****00000**OR**90-X035***** | | | | | | | | | |
| Non-Hwy Cp | 16,011,872 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16,011,872 |
| Total | 16,011,872 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16,011,872 |
| **48 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC*****776 *****var*****00000**OR**90-X028***** | | | | | | | | | |
| Non-Hwy Cp | 11,148,491 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,148,491 |
| Total | 11,148,491 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,148,491 |
| **49 SPECIAL NEEDS TRANSPORTATION(INCL SNT INFO SYSTEM)*****777 *****var*****00000**OR**90-X019***** | | | | | | | | | |
| Non-Hwy Cp | 2,216,734 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,216,734 |
| Total | 2,216,734 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,216,734 |
| **50 MAINFRAME COMPUTER AND COMPUTER EQUIPMENT*****778 *****var*****00000**OR**0000***** | | | | | | | | | |
| Non-Hwy Cp | 759,100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 759,100 |
| Total | 759,100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 759,100 |
| **51 TELECOMMUNICATION NETWORK SYSTEM AND EQUIPMENT*****780 *****var*****00000**OR**0000***** | | | | | | | | | |
| Non-Hwy Cp | 277,417 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 277,418 |
| Total | 277,417 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 277,418 |
| **52 MANAGEMENT INFORMATION SYSTEMS*****781 *****var*****00000**OR**0000***** | | | | | | | | | |
| Non-Hwy Cp | 1,010,327 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,010,327 |
| Total | 1,010,327 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,010,327 |
| **53 UNIFIED WORK PROGRAM*****782 *****var*****00000**OR**90-X026***** | | | | | | | | | |
| Other | 6,052,273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,052,273 |
| Total | 6,052,273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,052,273 |
| **54 HILLSBORO ALTERNATIVES ANALYSIS/DEIS (UWP)*****783 *****var*****00000**OR**0000***** | | | | | | | | | |
| Pre Eng | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alt Anal | 1,625,504 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,625,504 |
| Total | 1,625,504 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,625,504 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year
Obligated Anticipated

1994

1995

1996

1997

Post 1997

Authorized

Federal Transit Administration-Sect 9
(Continued)

| | | | | | | | | | |
|---|-------------|------------|------------|------------|------------|------------|---|---|-------------|
| **55 122ND AND BURNSIDE PARK-AND-RIDE*****785 *****9789*****00000**FAU*0000***** | | | | | | | | | |
| Pre Eng | 64,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64,000 |
| Rt-of-Way | 1,304,846 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,304,846 |
| Constr | 631,630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 631,630 |
| Total | 2,000,476 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000,476 |
| **56 WESTSIDE PE AND FEIS(UWP)*****786 *****var*****00000**OR**90-X026***** | | | | | | | | | |
| Non-Hwy Cp | 4,493,865 | - 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,493,865 |
| Total | 4,493,865 | - 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,493,865 |
| **57 SECTION 9 CAPITAL RESERVE*****823 *****var*****OR***** | | | | | | | | | |
| Reserve | 0 | 0 | 0 | 0 | 0 | 14,917,000 | 0 | 0 | 14,917,000 |
| Total | 0 | 0 | 0 | 0 | 0 | 14,917,000 | 0 | 0 | 14,917,000 |
| **58 SECTION 9 OPERATING PROGRAM*****824 *****var*****00000**OR**0000***** | | | | | | | | | |
| Operating | 41,323,316 | 4,396,000 | 4,396,000 | 4,396,000 | 4,396,000 | 0 | 0 | 0 | 58,907,316 |
| Total | 41,323,316 | 4,396,000 | 4,396,000 | 4,396,000 | 4,396,000 | 0 | 0 | 0 | 58,907,316 |
| **59 LIGHT RAIL VEHICLES - AIR CONDITIONING RETROFIT*****896 *****var*****00000**OR**0***** | | | | | | | | | |
| Non-Hwy Cp | 0 | 0 | 0 | 0 | 400,000 | 3,520,000 | 0 | 0 | 3,920,000 |
| Total | 0 | 0 | 0 | 0 | 400,000 | 3,520,000 | 0 | 0 | 3,920,000 |
| Total Federal Transit Administration-Sect 9 | | | | | | | | | |
| | 107,845,118 | 10,272,836 | 15,396,000 | 15,396,000 | 18,326,000 | 19,237,000 | 0 | 0 | 186,472,954 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year

Obligated Anticipated 1994 1995 1996 1997 Post 1997 Authorized

Federal Transit Administration-Sect 3

| Project Description | Obligated | Anticipated | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
|---|-----------|-------------|-------------|-------------|-------------|------|-----------|-------------|
| Federal Transit Administration-Sect 3 | | | | | | | | |
| **60 WESTSIDE LIGHT RAIL EXTENSION TO SW 185 AVE*****206 *****00000**TRA*00-0000***** | | | | | | | | |
| Non-Hwy Cp 81,795,000 | 0 | 104,000,000 | 104,000,000 | 108,000,000 | 118,200,000 | | 0 | 515,995,000 |
| Total 81,795,000 | 0 | 104,000,000 | 104,000,000 | 108,000,000 | 118,200,000 | | 0 | 515,995,000 |
| Total Federal Transit Administration-Sect 3 | | | | | | | | |
| 81,795,000 | 0 | 104,000,000 | 104,000,000 | 108,000,000 | 118,200,000 | | 0 | 515,995,000 |

Approved Program Years

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year

Obligated

Anticipated

1994

1995

1996

1997

Post 1997

Authorized

Federal Transit Administration - Sec. 20

| *****61 DBE TRAINING PROGRAM*****784 *****26-2001**00000**TRA*26-2001***** | | | | | |
|--|--------|---|--------|---|---|
| Other | 75,000 | 0 | 75,000 | 0 | 0 |
| Total | 75,000 | 0 | 75,000 | 0 | 0 |
| Total Federal Transit Administration - Sec. 20 | | | | | |
| | 75,000 | 0 | 75,000 | 0 | 0 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year

Obligated Anticipated

1994

1995

1996

1997

Post 1997

Authorized

Section 3 Formula: Rail Modernization

| | | | | | | | | |
|---|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| **62 SUPPORT SERVICES - MANAGEMENT ADMINISTRATION - COST ALLOCATION*****197 *****03-0049**00000**TRA*03-0049***** | | | | | | | | |
| Other | 0 | 139,200 | 0 | 0 | 0 | 0 | 0 | 139,200 |
| Total | 0 | 139,200 | 0 | 0 | 0 | 0 | 0 | 139,200 |
| **63 CONTINGENCY SEC 3 GRANTS*****199 *****03-0049**00000**TRA*03-0049***** | | | | | | | | |
| Other | 0 | 152,162 | 0 | 0 | 0 | 0 | 0 | 152,162 |
| Total | 0 | 152,162 | 0 | 0 | 0 | 0 | 0 | 152,162 |
| **64 BANFIELD RETROFIT - OPERATIONS CONTROL*****215 *****var*****00000**OR**03-0049***** | | | | | | | | |
| Non-Hwy Cp | 0 | 300,000 | 0 | 0 | 0 | 0 | 0 | 300,000 |
| Total | 0 | 300,000 | 0 | 0 | 0 | 0 | 0 | 300,000 |
| **65 BANFIELD RETROFIT - DOUBLE TRACKING*****217 *****var*****00000**OR**03-0049***** | | | | | | | | |
| Non-Hwy Cp | 0 | 680,000 | 0 | 0 | 0 | 0 | 0 | 680,000 |
| Total | 0 | 680,000 | 0 | 0 | 0 | 0 | 0 | 680,000 |
| **66 BANFIELD RETROFIT - RUBY JUNCTION EXPANSION*****218 *****var*****00000**OR**03-0049***** | | | | | | | | |
| Non-Hwy Cp | 0 | 412,000 | 0 | 0 | 0 | 0 | 0 | 412,000 |
| Total | 0 | 412,000 | 0 | 0 | 0 | 0 | 0 | 412,000 |
| **67 RESERVE RAIL MODERNIZATION*****283 *****00000**TRA***** | | | | | | | | |
| Reserve | 0 | 0 | 1,321,000 | 1,321,000 | 1,321,000 | 1,321,000 | 1,321,000 | 6,605,000 |
| Total | 0 | 0 | 1,321,000 | 1,321,000 | 1,321,000 | 1,321,000 | 1,321,000 | 6,605,000 |
| Total Section 3 Formula: Rail Modernization | | | | | | | | |
| | 0 | 1,683,362 | 1,321,000 | 1,321,000 | 1,321,000 | 1,321,000 | 1,321,000 | 8,288,362 |

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 Approved Program Years

Fiscal Years 1994 to Post 1997

Effective October 1, 1993

Metropolitan Service District
Transportation Improvement Program

In Federal Dollars

Federal Transit Administration Program

Portland Urbanized Area

| Federal Transit Administration Program | | | | | | | | |
|--|--|-------------|---------|------|------|------|-----------|------------|
| Project Description | Estimated Grant Award by Federal Fiscal Year | | | | | | | |
| | Obligated | Anticipated | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
| ----- | | | | | | | | |
| Federal Transit Administration-Sect 16 | | | | | | | | |
| | | | | | | | | |
| **68 VEHICLE ACQUISITION FOR PRIVATE NON-PROFIT*****281 *****00000**TRA***** | | | | | | | | |
| Non-Hwy Cp | 0 | 0 | 160,000 | 0 | 0 | 0 | 0 | 160,000 |
| Total | 0 | 0 | 160,000 | 0 | 0 | 0 | 0 | 160,000 |
| | | | | | | | | |
| Total Federal Transit Administration-Sect 16 | | | | | | | | |
| | 0 | 0 | 160,000 | 0 | 0 | 0 | 0 | 160,000 |

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Approved Program Years

Metropolitan Service District
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

Estimated Grant Award by Federal Fiscal Year
Obligated Anticipated 1994

1995

1996

1997

Post 1997

Authorized

Report Total

377,655,081

11,956,362

138,462,000

135,492,000

127,647,000

138,758,000

1,321,000

931,311,444

Approved Program Years

Section 4:
State Program

FY 1994-1996 Three-Year Approved Program:

- Federal-Aid Interstate
- Federal-Aid Interstate 4R
- Federal-Aid Primary
- Highway Bridge Replacement
- Hazard Elimination System
- State Modernization
- State Operations
- Bikeways
- Access Oregon Highways
- State Surface Transportation Program
- State Surface Transportation Program (Safety)
- National Highway System Program
- Other Funding

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

Effective October 1, 1993

In Federal Dollars

State Highway Program

| Project Description | Estimated Expenditures by Federal Fiscal Year | | | | | | Authorized |
|--|---|------------|------|------|------|------------|------------|
| | Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 |
| ----- | | | | | | | |
| Federal-Aid Interstate Projects | | | | | | | |
| ***1 I-5 - E MARQUAM INTCHG (SE WATER AVE RAMPS) - (I)*****345 *76-011***05697*FAI5***1*****301***** | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 0 | 17,794,600 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 17,794,600 | 0 |
| ***2 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 |
| Constr | 0 | 26,680,000 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,132,646 | 26,680,000 | 0 | 0 | 0 | 0 | 0 |
| Total Federal-Aid Interstate Projects | 1,132,646 | 26,680,000 | 0 | 0 | 0 | 17,794,600 | 0 |
| | | | | | | | 45,607,246 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

