

STAFF REPORT

Agenda Item No. \_\_\_\_\_  
Meeting Date \_\_\_\_\_

CONSIDERATION OF RESOLUTION NO. 91-1478 FOR  
THE PURPOSE OF ADOPTING THE FY 1992 TO POST  
1995 TRANSPORTATION IMPROVEMENT PROGRAM AND  
THE FY 1992 ANNUAL ELEMENT

Date: August 29, 1991

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

The Transportation Improvement Program (TIP) and FY 1992 Annual Element serve as the basis for receipt of federal transportation funds by local jurisdictions, the Oregon Department of Transportation (ODOT) and Tri-Met.

This TIP reflects changes from last year's update due to resolutions and administrative adjustments approved during the past year and to be approved by this resolution. The primary importance of the annual TIP update is to consolidate all past actions into a current document and set forth the anticipated programs for FY 1992. The FY 1992 program reflected herein is a first step in establishing actual priorities for FY 1992. A number of future actions will result in refinements to the material presented.

Adoption of the TIP endorses the following major actions:

- . Past policy endorsement of projects is identified in the TIP (including projects to be funded with Interstate, Interstate Transfer, Federal-Aid Urban and Urban Mass Transportation Administration (UMTA) funds), thereby providing eligibility for federal funding.
- . High Capacity Transit (HCT) Studies (Resolution No. 91-1456) -- Because of the large amount of HCT planning underway or proposed, it is important to organize activities to allow for the most efficient conduct of the work, to ensure participation by the jurisdictions affected by the decisions that must be made and to ensure proper consideration of functional and financial trade-offs between corridors. In particular, functional trade-offs and coordination is required to take into account the effect of one project on other parts of the HCT system and financial limitations dictate that careful consideration be given to defining regional priorities before committing to construction.

In the fall of 1987, JPACT evaluated the work which had been completed to that time and determined that the Westside, Milwaukie, and I-205 corridors have the highest priority and should be advanced within a 10-year timeframe. The Barbur and I-5 corridors were determined to be a lesser priority and recommended to be constructed in a 20-year timeframe. The Macadam Corridor need was determined to be beyond the 20-year timeframe.

In 1990, JPACT endorsed a resolution to advance the Hillsboro Corridor, an extension of the Westside Corridor from 185th and Baseline Road to downtown Hillsboro into Alternatives Analysis. In 1991, JPACT further refined the region's HCT planning priorities by endorsing a resolution that advances the I-205 and Milwaukie corridors and the I-5 North and I-205 North corridors into concurrent and coordinated Preliminary Alternatives Analyses.

JPACT has endorsed a Regional HCT Study that will examine long-term systemwide issues, concentrating on CBD alignments, operations and maintenance requirements, updating forecasts on future rail corridors and extensions, and establishing regional criteria and priorities for further HCT development.

Objectives of these studies will be to:

1. Continue planning and design on the region's No. 1 priority, the Westside and Hillsboro Corridor projects.
2. Determine the region's next HCT transit corridor(s) to advance into Alternatives Analysis. The results of the study will be a statement of the transportation problems within the priority corridor, a description of a handful of most promising alternatives that respond to those problems, preliminary cost-effectiveness analysis of those alternatives, a corridor financial strategy, and a scope and budget for Alternatives Analysis. The study will also result in an action plan for the mid and long-term development of transit in the remaining corridors.
3. Reassess the remaining high capacity corridors identified in the RTP. This assessment will document the performance of the light rail lines as one system, compare