Effective October 1, 1993

In Federal Dollars

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Federal-Aid Interstate 4R Projects

| | | | | | | | | |
|---|-----------|------------|------------|------------|---|---|------------|-------------|
| ***3 I-205 - AIRPORT WY TO COLUMBIA BLVD - WIDEN SB ON-RAMP, ADD AUX L*****306 *86-062***03270*FAI205**64*****24***** | | | | | | | | |
| Constr | 0 | 460,000 | 0 | 0 | 0 | 0 | 0 | 460,000 |
| Total | 0 | 460,000 | 0 | 0 | 0 | 0 | 0 | 460,000 |
| ***4 I-5 - EAST MARQUAM INTERCHANGE GRAND AVE/ML KING AVE RAMPS (III)*****320 *76-011***00597*FAI5****1*****301***** | | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 0 | 0 | 53,856,480 | 53,856,480 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 53,856,480 | 53,856,480 |
| ***5 I-5 - NB CONNECTION TO SB I-405(8958E) - DECK RESTORATION*****336 *10217***01489*FAI5****1*****303***** | | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 0 | 0 | 1,420,188 | 1,420,188 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1,420,188 | 1,420,188 |
| ***6 I-5 - TERWILLIGER BLVD INTERCHANGE OVERCROSSING/RAMPS*****360 *84-055***01945*FAU9383*1*****297***** | | | | | | | | |
| Constr | 0 | 11,868,000 | 0 | 0 | 0 | 0 | 0 | 11,868,000 |
| Total | 0 | 11,868,000 | 0 | 0 | 0 | 0 | 0 | 11,868,000 |
| ***7 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 | 0 | 8,447,352 | 0 | 0 | 0 | 8,447,352 |
| Total | 2,658,404 | 129,000 | 0 | 8,447,352 | 0 | 0 | 0 | 11,234,756 |
| ***8 I-5 - GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSIDENCE MP287*****472 *85-008***02910*FAI5****1*****287***** | | | | | | | | |
| Constr | 0 | 0 | 0 | 737,760 | 0 | 0 | 0 | 737,760 |
| Total | 0 | 0 | 0 | 737,760 | 0 | 0 | 0 | 737,760 |
| ***9 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 | 0 | 360,000 | 0 | 0 | 0 | 0 | 0 | 360,000 |
| Total | 38,548 | 360,000 | 0 | 0 | 0 | 0 | 0 | 398,548 |
| ***10 I-5 - UPPER BOONES FERRY TO I-205 INTERCHANGE*****876 *84-127***02499*FAI5****1*****289***** | | | | | | | | |
| Pre Eng | 145,230 | 164,595 | 0 | 0 | 0 | 0 | 0 | 309,825 |
| Constr | 0 | 3,128,000 | 0 | 0 | 0 | 0 | 0 | 3,128,000 |
| Total | 145,230 | 3,292,595 | 0 | 0 | 0 | 0 | 0 | 3,437,825 |
| ***11 I-5 - AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION*****893 *86-056***03277*FAI5****1*****292***** | | | | | | | | |
| Constr | 0 | 0 | 0 | 38,824,620 | 0 | 0 | 0 | 38,824,620 |
| Total | 0 | 0 | 0 | 38,824,620 | 0 | 0 | 0 | 38,824,620 |
| ***12 I-84 - UPRR (GRAHAM ROAD) BRIDGE #6967 REPLACEMENT*****911 *00-000***03342*FAU9883*2*****18***** | | | | | | | | |
| Constr | 0 | 2,631,200 | 0 | 0 | 0 | 0 | 0 | 2,631,200 |
| Total | 0 | 2,631,200 | 0 | 0 | 0 | 0 | 0 | 2,631,200 |
| ***13 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE*****922 *84-023b**04738*FAI68**2*****15***** | | | | | | | | |
| Pre Eng | 0 | 0 | 2,074,500 | 0 | 0 | 0 | 0 | 2,074,500 |
| Rt-of-Way | 0 | 0 | 2,840,130 | 0 | 0 | 0 | 0 | 2,840,130 |
| Constr | 0 | 0 | 25,000,030 | 0 | 0 | 0 | 0 | 25,000,030 |
| Total | 0 | 0 | 29,914,660 | 0 | 0 | 0 | 0 | 29,914,660 |
| Total Federal-Aid Interstate 4R Projects | | | | | | | | |
| | 2,842,182 | 18,740,795 | 29,914,660 | 48,009,732 | 0 | 0 | 55,276,668 | 154,784,037 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

State Highway Program

| Project Description | Estimated Expenditures by Federal Fiscal Year | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
|---------------------|---|------|------|------|------|------|-----------|------------|
| Obligated | | | | | | | | |

Federal-Aid Primary Projects

| | | | | | | | | |
|--|---|---------|---|---|---|---|---|---------|
| **14 TUALATIN VALLEY HWY - HILLSBORO SIGNALS (13 LOCATIONS)*****878 *84-034***03334*FAP32***29*****13***** | | | | | | | | |
| Constr | 0 | 686,400 | 0 | 0 | 0 | 0 | 0 | 686,400 |
| Total | 0 | 686,400 | 0 | 0 | 0 | 0 | 0 | 686,400 |
| Total Federal-Aid Primary Projects | | | | | | | | |
| | 0 | 686,400 | 0 | 0 | 0 | 0 | 0 | 686,400 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated

1993

1994

1995

1996

1997

Post 1997

Authorized

Highway Bridge Replacement Projects

| | | | | | | | | |
|--|---------|------------|-----------|---|---|---|-----------|------------|
| **15 I-5 - SEISMIC RETROFIT FIVE BRIDGES - PHASE 1*****220 *92-001**06467*FAI5***1*****302***** | | | | | | | | |
| Constr | 0 | 832,000 | 0 | 0 | 0 | 0 | 0 | 832,000 |
| Total | 0 | 832,000 | 0 | 0 | 0 | 0 | 0 | 832,000 |
| **16 US-30B - ST JOHNS BRIDGE JOINT REPAIR*****245 *00-000**06022*FAU9966*123*****1***** | | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 0 | 0 | 1,160,000 | 1,160,000 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1,160,000 | 1,160,000 |
| **17 UPRR (N. PORTLAND RD.) BR. #51C06*****260 *93-108**06334*FAU9962*120*****0***** | | | | | | | | |
| Pre Eng | 0 | 0 | 90,400 | 0 | 0 | 0 | 0 | 90,400 |
| Rt-of-Way | 0 | 0 | 16,000 | 0 | 0 | 0 | 0 | 16,000 |
| Constr | 0 | 0 | 2,093,600 | 0 | 0 | 0 | 0 | 2,093,600 |
| Total | 0 | 0 | 2,200,000 | 0 | 0 | 0 | 0 | 2,200,000 |
| **18 ROCK CREEK (NW 216TH AVE.) BR. #671324*****263 *92046**06465*FAU9031*734*****0***** | | | | | | | | |
| Pre Eng | 0 | 40,000 | 0 | 0 | 0 | 0 | 0 | 40,000 |
| Constr | 0 | 290,400 | 0 | 0 | 0 | 0 | 0 | 290,400 |
| Total | 0 | 330,400 | 0 | 0 | 0 | 0 | 0 | 330,400 |
| **19 TUALATIN RIVER OVERFLOW (GOLF COURSE RD) BR. #671244*****265 *93-27**06336*HBRA678*734*****0***** | | | | | | | | |
| Constr | 0 | 0 | 473,600 | 0 | 0 | 0 | 0 | 473,600 |
| Total | 0 | 0 | 473,600 | 0 | 0 | 0 | 0 | 473,600 |
| **20 HAWTHORNE BRIDGE(#2757E) PHASE II - SERVICE LIFE EXTENSION*****407 *85-037a**04069*FAU9366*726*****0***** | | | | | | | | |
| Pre Eng | 95,960 | 0 | 0 | 0 | 0 | 0 | 0 | 95,960 |
| Constr | 0 | 1,240,000 | 0 | 0 | 0 | 0 | 0 | 1,240,000 |
| Total | 95,960 | 1,240,000 | 0 | 0 | 0 | 0 | 0 | 1,335,960 |
| **21 HAWTHORNE BRIDGE EAST APPROACH RAMP REPLACEMENT(#2757C)*****506 *84-097**02914*FAU9366*726*****0***** | | | | | | | | |
| Pre Eng | 248,240 | 0 | 0 | 0 | 0 | 0 | 0 | 248,240 |
| Constr | 0 | 1,040,000 | 0 | 0 | 0 | 0 | 0 | 1,040,000 |
| Total | 248,240 | 1,040,000 | 0 | 0 | 0 | 0 | 0 | 1,288,240 |
| **22 I-5 - W MARQUAM INTCHG TO MARQUAM BRIDGE - RETROFIT CONNECTIONS*****925 *90-057**05745*FAI5***1*****300***** | | | | | | | | |
| Constr | 0 | 7,392,000 | 0 | 0 | 0 | 0 | 0 | 7,392,000 |
| Total | 0 | 7,392,000 | 0 | 0 | 0 | 0 | 0 | 7,392,000 |
| **23 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR*****928 *90-053**04340*VARvar**var*****0***** | | | | | | | | |
| Constr | 0 | 0 | 896,000 | 0 | 0 | 0 | 0 | 896,000 |
| Total | 0 | 0 | 896,000 | 0 | 0 | 0 | 0 | 896,000 |
| Total Highway Bridge Replacement Projects | | | | | | | | |
| | 344,200 | 10,834,400 | 3,569,600 | 0 | 0 | 0 | 1,160,000 | 15,908,200 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

Effective October 1, 1993

In Federal Dollars

State Highway Program

Project Description

| Estimated Expenditures by Federal Fiscal Year | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
|---|------|---------|---------|------|------|-----------|------------|
| Obligated | | | | | | | |
| <hr/> | | | | | | | |
| Hazard Elimination System Projects | | | | | | | |
| **24 SE WOODSTOCK BLVD. @ SE 39TH AVENUE*****176 *89-038***07152*HES9699*****0***** | | | | | | | |
| Pre Eng | 0 | 0 | 14,400 | 0 | 0 | 0 | 14,400 |
| Constr | 0 | 0 | 149,400 | 0 | 0 | 0 | 149,400 |
| Total | 0 | 0 | 163,800 | 0 | 0 | 0 | 163,800 |
| **25 OR213 - CASCADE HWY SO - ABERNETHY RD TO BEAVERCREEK RD*****203 *91-001***05821*FAP78***160*****0***** | | | | | | | |
| Constr | 0 | 549,000 | 0 | 0 | 0 | 0 | 549,000 |
| Total | 0 | 549,000 | 0 | 0 | 0 | 0 | 549,000 |
| **26 SE STARK STREET AT SE 202ND AVENUE - SIGNAL UPGRADE*****209 *91-011***06366*FAU9810*726*****0***** | | | | | | | |
| Pre Eng | 0 | 18,000 | 0 | 0 | 0 | 0 | 18,000 |
| Constr | 0 | 176,400 | 0 | 0 | 0 | 0 | 176,400 |
| Total | 0 | 194,400 | 0 | 0 | 0 | 0 | 194,400 |
| **27 BEAVERTON TUALATIN HWY @ SW WASHINGTON DRIVE*****211 *86-088***03611*FAU9091*141*****4***** | | | | | | | |
| Rt-of-Way | 0 | 31,500 | 0 | 0 | 0 | 0 | 31,500 |
| Constr | 0 | 207,000 | 0 | 0 | 0 | 0 | 207,000 |
| Total | 0 | 238,500 | 0 | 0 | 0 | 0 | 238,500 |
| **28 OR-99E - PACIFIC HIGHWAY EAST AT LOMBARD (PORTLAND)*****259 *****06581*FAP26***1E*****4***** | | | | | | | |
| Constr | 0 | 360,000 | 0 | 0 | 0 | 0 | 360,000 |
| Total | 0 | 360,000 | 0 | 0 | 0 | 0 | 360,000 |
| **29 NE KILLINGSWORTH STREET @ NE 60TH AVENUE*****276 *93-065***07046*HES*****0***** | | | | | | | |
| Pre Eng | 0 | 0 | 30,000 | 0 | 0 | 0 | 30,000 |
| Constr | 0 | 0 | 123,000 | 0 | 0 | 0 | 123,000 |
| Total | 0 | 0 | 153,000 | 0 | 0 | 0 | 153,000 |
| **30 NORTH INTERSTATE AVENUE & NORTH BUFFALO STREET*****278 *93-066***07047*HES*****0***** | | | | | | | |
| Pre Eng | 0 | 0 | 40,000 | 0 | 0 | 0 | 40,000 |
| Constr | 0 | 0 | 158,000 | 0 | 0 | 0 | 158,000 |
| Total | 0 | 0 | 198,000 | 0 | 0 | 0 | 198,000 |
| **31 NW GLENCOE ROAD @ ZION CHURCH/SCOTCH CHURCH ROAD*****279 *93-029***06719***685*****0***** | | | | | | | |
| Constr | 0 | 0 | 500,000 | 0 | 0 | 0 | 500,000 |
| Total | 0 | 0 | 500,000 | 0 | 0 | 0 | 500,000 |
| **32 NW ZION CHURCH @ NW SUSBAUER RD INTERSECTION*****280 *93-108***07247*HES*****734*****0***** | | | | | | | |
| Pre Eng | 0 | 0 | 15,000 | 0 | 0 | 0 | 15,000 |
| Constr | 0 | 0 | 102,000 | 0 | 0 | 0 | 102,000 |
| Total | 0 | 0 | 117,000 | 0 | 0 | 0 | 117,000 |
| **33 SE ORIENT DRIVE @ SE 282ND AVENUE*****288 *93-083***07135*HES*****0***** | | | | | | | |
| Constr | 0 | 0 | 348,300 | 0 | 0 | 0 | 348,300 |
| Total | 0 | 0 | 348,300 | 0 | 0 | 0 | 348,300 |
| **34 SE STARK STREET @ SE 174TH AVENUE*****289 *93-082***07137*HES*****0***** | | | | | | | |
| Pre Eng | 0 | 0 | 9,000 | 0 | 0 | 0 | 9,000 |
| Rt-of-Way | 0 | 0 | 3,600 | 0 | 0 | 0 | 3,600 |
| Constr | 0 | 0 | 115,000 | 0 | 0 | 0 | 115,000 |
| Total | 0 | 0 | 127,600 | 0 | 0 | 0 | 127,600 |
| **35 SE BELMONT STREET @ SE 11TH AVENUE*****291 *93-077***07058*HES*****0***** | | | | | | | |
| Pre Eng | 0 | 0 | 16,200 | 0 | 0 | 0 | 16,200 |
| Total | 0 | 0 | 16,200 | 0 | 0 | 0 | 16,200 |
| **36 SE FOSTER ROAD @ SE 72ND AVENUE*****292 *93-079***07132*HES*****0***** | | | | | | | |
| Pre Eng | 0 | 0 | 18,000 | 0 | 0 | 0 | 18,000 |
| Total | 0 | 0 | 18,000 | 0 | 0 | 0 | 18,000 |
| **37 SE BELMONT STREET @ SE 20TH AVENUE*****297 *93-078***07133*HES*****0***** | | | | | | | |
| Pre Eng | 0 | 0 | 16,200 | 0 | 0 | 0 | 16,200 |
| Total | 0 | 0 | 16,200 | 0 | 0 | 0 | 16,200 |
| **38 BEAVERTON/TUALATIN HWY AT SW OAK - SIGNAL/LEFT TURN LANES*****414 *84-066***00764*FAU9091*141*****4***** | | | | | | | |
| Constr | 0 | 190,000 | 0 | 0 | 0 | 0 | 190,000 |
| Total | 0 | 190,000 | 0 | 0 | 0 | 0 | 190,000 |

Approved Program Years

Portland Urbanized Area

Effective October 1, 1993

In Federal Dollars

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated

1993

1994

1995

1996

1997

Post 1997

Authorized

Hazard Elimination System Projects
(Continued)

| | | | | | | | | | |
|--|---|-----------|-----------|---|---|---|---|-----------|--|
| **39 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000*****522 *93-080**07057*VARvar**var*****0***** | | | | | | | | | |
| Pre Eng | 0 | 0 | 4,500 | 0 | 0 | 0 | 0 | 4,500 | |
| Constr | 0 | 225,000 | 0 | 0 | 0 | 0 | 0 | 225,000 | |
| Total | 0 | 225,000 | 4,500 | 0 | 0 | 0 | 0 | 229,500 | |
| **40 OR210 - SCHOLLS HWY AT SW JAMIESON ROAD - LT TURN REFUGE*****677 *86-112**03916*FAU9234*143*****12***** | | | | | | | | | |
| Constr | 0 | 144,000 | 0 | 0 | 0 | 0 | 0 | 144,000 | |
| Total | 0 | 144,000 | 0 | 0 | 0 | 0 | 0 | 144,000 | |
| **41 NE HALSEY STREET AT NE 148TH AVE - SIGNAL UPGRADE*****909 *89-040**05825*FAU9858*726*****0***** | | | | | | | | | |
| Constr | 0 | 109,800 | 0 | 0 | 0 | 0 | 0 | 109,800 | |
| Total | 0 | 109,800 | 0 | 0 | 0 | 0 | 0 | 109,800 | |
| Total Hazard Elimination System Projects | | | | | | | | | |
| | 0 | 2,010,700 | 1,662,600 | 0 | 0 | 0 | 0 | 3,673,300 | |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

Effective October 1, 1993

In Federal Dollars

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

State Modernization Projects

| | | | | | | | | |
|---|---|---------|-----------|---|-----------|---|---|------------|
| **42 I-205 - COLUMBIA BLVD SOUTHBOUND ON-RAMP*****233 *00-000***05861*FAI205**64*****24***** | | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 368,880 | 0 | 0 | 368,880 |
| Total | 0 | 0 | 0 | 0 | 368,880 | 0 | 0 | 368,880 |
| **43 OR-8 TUALATIN VALLEY HWY - BEAV/TIGARD HWY TO 117TH*****240 *00-000***06131*FAP32***29*****3***** | | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 4,074,400 | 0 | 0 | 4,074,400 |
| Total | 0 | 0 | 0 | 0 | 4,074,400 | 0 | 0 | 4,074,400 |
| **44 OR213 CASCADE SOUTH - E PORTLAND FREEWAY TO HOLCOMB BOULEVARD*****921 *90-001***05625*FAP78***160*****0***** | | | | | | | | |
| Constr | 0 | 750,000 | 0 | 0 | 0 | 0 | 0 | 750,000 |
| Total | 0 | 750,000 | 0 | 0 | 0 | 0 | 0 | 750,000 |
| **45 OR208 - 209TH AVENUE TO MURRAY BLVD*****934 *86-060***03279*FAU9064*142*****8***** | | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 3,880,000 | 0 | 0 | 3,880,000 |
| Total | 0 | 0 | 0 | 0 | 3,880,000 | 0 | 0 | 3,880,000 |
| **46 209TH AVENUE - 167TH AVENUE*****944 *86-060B**06508*FAU9064*142*****5***** | | | | | | | | |
| Pre Eng | 0 | 0 | 780,000 | 0 | 0 | 0 | 0 | 780,000 |
| Rt-of-Way | 0 | 0 | 3,600,000 | 0 | 0 | 0 | 0 | 3,600,000 |
| Total | 0 | 0 | 4,380,000 | 0 | 0 | 0 | 0 | 4,380,000 |
| Total State Modernization Projects | | | | | | | | |
| | 0 | 750,000 | 4,380,000 | 0 | 8,323,280 | 0 | 0 | 13,453,280 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

Effective October 1, 1993

In Total Cost Dollars

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

State Operations Projects

| | | |
|--|-----|---|
| **47 US30BY - ST JOHNS BRIDGE PAINTING***** | 202 | *91-010***05797*FAU9966*123*****1***** |
| Constr | 0 | 2,822,000 |
| Total | 0 | 2,822,000 |
| **48 BEAVERTON TUALATIN HWY @ SW WASHINGTON DRIVE***** | 211 | *86-088***03611*FAU9091*141*****4***** |
| Pre Eng | 0 | 43,820 |
| Total | 0 | 43,820 |
| **49 I-84 - HALSEY STREET UNDERCROSSING BRIDGE #13516***** | 221 | *92-009***00000*FAI2****2*****6***** |
| Constr | 0 | 315,000 |
| Total | 0 | 315,000 |
| **50 OR-99W - SW HAMILTON TO BEAVERTON/HILLSDALE HWY JCT - GUARDRAIL***** | 224 | *****06020*FAP9****1W*****2***** |
| Constr | 0 | 610,130 |
| Total | 0 | 610,130 |
| **51 OR-8 - TUALATIN VALLEY OVERLAY - 110TH TO 160TH***** | 234 | *00-000***05859*FAP32***29*****3***** |
| Constr | 0 | 1,020,800 |
| Total | 0 | 1,020,800 |
| **52 HIGHWAY 217 NB OFF-RAMP @ SCHOLLS HIGHWAY***** | 242 | *92-034***06010*FAP79***144*****4***** |
| Constr | 0 | 325,000 |
| Total | 0 | 325,000 |
| **53 OR-8 - TUALATIN VALLEY HWY AT MARKET CENTRE ENTRANCE***** | 257 | *****06579*FAP32***29*****8***** |
| Constr | 0 | 567,000 |
| Total | 0 | 567,000 |
| **54 PACIFIC HWY WEST @ MEINECKE ROAD - PACIFIC HIGHWAY WEST***** | 266 | *91-002***05634*FAP9****1W*****16***** |
| Constr | 0 | 462,000 |
| Total | 0 | 462,000 |
| **55 BEAVERTON HILLSDALE HIGHWAY @ 217***** | 268 | *92-035***06014*FAP9****144*****1***** |
| Constr | 0 | 870,000 |
| Total | 0 | 870,000 |
| **56 STATE FINANCED PROJECTS AT OR UNDER \$100,000***** | 412 | *79-049c***00000*VARvar**var*****0***** |
| Pre Eng | 0 | 25,000 |
| Constr | 0 | 290,000 |
| Total | 0 | 315,000 |
| **57 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000***** | 522 | *88-043***04955*VARvar**var*****0***** |
| Constr | 0 | 195,700 |
| Total | 0 | 195,700 |
| **58 WILLAMETTE RIVER BRIDGES ACCESS STUDY***** | 604 | *93-034***06899*CMA*****0***** |
| Pre Eng | 0 | 40,000 |
| Total | 0 | 40,000 |
| **59 HALL BOULEVARD AT BURNHAM STREET - SIGNAL***** | 728 | *85-033***03913*FAU9091*141*****6***** |
| Constr | 0 | 130,000 |
| Total | 0 | 130,000 |
| **60 OR8 TV HWY - CANYON LANE TO WALKER ROAD - TRAFFIC SIGNALS***** | 912 | *90-007***04401*FAP32***29*****0***** |
| Constr | 0 | 270,000 |
| Total | 0 | 270,000 |
| **61 OR99W PACIFIC HWY WEST AT 124TH AVENUE - SIGNAL/REALIGN***** | 914 | *00-000***05301*FAP9****1W*****13***** |
| Constr | 0 | 870,000 |
| Total | 0 | 870,000 |
| **62 OR217 BEAV/TIG HWY - SUNSET HWY TO I-5 - RAMP METERING***** | 915 | *90-056***01497*FAP79***144*****7***** |
| Constr | 0 | 450,000 |
| Total | 0 | 450,000 |
| **63 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR***** | 928 | *90-051***05624*VARvar**var*****0***** |
| Constr | 0 | 200,000 |
| Total | 0 | 200,000 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

Effective October 1, 1993

In Total Cost Dollars

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated

1993

1994

1995

1996

1997

Post 1997

Authorized

State Operations Projects
(Continued)

| | | | | | | | | |
|---|---|-----------|---------|---|-----------|---------|---------|------------|
| **64 REGIONAL GUARDRAIL IMPROVEMENTS*****929 *90-030***05323*VARvar**var*****0***** | | | | | | | | |
| Constr | 0 | 0 | 920,000 | 0 | 0 | 0 | 0 | 920,000 |
| Total | 0 | 0 | 920,000 | 0 | 0 | 0 | 0 | 920,000 |
| Total State Operations Projects | | | | | | | | |
| | 0 | 6,420,650 | 920,000 | 0 | 1,890,800 | 325,000 | 870,000 | 10,426,450 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated

1993

1994

1995

1996

1997

Post 1997

Authorized

Bikeways Projects

| | | | | | | | | |
|---|---|---------|---------|---------|---|---|---|-----------|
| **65 OR-43 OSWEGO HWY RETAINING WALL/BIKEWAY - MCVEY TO BURNHAM*****231 *00-000**06130*FAU9565*3*****7***** | | | | | | | | |
| Constr | 0 | 0 | 0 | 520,000 | 0 | 0 | 0 | 520,000 |
| Total | 0 | 0 | 0 | 520,000 | 0 | 0 | 0 | 520,000 |
| **66 BIKEWAY PROJECTS*****384 *10169D**03949*VARvar**na*****0***** | | | | | | | | |
| Constr | 0 | 350,000 | 777,000 | 283,000 | 0 | 0 | 0 | 1,410,000 |
| Total | 0 | 350,000 | 777,000 | 283,000 | 0 | 0 | 0 | 1,410,000 |
| Total Bikeways Projects | | | | | | | | |
| | 0 | 350,000 | 777,000 | 803,000 | 0 | 0 | 0 | 1,930,000 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Access Oregon Highway Projects

| | | | | | | | |
|---|---|------------|---|---|---|---|------------|
| **67 M'CLOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD*****134 *77-159a**04872*FAP26***1E*****4***** | | | | | | | |
| Constr | 0 | 9,500,000 | 0 | 0 | 0 | 0 | 9,500,000 |
| Total | 0 | 9,500,000 | 0 | 0 | 0 | 0 | 9,500,000 |
| **68 PACIFIC HIGHWAY WEST AT BDY / SCHOLLS - SIX CORNERS*****463 *88-040***04358*FAP9***1W*****15***** | | | | | | | |
| Rt-of-Way | 0 | 2,000,000 | 0 | 0 | 0 | 0 | 2,000,000 |
| Constr | 0 | 2,800,000 | 0 | 0 | 0 | 0 | 2,800,000 |
| Total | 0 | 4,800,000 | 0 | 0 | 0 | 0 | 4,800,000 |
| **69 WESTERN BYPASS - PHASE I - SUNSET HWY TO PACIFIC HWY*****720 *88-011***05124*VARTbd**734*****0***** | | | | | | | |
| Pre Eng | 0 | 1,037,500 | 0 | 0 | 0 | 0 | 1,037,500 |
| Total | 0 | 1,037,500 | 0 | 0 | 0 | 0 | 1,037,500 |
| Total Access Oregon Highway Projects | | | | | | | |
| | 0 | 15,337,500 | 0 | 0 | 0 | 0 | 15,337,500 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

State Highway Program

Project Description

| | Estimated Expenditures by Federal Fiscal Year | | | | | | | |
|--|---|-----------|-----------|------------|------------|------|-----------|------------|
| | Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
| ----- | | | | | | | | |
| State Surface Transportation Program Projects | | | | | | | | |
| ***** | | | | | | | | |
| **70 I-84 - I-84 AT 82ND AVENUE PARK AND RIDE LOT*****222 *****06243*FAI84***2*****5***** | | | | | | | | |
| Constr | 0 | 166,888 | 0 | 0 | 0 | 0 | 0 | 166,888 |
| Total | 0 | 166,888 | 0 | 0 | 0 | 0 | 0 | 166,888 |
| ***** | | | | | | | | |
| **71 I-84 - ARGAY DOWNS SOUNDWALL (PORTLAND)*****223 *90-018***05746*FAI84***2*****7***** | | | | | | | | |
| Pre Eng | 0 | 42,412 | 0 | 0 | 0 | 0 | 0 | 42,412 |
| Rt-of-Way | 0 | 9,220 | 0 | 0 | 0 | 0 | 0 | 9,220 |
| Constr | 0 | 119,860 | 0 | 0 | 0 | 0 | 0 | 119,860 |
| Total | 0 | 171,492 | 0 | 0 | 0 | 0 | 0 | 171,492 |
| ***** | | | | | | | | |
| **72 I-84 - GATEWAY PARK AND RIDE LOT*****225 *00-000***06241*FAI84***2*****6***** | | | | | | | | |
| Constr | 0 | 0 | 664,000 | 0 | 0 | 0 | 0 | 664,000 |
| Total | 0 | 0 | 664,000 | 0 | 0 | 0 | 0 | 664,000 |
| ***** | | | | | | | | |
| **73 OR-210 - SCHOLLS AT BEEF BEND ROAD - LEFT TURN REFUGE*****232 *00-000***04440*FAU9234**143*****5***** | | | | | | | | |
| Constr | 0 | 0 | 0 | 580,800 | 0 | 0 | 0 | 580,800 |
| Total | 0 | 0 | 0 | 580,800 | 0 | 0 | 0 | 580,800 |
| ***** | | | | | | | | |
| **74 WESTSIDE LIGHT RAIL EXTENSION TO HILLSBORO*****246 *00-000***00000*TRA****na*****0***** | | | | | | | | |
| 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 |
| ***** | | | | | | | | |
| **75 US26 - SUNSET HIGHWAY OVERLAY - STOREY CREEK TO CORNELL ROAD*****267 *90-027d**03663*FAP27***47*****60***** | | | | | | | | |
| Constr | 0 | 0 | 2,411,200 | 0 | 0 | 0 | 0 | 2,411,200 |
| Total | 0 | 0 | 2,411,200 | 0 | 0 | 0 | 0 | 2,411,200 |
| ***** | | | | | | | | |
| **76 I-205 - WILLAMETTE RIVER BRIDGE ICE DETECTORS*****332 *86-099***03280*FAI205**64*****9***** | | | | | | | | |
| Constr | 0 | 0 | 0 | 156,774 | 0 | 0 | 0 | 156,774 |
| Total | 0 | 0 | 0 | 156,774 | 0 | 0 | 0 | 156,774 |
| ***** | | | | | | | | |
| **77 I-405 EAST FREMONT BRIDGE APPROACH*****376 *00-000***05856*FAI405**61*****4***** | | | | | | | | |
| Constr | 0 | 0 | 0 | 654,992 | 0 | 0 | 0 | 654,992 |
| Total | 0 | 0 | 0 | 654,992 | 0 | 0 | 0 | 654,992 |
| ***** | | | | | | | | |
| **78 I-405 - FREMONT BRIDGE/RAMPS DECK RESTORATION AND JOINT REPAIR*****377 *86-118***05850*FAI405**61*****4***** | | | | | | | | |
| Constr | 0 | 1,247,177 | 0 | 0 | 0 | 0 | 0 | 1,247,177 |
| Total | 0 | 1,247,177 | 0 | 0 | 0 | 0 | 0 | 1,247,177 |
| ***** | | | | | | | | |
| **79 US26 - SUNSET / NW 185TH AVE INTERCHANGE*****426 *84-013***00847*FAP27***47*****64***** | | | | | | | | |
| Constr | 0 | 5,427,000 | 0 | 0 | 0 | 0 | 0 | 5,427,000 |
| Total | 0 | 5,427,000 | 0 | 0 | 0 | 0 | 0 | 5,427,000 |
| ***** | | | | | | | | |
| **80 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR*****928 *90-040***04343*VARvar**var*****0***** | | | | | | | | |
| Constr | 0 | 522,000 | 0 | 0 | 0 | 0 | 0 | 522,000 |
| Total | 0 | 522,000 | 0 | 0 | 0 | 0 | 0 | 522,000 |
| ***** | | | | | | | | |
| Total State Surface Transportation Program Projects | 0 | 7,534,557 | 3,075,200 | 1,235,792 | 22,156,774 | 0 | 0 | 34,002,323 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

State Surface Transportation Program (Safety) Projects

| | | | | | | | | |
|---|---|---------|---------|---------|---|---|---|-----------|
| **81 I-205 - I-205 AT GLISAN NORTHBOUND; AT NE GLISAN SOUTHBOUND*****227 *00-000***05858*FAI205**64*****21***** | | | | | | | | |
| Constr | 0 | 0 | 0 | 451,878 | 0 | 0 | 0 | 451,878 |
| Total | 0 | 0 | 0 | 451,878 | 0 | 0 | 0 | 451,878 |
| **82 OR210 - FANNO CREEK TO BEAVERTON/TIGARD HWY (TIGARD)*****881 *86-049***03908*FAU9234*143*****9***** | | | | | | | | |
| Rt-of-Way | 0 | 30,000 | 0 | 0 | 0 | 0 | 0 | 30,000 |
| Constr | 0 | 792,000 | 0 | 0 | 0 | 0 | 0 | 792,000 |
| Total | 0 | 822,000 | 0 | 0 | 0 | 0 | 0 | 822,000 |
| **83 OR43 - OSWEGO HIGHWAY AT JOLIE POINTE ROAD*****884 *86-054***03939*FAU9565*3*****10***** | | | | | | | | |
| Constr | 0 | 0 | 400,000 | 0 | 0 | 0 | 0 | 400,000 |
| Total | 0 | 0 | 400,000 | 0 | 0 | 0 | 0 | 400,000 |
| Total State Surface Transportation Program (Safety) Projects | | | | | | | | |
| | 0 | 822,000 | 400,000 | 451,878 | 0 | 0 | 0 | 1,673,878 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

TRANSPORTATION ENHANCEMENT FUND Projects

| | | | | | | | | | |
|---|---|---------|-----------|---|---|---|---|-----------|--|
| **84 HISTORIC COLUMBIA RIVER HIGHWAY INTERPRETATIVE PANELS*****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 | |
| **85 OREGON ELECTRIC RIGHT OF WAY*****275 *93-021**06760*TE*****0*****0***** | | | | | | | | | |
| Pre Eng | 0 | 0 | 12,000 | 0 | 0 | 0 | 0 | 12,000 | |
| Rt-of-Way | 0 | 0 | 80,000 | 0 | 0 | 0 | 0 | 80,000 | |
| Constr | 0 | 0 | 43,000 | 0 | 0 | 0 | 0 | 43,000 | |
| Total | 0 | 0 | 135,000 | 0 | 0 | 0 | 0 | 135,000 | |
| **86 SOUTH TROLLEY EXTENTION PROJECT*****277 *93-016**06755*TE*****744***** | | | | | | | | | |
| Rt-of-Way | 0 | 598,466 | 0 | 0 | 0 | 0 | 0 | 598,466 | |
| Constr | 0 | 199,190 | 0 | 0 | 0 | 0 | 0 | 199,190 | |
| Total | 0 | 797,656 | 0 | 0 | 0 | 0 | 0 | 797,656 | |
| **87 MCLOUGHLIN BLVD. -- PALMBLAD ROAD (SPRINGWATER CORRIDOR)*****284 *93-018**06757*TE*****na*****0***** | | | | | | | | | |
| Pre Eng | 0 | 0 | 184,000 | 0 | 0 | 0 | 0 | 184,000 | |
| Rt-of-Way | 0 | 0 | 218,400 | 0 | 0 | 0 | 0 | 218,400 | |
| Constr | 0 | 0 | 1,757,200 | 0 | 0 | 0 | 0 | 1,757,200 | |
| Total | 0 | 0 | 2,159,600 | 0 | 0 | 0 | 0 | 2,159,600 | |
| **88 FANNO CREEK BIKEPATH*****287 *93-019**06758*TE*****na*****0***** | | | | | | | | | |
| Pre Eng | 0 | 0 | 49,600 | 0 | 0 | 0 | 0 | 49,600 | |
| Rt-of-Way | 0 | 0 | 152,000 | 0 | 0 | 0 | 0 | 152,000 | |
| Constr | 0 | 0 | 98,400 | 0 | 0 | 0 | 0 | 98,400 | |
| Total | 0 | 0 | 300,000 | 0 | 0 | 0 | 0 | 300,000 | |
| Total TRANSPORTATION ENHANCEMENT FUND Projects | | | | | | | | | |
| | 0 | 797,656 | 2,642,600 | 0 | 0 | 0 | 0 | 3,440,256 | |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated

1993

1994

1995

1996

1997

Post 1997

Authorized

National Highway System Program Projects

| | |
|--|--|
| **89 US-26 - MURRAY ROAD TO HIGHWAY 217*****256 | *00-000***06021*FAP27***47*****67***** |
| Constr | 0 0 0 0 0 0 0 16,380,000 0 16,380,000 |
| Total | 0 0 0 0 0 0 0 16,380,000 0 16,380,000 |
| **90 METRO ADVANCE WARNING SIGNS - VAR HWYS - CLACK/MULT & WASH CTYS*****270 | *87-015***02514*NHS*****var*****0***** |
| Constr | 0 0 0 0 1,014,200 0 0 1,014,200 0 1,014,200 |
| Total | 0 0 0 0 1,014,200 0 0 1,014,200 0 1,014,200 |
| **91 METRO AREA FREEWAYS DETECTION SYSTEM - VARIOUS HWYS - MULT CTY*****272 | *92-040***06234*NHS*****var*****0***** |
| Constr | 0 0 0 0 1,198,600 0 0 1,198,600 0 1,198,600 |
| Total | 0 0 0 0 1,198,600 0 0 1,198,600 0 1,198,600 |
| **92 MOTORIST INFORMATION SYSTEM*****273 | *92-039***06235*NHS*****var*****0***** |
| Constr | 0 0 0 0 922,000 0 0 922,000 0 922,000 |
| Total | 0 0 0 0 922,000 0 0 922,000 0 922,000 |
| **93 I-205 - COLUMBIA RIVER TO NE FAILING GRADING/LNDSCPG*****334 | *87-009***02511*FAI205**64*****23***** |
| Constr | 0 1,720,400 0 0 0 0 0 1,720,400 0 1,720,400 |
| Total | 0 1,720,400 0 0 0 0 0 1,720,400 0 1,720,400 |
| **94 I-5 - BOONES FERRY RD TO COMMERCE CIRCLE (WILSONVILLE)*****406 | *86-061a**06023*fas*****0*****286***** |
| Constr | 0 0 756,204 0 0 0 0 756,204 0 756,204 |
| Total | 0 0 756,204 0 0 0 0 756,204 0 756,204 |
| **95 OR8 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO*****828 | *79-085b**05024*FAP32***29*****11***** |
| Constr | 0 0 4,092,000 0 0 0 0 4,092,000 0 4,092,000 |
| Total | 0 0 4,092,000 0 0 0 0 4,092,000 0 4,092,000 |
| **96 I-205 - E PORTLAND FREEWAY AT SUNNYBROOK INTERCHANGE*****865 | *86-082***03346*FAI205**64*****14***** |
| Constr | 0 0 0 0 0 0 0 20,011,740 0 20,011,740 |
| Total | 0 0 0 0 0 0 0 20,011,740 0 20,011,740 |
| Total National Highway System Program Projects | |
| | 0 1,720,400 4,848,204 0 3,134,800 16,380,000 20,011,740 46,095,144 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

State Highway Program

Project Description

| | Estimated Expenditures by Federal Fiscal Year | | | | | | | |
|---|---|------------|------------|------------|-----------|------|-----------|-------------|
| | Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
| ----- | | | | | | | | |
| Other Funding Programs Projects | | | | | | | | |
| **97 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 |
| **98 US-30B - SANDY BLVD METROPOLITAN AREA CORRIDOR STUDY*****230 *00-000**06239*FAU9326*59*****0***** | | | | | | | | |
| Constr | 0 | 0 | 0 | 3,880,800 | 0 | 0 | 0 | 3,880,800 |
| Total | 0 | 0 | 0 | 3,880,800 | 0 | 0 | 0 | 3,880,800 |
| **99 US-26 - CEDAR HILLS BLVD INTERCHANGE TO SW 76TH AVENUE*****247 *88-033d**06597*FAP27***47*****68***** | | | | | | | | |
| Constr | 0 | 30,800,000 | 0 | 0 | 0 | 0 | 0 | 30,800,000 |
| Total | 0 | 30,800,000 | 0 | 0 | 0 | 0 | 0 | 30,800,000 |
| *100 US-26 - SW 82ND PLACE (GOLF CREEK ACCESS ROAD)*****250 *88-033i**06596*FAP27***47*****69***** | | | | | | | | |
| Constr | 0 | 950,000 | 0 | 0 | 0 | 0 | 0 | 950,000 |
| Total | 0 | 950,000 | 0 | 0 | 0 | 0 | 0 | 950,000 |
| *101 US-26 - HIGHLANDS (ZOO) INTERCHANGE*****251 *88-033e**06015*FAP27***47*****72***** | | | | | | | | |
| Constr | 0 | 7,130,000 | 0 | 0 | 0 | 0 | 0 | 7,130,000 |
| Total | 0 | 7,130,000 | 0 | 0 | 0 | 0 | 0 | 7,130,000 |
| *102 US-26 - SYLVAN INTERCHANGE TO HIGHLANDS INTERCHANGE*****253 *88-033f**06016*FAP27***47*****71***** | | | | | | | | |
| Constr | 0 | 0 | 9,870,000 | 0 | 0 | 0 | 0 | 9,870,000 |
| Total | 0 | 0 | 9,870,000 | 0 | 0 | 0 | 0 | 9,870,000 |
| *103 US-26 - CAMELOT INTERCHANGE TO SYLVAN INTERCHANGE*****254 *88-033g**06017*FAP27***47*****68***** | | | | | | | | |
| Constr | 0 | 0 | 0 | 58,500,000 | 0 | 0 | 0 | 58,500,000 |
| Total | 0 | 0 | 0 | 58,500,000 | 0 | 0 | 0 | 58,500,000 |
| *104 US-26 - BEAVETON/TIGARD HIGHWAY TO CAMELOT INTERCHANGE*****255 *88-033h**06018*FAP27***47*****69***** | | | | | | | | |
| Constr | 0 | 0 | 0 | 0 | 3,940,000 | 0 | 0 | 3,940,000 |
| Total | 0 | 0 | 0 | 0 | 3,940,000 | 0 | 0 | 3,940,000 |
| *105 OR-217 - SUNSET HIGHWAY TO TUALATIN VALLEY HIGHWAY*****258 *****06598*FAP79***144*****0***** | | | | | | | | |
| Constr | 0 | 11,900,000 | 0 | 0 | 0 | 0 | 0 | 11,900,000 |
| Total | 0 | 11,900,000 | 0 | 0 | 0 | 0 | 0 | 11,900,000 |
| *106 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING(III)*****386 *10143c**01892*FAP27***47*****72***** | | | | | | | | |
| Constr | 0 | 0 | 1,320,000 | 0 | 0 | 0 | 0 | 1,320,000 |
| Total | 0 | 0 | 1,320,000 | 0 | 0 | 0 | 0 | 1,320,000 |
| *107 OR217 BEAV/TIG HWY - SUNSET HWY TO I-5 - RAMP METERING*****915 *90-056A**06231*FAP79***144*****7***** | | | | | | | | |
| Constr | 0 | 540,000 | 0 | 0 | 0 | 0 | 0 | 540,000 |
| Total | 0 | 540,000 | 0 | 0 | 0 | 0 | 0 | 540,000 |
| *108 REGIONAL RAMP METERING, TRAFFIC LOOP REPAIR, AND MESSAGE SIGNING*****927 *90-006**05276*VARvar**var*****0***** | | | | | | | | |
| Constr | 0 | 2,665,840 | 460,000 | 0 | 0 | 0 | 0 | 3,125,840 |
| Total | 0 | 2,665,840 | 460,000 | 0 | 0 | 0 | 0 | 3,125,840 |
| Total Other Funding Programs Projects | 0 | 53,985,840 | 13,040,400 | 62,380,800 | 3,940,000 | 0 | 0 | 133,347,040 |

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Total Cost Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

| Project Description | Obligated | 1993 | 1994 | 1995 | 1996 | 1997 | Post 1997 | Authorized |
|---------------------|-----------|-------------|------------|-------------|------------|------------|------------|-------------|
| report total | 4,319,028 | 146,670,898 | 65,230,264 | 112,881,202 | 39,445,654 | 34,499,600 | 77,318,408 | 480,365,054 |

Approved Program Years
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Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

Effective October 1, 1993

In Federal Dollars

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Clackamas County Projects
(Continued)

| | | | | | | | | |
|--|------------|---------|---|---|---|-----------|---|------------|
| **81 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 | 0 | 450,000 |
| Total | 138,549 | 311,451 | 0 | 0 | 0 | 0 | 0 | 450,000 |
| **82 HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING*****853 *10252***00976*FAU9565*3*****11**** | | | | | | | | |
| Pre Eng | 70,762 | 0 | 0 | 0 | 0 | 0 | 0 | 70,762 |
| Rt-of-Way | 25,173 | 0 | 0 | 0 | 0 | 0 | 0 | 25,173 |
| Constr | 225,547 | 0 | 0 | 0 | 0 | 0 | 0 | 225,547 |
| Reserve | 0 | 0 | 0 | 0 | 0 | 7,082 | 0 | 7,082 |
| Total | 321,482 | 0 | 0 | 0 | 0 | 7,082 | 0 | 328,564 |
| **83 BEAVERCREEK RD EXT(RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE*****855 *10249***02375*FAU9742*703*****0**** | | | | | | | | |
| Pre Eng | 140,046 | 0 | 0 | 0 | 0 | 0 | 0 | 140,046 |
| Constr | 0 | 316,219 | 0 | 0 | 0 | 0 | 0 | 316,219 |
| Total | 140,046 | 316,219 | 0 | 0 | 0 | 0 | 0 | 456,265 |
| **84 JOHNSON CREEK BLVD - 32ND AVENUE TO 45TH AVENUE*****902 *91-0143***06357*FAU9704*703*****0**** | | | | | | | | |
| Pre Eng | 102,850 | 0 | 0 | 0 | 0 | -2,850 | 0 | 100,000 |
| Constr | 0 | 0 | 0 | 0 | 0 | 900,000 | 0 | 900,000 |
| Total | 102,850 | 0 | 0 | 0 | 0 | 897,150 | 0 | 1,000,000 |
| **85 HARRISON STREET - HIGHWAY 224 TO 32ND AVENUE*****904 *00-000***00000*FAU9714*703*****0**** | | | | | | | | |
| Pre Eng | 0 | 0 | 0 | 0 | 0 | 50,000 | 0 | 50,000 |
| Total | 0 | 0 | 0 | 0 | 0 | 50,000 | 0 | 50,000 |
| **86 JOHNSON CREEK BLVD - LINWOOD AVENUE TO 82ND AVENUE*****905 *00-000***00000*FAU9704*703*****0**** | | | | | | | | |
| Pre Eng | 0 | 222,308 | 0 | 0 | 0 | 0 | 0 | 222,308 |
| Total | 0 | 222,308 | 0 | 0 | 0 | 0 | 0 | 222,308 |
| Total Clackamas County | 50,040,495 | 730,282 | 0 | 0 | 0 | 1,534,201 | 0 | 52,304,978 |

Errata: per agreement of Clackamas Co. + City of Portland, administration of this project will be transferred to City of Portland together w/ currently authorized funds. Construction startup in 1995 is contingent on identification of supplemental funding (approx \$500,000).

Approved Program Years

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1845 FOR THE PURPOSE OF ALLOCATING I-205 INTERSTATE TRANSFER FUNDS TO THE SOUTH/NORTH ALTERNATIVES ANALYSIS AND COMMITTING LRT BOND MEASURE AS REPLACEMENT FUNDS AND TO AMEND THE FY 94 TIP ACCORDINGLY

Date: August 27, 1993

Presented by: Andy Cotugno

PROPOSED ACTION

This resolution would direct Metro staff to submit a request to the Federal Transit Administration (FTA) for up to \$1.6 million in I-205 busway Interstate Transfer funds for use in providing funds for the South/North Alternatives Analysis (AA). This resolution would also ask Tri-Met to pledge up to \$1.6 million (equivalent to the FTA grant request) in Clackamas County Light Rail Transit (LRT) General Obligation (G.O.) bond funds to replace the I-205 busway funds until the Joint Policy Advisory Committee on Transportation (JPACT) makes a final determination of the allocation of the busway funds and replacement funds following the completion of the I-205/Milwaukie Preliminary AA and the development of a project implementation plan for the corridor. Finally, the resolution would amend the Transportation Improvement Plan (TIP) to program \$1.6 million in Interstate Transfer Program funds to FY 94.

TPAC has reviewed the proposed allocation to the South/North AA and recommends approval of Resolution No. 93-1845.

FACTUAL BACKGROUND AND ANALYSIS

On April 23, 1992, Metro Council adopted Resolution No. 92-1584 for the purpose of converting the I-205 busway Interstate Transfer funds into flexible funds that could be used to fund transit projects throughout the region. The resolution also adopted conditions for the future reprogramming of those funds.

First, Resolution 92-1854 stipulates that JPACT must approve the reprogramming of I-205 busway funds outside of the I-205 Corridor. Second, the Resolution requires that if any of the I-205 busway funds are programmed for transit projects outside of the corridor prior to the development of an I-205 improvement strategy, the same level of funds shall be concurrently allocated to replace the I-205 busway funds for use in the I-205 corridor. Third, the resolution requires that final programming of the I-205 busway funds and replacement funds will be made by JPACT only after the completion of the I-205/Milwaukie Preliminary AA and the adoption of an implementation plan for the corridor.

On July 15, 1993, Metro Council adopted Resolution No. 93-1825 to modify the FY 94 Unified Work Program (UWP) to include the single South North AA/Draft Environmental Impact Statement (DEIS) work element. Previously the UWP had included separate South and North AA/DEISs. The resolution also endorsed the project's proposed revenue budget of \$8.25 million and amended the FY 93

TIP accordingly. Resolution 93-1825 identified the funding sources and amounts for the total \$8.25 million revenue budget as follows in Table 1:

Table 1
Endorsed South/North AA Funding Sources

| Source | Total |
|---------------------|--------------------|
| State of Washington | \$2,520,000 |
| Washington Local | \$630,000 |
| State of Oregon | \$4,000,000 |
| Federal E-4 | \$987,950 |
| Oregon Local | \$112,050 |
| Total | \$8,250,000 |

On June 29, Metro submitted an application to advance the South/North Corridor into AA and submitted a request for \$987,950 in E-4 Interstate Transit Transfer funds to provide partial funding for the South/North AA. The application included proposed funding sources for the entire South/North AA consistent with the funding sources and amounts included in Table 1.

Previously, the State of Washington had awarded \$2,520,000 in High-Capacity Transit (HCT) Development Account funds to the South/North Study. C-TRAN had also committed to providing \$630,000 in local Washington funds to the study. Metro and C-TRAN are currently negotiating a contract that would secure both the C-TRAN and State of Washington HCT Development Account funds for the South/North Study. In addition, Metro is currently negotiating with local Oregon jurisdictions to secure the \$112,500 in Oregon Local funds.

During the 1993 legislative session, the State of Oregon Legislature considered a proposal by Governor Roberts to provide \$4.0 million in Oregon lottery funds to the South/North Study. The Oregon Legislature finally approved \$2.0 million in lottery funds for the project. This allocation of \$2.0 million in State of Oregon funds, instead of the requested \$4.0 million, leaves a project deficit of \$2.0 million.

In identifying additional funding resources to make up the revenue deficit for the South/North Study, Metro and the South/North Project Management Group (PMG) first identified \$400,000 in residual I-205/Milwaukie Preliminary AA funds available for the South/North AA. Much of the I-205/Milwaukie Preliminary AA work plan has been completed (e.g. the priority corridor decision) or integrated into Tier I of the South/North AA (e.g. identification and screening of the alternatives). However, work is progressing on the Preliminary AA task of preparing an action plan for the I-205 Corridor and in preparing further analysis of the potential extension of LRT to the

Portland Airport. Results of the I-205 action plan and the analysis of the Airport extension will be presented to JPACT in the coming months for consideration and approval.

The PMG then discussed the merits of using either the Clackamas County LRT G.O. Bond revenue or the I-205 busway funds to help make up the funding deficit in the South/North AA. In recommending that JPACT authorize the use of up to \$1.6 million in I-205 busway funds, the PMG noted that the G.O. Bond revenue was currently in an interest-bearing account gaining value and was serving as a capital reserve account for the Westside Project. In contrast, the I-205 busway funds are set at a fixed value, do not gain interest and are losing real purchasing value annually with inflation. By using the I-205 busway funds now to help fund the South/North AA, while reserving a similar amount of G.O. bond revenue to replace those busway funds, the region maximizes the funding available for LRT development. Consistent with Resolution No. 92-1854, this resolution requires that JPACT make a final determination on the use of the busway funds and replacement funds following the completion of the I-205/Milwaukie Preliminary AA and the adoption of an I-205 implementation funding strategy.

Table 2 summarizes the proposed revised revenue budget for the South/North AA based upon the use of \$400,000 in residual I-205/Milwaukie Preliminary AA funds and I-205 busway funds to replace the \$2 million in State of Oregon contributions to the study.

| Table 2 | |
|--|--------------------|
| Propose Revised South/North AA Funding Sources | |
| Source | Total |
| State of Washington | \$2,520,000 |
| Washington Local | \$630,000 |
| State of Oregon | \$2,000,000 |
| Federal E-4 (Residual Pre-AA) | \$400,000 |
| Federal E-4 (I-205 Busway) | \$1,600,000 |
| Federal E-4 (McLoughlin) | \$987,950 |
| Oregon Local | \$112,050 |
| Total | \$8,250,000 |

Metro staff have discussed this proposal with FTA staff. FTA had indicated that approval of the pending E-4 grant request of \$987,950 would be delayed another quarter if the \$2 million funding deficit was not eliminated by either downsizing the project or securing replacement funds. While FTA will not entertain an amendment to the existing grant request without delaying it for another quarter, they did indicate that a

commitment by the region to replace the \$2 million funding deficit with residual I-205/Milwaukie Preliminary AA funds and with a grant request to use I-205 busway funds would allow FTA to approve the pending grant request by the end of the current federal fiscal quarter. If the grant request for the I-205 busway funds is submitted by September 30, 1993, FTA would be able to approve those funds by January 1, 1994.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 93-1945.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING I-205)
INTERSTATE TRANSFER FUNDS TO THE)
SOUTH/NORTH ALTERNATIVES ANALYSIS)
AND COMMITTING LRT BOND MEASURE AS)
REPLACEMENT FUNDS AND TO AMEND THE)
FY 94 TIP ACCORDINGLY)

RESOLUTION NO. 93-1845

Introduced by
Councilor Van Bergen

WHEREAS, Metro Council adopted Resolution No. 93-1825 to amend the FY 1994 Unified Work Program to include a South/North Transit Corridor Alternatives Analysis element and endorsed a revenue budget for the project of \$8.25 million; and

WHEREAS, The endorsed revenue budget for the South/North AA included \$4 million in proposed funds from the State of Oregon; and

WHEREAS, the State of Oregon Legislature appropriated \$2 million in State Lottery funds to the South/North AA; and

WHEREAS, An additional \$4.6 million in funds for the South/North Alternatives Analysis have been or will be secured from the State of Washington, local jurisdictions and FTA leaving a revenue deficit of approximately \$1.6 million ; and

WHEREAS, The South/North Corridor Project Management Group has endorsed a proposal to submit an application to the Federal Transit Administration for \$1.6 million in I-205 Busway Interstate Transfer funds to complete the \$8.25 million South/North AA revenue budget; and

WHEREAS, Metro Council adopted Resolution No. 92-1584 which requires JPACT approval to shift the I-205 buslane funds out of the I-205 corridor and will only be considered prior to adoption of an improvement strategy in the I-205 corridor if a concurrent

commitment is made to replace the funds from an alternate source for LRT purposes in the I-205 corridor; and

WHEREAS, Resolution No. 92-1584 further established that final allocation of the buslane funds (or the replacement funds) will be made based upon the I-205/Milwaukie Preliminary Alternatives Analysis together with an implementation funding strategy; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby declares:

1. Metro staff is directed to submit an application to the Federal Transit Administration for up to \$1.6 million in I-205 Busway Interstate Transfer funds to complete the \$8.25 million South/North AA revenue budget.

2. That Tri-Met is requested to pledge up to \$1.6 million (equivalent to Metro's grant application to FTA) in the East Portland/Clackamas County Light Rail Transit General Obligation Bonds, currently in escrow for Westside Project capital reserve account, to replace these light rail transit funds until a final allocation of the I-205 buslane funds and replacement funds by JPACT;

3. That the Transportation Improvement Program is amended to program \$1.6 million of Interstate Transfer funds to the South/North Corridor Study and be available in FY 94.

ADOPTED by the Metro Council this ____ day of September, 1993.

Judy Wyers, Presiding Officer

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1845A FOR THE PURPOSE OF ALLOCATING I-205 INTERSTATE TRANSFER FUNDS TO THE SOUTH/NORTH ALTERNATIVES ANALYSIS AND COMMITTING LRT BOND MEASURE AS REPLACEMENT FUNDS AND TO AMEND THE FY 94 TIP ACCORDINGLY

Date: September 10, 1993

Presented by: Andy Cotugno

PROPOSED ACTION

This resolution would direct Metro staff to submit a request to the Federal Transit Administration (FTA) for up to \$1.6 million in I-205 busway Interstate Transfer funds for use in providing funds for the South/North Alternatives Analysis (AA). This resolution would also ask Tri-Met to pledge up to \$1.6 million (equivalent to the FTA grant request) in Clackamas County Light Rail Transit (LRT) General Obligation (G.O.) bond funds to replace the I-205 busway funds until the Joint Policy Advisory Committee on Transportation (JPACT) makes a final determination of the allocation of the busway funds and replacement funds following the completion of the I-205/Milwaukie Preliminary AA and the development of a project implementation plan for the corridor. Finally, the resolution would amend the Transportation Improvement Plan (TIP) to program \$1.6 million in Interstate Transfer Program funds to FY 94.

TPAC has reviewed the proposed allocation to the South/North AA and recommends approval of Resolution No. 93-1845A.

Prior to the September 9 JPACT meeting, Tri-Met's Bond Counsel recommended changing the source of the replacement funds from the Westside/Clackamas County General Obligation bonds to available monies in Tri-Met's Light Rail Construction Fund. JPACT approved the revised language.

FACTUAL BACKGROUND AND ANALYSIS

On April 23, 1992, Metro Council adopted Resolution No. 92-1584 for the purpose of converting the I-205 busway Interstate Transfer funds into flexible funds that could be used to fund transit projects throughout the region. The resolution also adopted conditions for the future reprogramming of those funds.

First, Resolution 92-1854 stipulates that JPACT must approve the reprogramming of I-205 busway funds outside of the I-205 Corridor. Second, the Resolution requires that if any of the I-205 busway funds are programmed for transit projects outside of the corridor prior to the development of an I-205 improvement strategy, the same level of funds shall be concurrently allocated to replace the I-205 busway funds for use in the I-205 corridor. Third, the resolution requires that final programming of the I-205 busway funds and replacement funds will be made by JPACT only after the completion of the I-205/Milwaukie Preliminary AA and the adoption of an implementation plan for the corridor.

On July 15, 1993, Metro Council adopted Resolution No. 93-1825 to modify the FY 94 Unified Work Program (UWP) to include the single South North AA/Draft Environmental Impact Statement (DEIS) work element. Previously the UWP had included separate South and North AA/DEISSs. The resolution also endorsed the project's proposed revenue budget of \$8.25 million and amended the FY 93 TIP accordingly. Resolution 93-1825 identified the funding sources and amounts for the total \$8.25 million revenue budget as follows in Table 1:

Table 1
Endorsed South/North AA Funding Sources

| Source | Total |
|---------------------|--------------------|
| State of Washington | \$2,520,000 |
| Washington Local | \$630,000 |
| State of Oregon | \$4,000,000 |
| Federal E-4 | \$987,950 |
| Oregon Local | \$112,050 |
| Total | \$8,250,000 |

On June 29, Metro submitted an application to advance the South/North Corridor into AA and submitted a request for \$987,950 in E-4 Interstate Transit Transfer funds to provide partial funding for the South/North AA. The application included proposed funding sources for the entire South/North AA consistent with the funding sources and amounts included in Table 1.

Previously, the State of Washington had awarded \$2,520,000 in High-Capacity Transit (HCT) Development Account funds to the South/North Study. C-TRAN had also committed to providing \$630,000 in local Washington funds to the study. Metro and C-TRAN are currently negotiating a contract that would secure both the C-TRAN and State of Washington HCT Development Account funds for the South/North Study. In addition, Metro is currently negotiating with local Oregon jurisdictions to secure the \$112,500 in Oregon Local funds.

During the 1993 legislative session, the State of Oregon Legislature considered a proposal by Governor Roberts to provide \$4.0 million in Oregon lottery funds to the South/North Study. The Oregon Legislature finally approved \$2.0 million in lottery funds for the project. This allocation of \$2.0 million in State of Oregon funds, instead of the requested \$4.0 million, leaves a project deficit of \$2.0 million.

In identifying additional funding resources to make up the revenue deficit for the South/North Study, Metro and the South/North Project Management Group (PMG) first identified \$400,000 in residual I-205/Milwaukie Preliminary AA funds available for the South/North AA. Much of the I-205/Milwaukie

Preliminary AA work plan has been completed (e.g. the priority corridor decision) or integrated into Tier I of the South/North AA (e.g. identification and screening of the alternatives). However, work is progressing on the Preliminary AA task of preparing an action plan for the I-205 Corridor and in preparing further analysis of the potential extension of LRT to the Portland Airport. Results of the I-205 action plan and the analysis of the Airport extension will be presented to JPACT in the coming months for consideration and approval.

The PMG then discussed the merits of using either the Clackamas County LRT G.O. Bond revenue or the I-205 busway funds to help make up the funding deficit in the South/North AA. In recommending that JPACT authorize the use of up to \$1.6 million in I-205 busway funds, the PMG noted that the G.O. Bond revenue was currently in an interest-bearing account gaining value and was serving as a capital reserve account for the Westside Project. In contrast, the I-205 busway funds are set at a fixed value, do not gain interest and are losing real purchasing value annually with inflation. By using the I-205 busway funds now to help fund the South/North AA, while reserving a similar amount of G.O. bond revenue to replace those busway funds, the region maximizes the funding available for LRT development. Consistent with Resolution No. 92-1854, this resolution requires that JPACT make a final determination on the use of the busway funds and replacement funds following the completion of the I-205/Milwaukie Preliminary AA and the adoption of an I-205 implementation funding strategy.

Table 2 summarizes the proposed revised revenue budget for the South/North AA based upon the use of \$400,000 in residual I-205/Milwaukie Preliminary AA funds and I-205 busway funds to replace the \$2 million in State of Oregon contributions to the study.

Table 2
Propose Revised South/North AA Funding Sources

| Source | Total |
|-------------------------------|--------------------|
| State of Washington | \$2,520,000 |
| Washington Local | \$630,000 |
| State of Oregon | \$2,000,000 |
| Federal E-4 (Residual Pre-AA) | \$400,000 |
| Federal E-4 (I-205 Busway) | \$1,600,000 |
| Federal E-4 (McLoughlin) | \$987,950 |
| Oregon Local | \$112,050 |
| Total | \$8,250,000 |

Metro staff have discussed this proposal with FTA staff. FTA had indicated that approval of the pending E-4 grant request of \$987,950 would be delayed another quarter if the \$2 million funding deficit was not eliminated by either downscoping the project or securing replacement funds. While FTA will not entertain an amendment to the existing grant request without delaying it for another quarter, they did indicate that a commitment by the region to replace the \$2 million funding deficit with residual I-205/Milwaukie Preliminary AA funds and with a grant request to use I-205 busway funds would allow FTA to approve the pending grant request by the end of the current federal fiscal quarter. If the grant request for the I-205 busway funds is submitted by September 30, 1993, FTA would be able to approve those funds by January 1, 1994.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 93-1845A.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING I-205)
INTERSTATE TRANSFER FUNDS TO THE)
SOUTH/NORTH ALTERNATIVES ANALYSIS)
AND COMMITTING LRT BOND MEASURE AS)
REPLACEMENT FUNDS AND TO AMEND THE)
FY 94 TIP ACCORDINGLY)

RESOLUTION NO. 93-1845A

Introduced by
Councilor Van Bergen

WHEREAS, Metro Council adopted Resolution No. 93-1825 to amend the FY 1994 Unified Work Program to include a South/North Transit Corridor Alternatives Analysis element and endorsed a revenue budget for the project of \$8.25 million; and

WHEREAS, The endorsed revenue budget for the South/North AA included \$4 million in proposed funds from the State of Oregon; and

WHEREAS, the State of Oregon Legislature appropriated \$2 million in State Lottery funds to the South/North AA; and

WHEREAS, An additional \$4.6 million in funds for the South/North Alternatives Analysis have been or will be secured from the State of Washington, local jurisdictions and FTA leaving a revenue deficit of approximately \$1.6 million; and

WHEREAS, The South/North Corridor Project Management Group has endorsed a proposal to submit an application to the Federal Transit Administration for \$1.6 million in I-205 Busway Interstate Transfer funds to complete the \$8.25 million South/North AA revenue budget; and

WHEREAS, Metro Council adopted Resolution No. 92-1584 which requires JPACT approval to shift the I-205 buslane funds out of the I-205 corridor and will only be considered prior to adoption of an improvement strategy in the I-205 corridor if a concurrent

commitment is made to replace the funds from an alternate source for LRT purposes in the I-205 corridor; and

WHEREAS, Resolution No. 92-1584 further established that final allocation of the buslane funds (or the replacement funds) will be made based upon the I-205/Milwaukie Preliminary Alternatives Analysis together with an implementation funding strategy; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby declares:

1. Metro staff is directed to submit an application to the Federal Transit Administration for up to \$1.6 million in I-205 Busway Interstate Transfer funds (the "I-205 Busway Grant") to complete the \$8.25 million South/North AA revenue budget.

2. Tri-Met is requested to commit an amount equal to the I-205 Busway Grant (but not in excess of \$1.6 million), such commitment to be made with respect to available monies in Tri-Met's Light Rail Construction Fund and such funds to be used to replace these light rail transit funds until a final allocation of the I-205 buslane funds and replacement funds by JPACT and the Metro Council.

3. That the Transportation Improvement Program is amended to program \$1.6 million of Interstate Transfer funds to the South/North Corridor Study and be available in FY 94.

ADOPTED by the Metro Council this ____ day of September, 1993.

Judy Wyers, Presiding Officer

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1846 ENDORSING THE REGION'S REAPPLICATION TO THE FEDERAL HIGHWAY ADMINISTRATION FOR PARTICIPATION IN THE ISTEA CONGESTION PRICING PILOT PROGRAM

Date: September 1, 1993

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution endorses the region's reapplication to the Federal Highway Administration (FHWA) for participation in the ISTEA Congestion Pricing Pilot Program. The resolution identifies a revised scope of work and establishes a more detailed process to determine appropriate congestion pricing alternatives within the Portland area. This approach is more consistent with original FHWA original guidelines which require the proposal to show a strong commitment/intent to use congestion charges to alter driver behavior and to evaluate the pricing project within the life of the Intermodal Surface Transportation Efficiency Act (ISTEA). The revised scope also reflects a "product"-oriented proposal reflecting specific discussions with FHWA.

FACTUAL BACKGROUND AND ANALYSIS

The Portland region's initial congestion pricing application, as endorsed by Resolution No. 92-1743A, was denied by FHWA.

The salient point of the denial letter was that although the region's proposal contained many positive aspects for conducting a congestion pricing pilot demonstration including the plan for a comprehensive public involvement process, the proposal: (1) did not include a sufficient commitment to implementation of a specific congestion pricing project aimed at influencing driver behavior; and (2) needed a clearer intent to evaluate the pricing project within the life of ISTEA. In general, FHWA felt the region's proposal was too vague and too study-oriented.

In all, FHWA received 16 proposals from nine states. FHWA determined that all but one of the proposals failed to respond well to the Pilot Program criteria contained in the November 24, 1992 Federal Register notice because they had little or no commitment to the implementation of road pricing projects which establish a fee schedule that would influence road use choices. In addition, some proposed projects were unlikely to be implemented in time to allow evaluation information to be developed for FHWA to report to Congress on the effectiveness of pilot projects prior to the expiration of ISTEA. Acknowledging the difficulties inherent to producing an acceptable congestion pricing application, FHWA has extended the submittal deadline to October 14, 1993.

There was general acknowledgement by FHWA that Portland's initial application provided a good overall understanding of the concept of congestion pricing and could be redrafted to more clearly address the guidance provided in the November 24, 1992 Federal Register notice. Based on direction from TPAC, the AD Hoc Congestion Pricing Group has begun work to revise the current application consistent with FHWA's eligibility findings and the discussions in Washington D.C.

As a result of FHWA's letter of rejection and deadline extension, a contingent from the Ad Hoc Congestion Pricing Group comprised of representatives from the City of Portland, ODOT and Metro traveled to Washington D.C. to attend a symposium on congestion pricing and to meet with representatives from FHWA and Senator Moynihan's office. The highlights of the trip were:

- . The symposium highlighted the fiscal, public/political, and institutional aspects of congestion pricing. National experts and government officials at the symposium acknowledged that there were marked differences of opinion on the major issues surrounding congestion pricing including: spillover economic and social impacts; air quality benefits; optimum fee level; political and administrative feasibility; environmental and land use effects; and technological issues. It was also agreed that any implementation of the concept will be politically sensitive and will require substantial education and outreach efforts. Based on this information, the ad hoc group has concluded that those elements of the region's proposal which focus on and call for a public and political outreach process should be retained.
- . The discussions with FHWA and Senator Moynihan's staff highlighted the need for a well designed public and political outreach process as well as the fact that the region's proposal needs to be more specific in what FHWA will gain from the pilot project. The point was reemphasized that the application needs to reflect a strong commitment to conducting a congestion pricing demonstration.

The new focus incorporates the following changes not included in the original application to FHWA (JPACT/Metro Council Resolution No. 93-1743A):

- . The new revised goals and objectives are included in Exhibit A. The goals and objectives are oriented toward clarifying the measurable results of congestion pricing in the Portland region and providing a process which can be used nationally to implement congestion pricing (the lack of such a process was evident during the meetings in Washington, D.C.). The revised application will specifically identify what products the proposal will provide Congress and FHWA (e.g., national procedural model for gaining public and political support; state-of-the-art travel forecasting tool based on a "stated preference" survey approach; public process; identification,

analysis, and evaluation of a full range of alternatives including a no-build option. Identification of these specific products will help "sell" the benefits of a process/Alternatives Analysis/implementation approach, even if the no-build alternative is eventually selected.

- The new revised workscope is included in Exhibit B. This workscope focuses more on the identification of alternatives and on tasks leading to the implementation of a pilot project demonstration rather than on the study phase of the proposal. Again, consistent with any Alternatives Analysis methodology, a "no-build" option will be included.

The overall revision approach will be oriented around three main steps:

1. A regional explanation of the potential for and the effects of congestion pricing using "stated preference" techniques. The regional analysis will identify the candidate alternatives for detailed analysis, public involvement, and implementation/evaluation.
2. The preferred alternative resulting from an evaluation of a comprehensive set of alternatives (including a no-build option) would be implemented and tested through a pilot project.
3. The results of the pilot project and the regional analysis will provide the data necessary for determining the merits of further regionwide application of congestion pricing beyond the pilot program time frame.

Proposed Schedule

The FHWA closing date for pilot project submittals is October 14, 1993. The selection criteria contained in the November 24, 1992 Federal Register notice will continue to serve as the guidelines FHWA's Interagency Review Group will use to evaluate proposals. The recommended approach maintains FHWA's required elements as contained in these guidelines.

In order to meet the October 14 deadline, JPACT will have to adopt a general concept at the September 9, 1993 meeting.

Prior TPAC Action

At their August 24 meeting, TPAC approved the recommended approach contained in Resolution No. 93-1846 for revising the application with the stipulation that specific candidate facilities not be singled out in the application, but that a regional map of facilities with volume to capacity ratios of 0.9 or greater during the PM peak two hours (4:00 p.m. - 6:00 p.m.) be referenced. This approach identifies for FHWA the region's congested facilities. The process, however, would be oriented at

solving congestion and would ultimately determine the location of any congestion pricing measures.

JPACT/Metro Council Action Requested

JPACT and the Metro Council are being requested to endorse the revised application approach for the region's continued pursuit of a congestion pricing pilot project.

Following JPACT action, a draft application will be available for TPAC review at its October 1, 1993 meeting. Any resolution of support, however, will have to be finalized prior to this date.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 93-1846.

BEFORE THE METRO COUNCIL

| | |
|------------------------------------|------------------------|
| FOR THE PURPOSE OF ENDORSING THE) | RESOLUTION NO. 93-1846 |
| REGION'S REAPPLICATION TO THE) | |
| FEDERAL HIGHWAY ADMINISTRATION) | |
| FOR PARTICIPATION IN THE ISTEAL) | Introduced by |
| CONGESTION PRICING PILOT PROGRAM) | Councilor Van Bergen |

WHEREAS, Section 1012 (b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 authorizes the Secretary of Transportation to create a Congestion Pricing Pilot Program by entering into an agreement with up to five state or local governments or other public authorities to establish, maintain, and monitor congestion pricing pilot projects; and

WHEREAS, The November 24, 1992 Federal Register included notice and request for participation in the Pilot Program; and

WHEREAS, the region's initial proposal to participate in the congestion pricing pilot program was rejected by FHWA; and

WHEREAS, FHWA has extended the deadline for submitting pilot projects to October 14, 1993 and invited the region to re-apply with a revised application; and

WHEREAS, the revised application includes specific goals to implement a regional congestion pricing demonstration and to develop a nationally applicable process for gaining public and political acceptance of congestion pricing; and

WHEREAS, Congestion pricing as a concept is referenced in the Oregon Transportation Plan as an option to achieve statewide transportation objectives; that congestion pricing has been endorsed by the Governor's Task Force on Vehicle Emissions in the Portland Area as a contingency air quality strategy; and that the

Joint Policy Advisory Committee on Transportation has endorsed investigation of congestion pricing as a transportation congestion strategy; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the region's overall program goals identified as items No. 1 and 2 on Exhibit A for pursuing a congestion pricing pilot project for the Portland metro area.

2. That the Metro Council endorses a scope of work detailing a four-phase schedule for a regional congestion pricing pilot project as included in Exhibit B.

3. That the Metro Council directs staff to pursue ISTEA congestion pricing pilot program funds for the scope of work as contained in Exhibit B.

4. That the Metro Council and JPACT continue to participate in the process, particularly at key decision points, to evaluate feasibility of and potentially implement a congestion pricing pilot project.

ADOPTED by the Metro Council this ____ day of _____,
1993.

Judy Wyers, Presiding Officer

DRAFT**GOALS AND OBJECTIVES--PORTLAND AREA CONGESTION PRICING
PILOT PROJECT**

Overall goals:

- 1) Regional implementation of congestion pricing (perhaps phased in on a corridor-by-corridor basis).
- 2) Development of a nationally applicable process for gaining public and political acceptance of congestion pricing.

Objectives of the Pilot Project:

- 1) Assess the case for and against congestion pricing, and its practical feasibility, with regard to the following regional goals:
 - o reduce peak-period congestion, principally through reduced peak-period SOV use;
 - o reduce regional VMT;
 - o reduce regional motor vehicle emissions;
 - o improve regional mobility (as measured by travel times, availability and use of modal alternatives, etc.);
 - o minimize cost of future highway investments;
 - o improve overall transportation and land use efficiencies in the region;
 - o avoid or mitigate negative impacts on neighborhoods and businesses;
 - o increase revenues available for transportation investments in support of 2040 urban development goals.

(This work will be done using such tools as modeling, and survey instruments such as polling, focus groups, and stakeholder interviews. This phase will include evaluation of congestion pricing on the regional network as well as on specific corridors. The information gained will be used in the development of proposed congestion pricing test sites, as well as informing the discussion with the public, elected officials, etc.)

- 2) Increase awareness and understanding of congestion pricing among the general public and elected officials in the Portland/Metro region.

(Information from assessment work, in #1 above, including a discussion of different pricing effects, design goals, etc., and possible alternative test sites, will be presented.)

- 3) Develop regional consensus on a congestion pricing pilot project implementation plan, including:
 - o congestion pricing test sites (e.g., corridors);
 - o schedule for implementation; and
 - o tolling technology.
- 4) Implement congestion pricing as per approved plan, above.
- 5) Monitor and evaluate.

GOALS AND OBJECTIVES -- PORTLAND AREA CONGESTION PRICING PILOT PROJECT

Overall Goals:

1. Regional implementation of congestion pricing (perhaps phased in on a corridor-by-corridor basis).
2. Development of a nationally applicable process for gaining public and political acceptance of congestion pricing.

Objectives of the Pilot Project:

1. Assess the case for and against congestion pricing, and its practical feasibility, with regard to the following regional goals:
 - . Reduce peak-period congestion, principally through reduced peak-period SOV use;
 - . Reduce regional VMT;
 - . Reduce regional motor vehicle emissions;
 - . Improve regional mobility (as measured by travel times, availability and use of modal alternatives, etc.);
 - . Minimize cost of future highway investments;
 - . Improve overall transportation and land use efficiencies in the region;
 - . Avoid or mitigate negative impacts on neighborhoods and businesses;
 - . Develop a pilot project which is revenue neutral; and
 - . Develop a proposal with the cooperation and support of the affected jurisdictions and neighborhoods.

(This work will be done using such tools as modeling and survey instruments such as polling, focus groups, and stakeholder interviews. This phase will include evaluation of congestion pricing on the regional network as well as on specific corridors. The information gained will be used in the development of proposed congestion pricing test sites, as well as informing the public, elected officials, etc.)

2. Increase awareness and understanding of congestion pricing among the general public and elected officials in the Portland/Metro region.

(Information from assessment work, in No. 1 above, including a discussion of different pricing effects, design goals, etc. and possible alternative test sites, will be presented.)

3. Develop regional consensus on a congestion pricing pilot project implementation plan, including:
 - . Congestion pricing test sites (e.g., corridors);
 - . Schedule for implementation; and
 - . Tolling technology.
4. Implement congestion pricing as per approved plan above.
5. Monitor and evaluate.

DRAFT WORKPLAN - CONGESTION PRICING PILOT PROJECT

The following is a draft outline of the workplan for the Portland area congestion pricing pilot project.

Phase I - Alternatives Analysis

Preliminary assessment of the feasibility of congestion pricing with regard to achieving regional goals (reduce peak period congestion, reduce regional VMT.etc.). This phase would develop baseline information on the current status of the regional transportation system and the projected effects of congestion pricing on congested roadways and facilities in the region. Form committees necessary to begin public process and begin to document public response.

A. Form Technical Advisory Committee (TAC) to advise re technical aspects of pilot project.

B. Form Citizen's Advisory Committee (CAC) to advise re public process and monitor pilot project development.

C. Develop baseline data on current status of regional transportation system.

Update regional transportation data to provide baseline information (describe what this would entail: surveys, modelling, etc.) Update data on current travel patterns, conditions, transportation supply.

D. Modify and enhance regional model as necessary to evaluate congestion pricing. Incorporate results from stated preference surveys into model travel demand characteristics and make other modifications required.

E. Develop alternative pricing scenarios. Evaluate effects of pricing on regional roadways and facilities.

1. TAC will advise re selection of alternative pricing scenarios, areas of experimentation for pilot project (eg. governance, technology, etc.), test criteria, and other technical aspects of pilot project.

2. Finalize list of congestion targets. This may include areawide applications as well as corridors or facilities.

3. Through modelling, survey instruments and other tools, evaluate effects of alternative pricing scenarios on regional goals and objectives. (eg. impact on mobility, impact on air quality, etc.) Document results.

F. Monitoring and evaluation of public involvement and public response. With goal of developing national model for gaining public acceptance of congestion pricing, document all aspects of public process.

Phase II - Public Education and Public Involvement

This phase would take the data developed in Phase I and present it to the public and regional decision makers. The purpose of this phase is to: 1) develop a public involvement plan and 2) educate the public about congestion pricing and its effects.

A. Preliminary assessment of public response. Conduct focus groups, surveys and meetings with stakeholders to identify key issues and potential public reaction to alternative strategies. Document results.

B. Begin Public Information and Media Campaign based on results from A above.

C. Public Involvement Plan. CAC to develop Public Involvement Plan to outline process for public presentation of alternatives and data compiled in Phase I leading to selection of preferred alternative. Plan will outline involvement of CAC and TAC, community outreach meetings and strategy, plan for presentations to elected officials, and decision making process.

Phase III - Alternative Selection

Initiate and conduct the public process outlined in the Public Involvement Plan leading to actual selection of the preferred alternative. Identify the preferred implementation strategy, including specific test site(s), for the congestion pricing pilot project. Continue to monitor and evaluate public process.

A. Develop conceptual designs. TAC will develop conceptual designs, including technological and cost requirements for 5 highest ranking alternatives, including recommendations for alternative transportation improvements.

B. Initiate Public Involvement Plan. Conduct community outreach meetings, presentations to elected officials, and consensus building process leading to selection of preferred alternative.

C. Select Preferred Alternative and finalize design. Selection of preferred alternative through public process. TAC will complete design work, capital requirements and administrative plan for implementation.

Phase IV - Implementation

While the preferred alternative for the project would be selected in Phase III, regional consensus would be solidified in Phase IV, resulting in endorsement by regional decision-makers, state legislative authority, and continuation of the Public Involvement Plan. This phase would include a public information and media campaign to be carried out during implementation phase. Capital improvements (and potential alternative transportation improvements) would then be implemented.

- A. Continue Public Information and Media Campaign**
- B. Secure legislative authority and regional (JPACT) authority for implementation of preferred alternative..**
- C. Implement capital improvements.**
- D. Implement alternative transportation improvements.**

Phase V - Evaluation and Monitoring

Monitor traffic counts and speeds on selected alternative. Use modelling and surveys to determine effects of pilot project on travel behavior. Evaluate effectiveness of pilot against stated criteria. At end of pilot project document results, recommend modifications and improvements.

THE OREGON TRANSPORTATION PLAN

T O O M U C H T O O F A S T ?

Mike Hollern

Chair

Oregon Transportation Commission

Tom Walsh

General Manager

Tri-Met

Tom Brian

Representative

Oregon State House

Ron Correnti

Divisional Manager

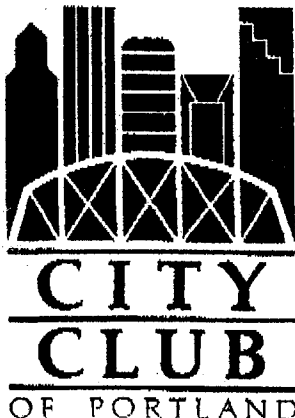
UPS

Oregon faces unprecedented growth. The state's ability to maintain its quality of life, and benefit from increasing populations and stepped-up commercial activity is directly influenced by its transportation system. These speakers will offer their insights on how our current transportation system must change to meet the changing needs of our state.

Tuesday, September 28, 1993

5:30 - 7 pm

**Council Chambers
Portland City Hall
1220 SW Fifth Ave., Portland**



COMMITTEE MEETING TITLE

JPACT

DATE

9-9-93

NAME

AFFILIATION

DAVE STURDEVANT

CLARK County

Keith Ahola

WSDOT

Craig J. Tommichi

City of Clackamas Co

✓ Rod Monroe

Metro Council

Roger Buchanan

Metro Council

✓ Brian Gustaf

CITY OF EAST MULT CO.

Steve Greenwood

DEQ

Dana Hagersten

City of Vancouver

Jeff H

Multico

Jon Gustaf

Metro Council

D. D. D. D.

Clackamas Co.

David Lohman

Port of Portland

Michael Wert

ODOT

George Van Buren

Metro

Andy Colman

Meh

BOB POST

TRI-MET

EARL BLUMENAUER

Portland

Roy Rogers

WASHINGTON County

✓ John Rosenberger

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✓ PDSANDOT

CLACKAMAS COUNTY

✓ Kathy Buss

Multnomah County

✓ DALE A. CHAMBERS

Washington County 2010-use advisory
Commission - Chairperson

✓ John Paul

ODOT

COMMITTEE MEETING TITLE _____

DATE _____

NAME

AFFILIATION

✓ ROBERT BUTMAN

MCCI

Gail Ryder

Metro

✓ Howard Harris

DEF

✓ Annette Liebe

OEC

K. J. Brennan

Memo

✓ David Knowles

Gresham

Pat Allen

Cong. Mike Kapetski

Terry Whisler

METRO

Richards 1099

CITY OF GRESHAM

✓ Mary Leary

WSDOT

Dean D. Phillips

PTC

Pat Bonin

C-TRAN

Tel pane

McGan

Fisa Coleman

City of Portland

✓ STEVE DORNER

110

✓ Sam Sadler

Oregon Dept of Energy

✓ Anne O'Brien

AAA Oregon

✓ Julie Larsen

Port

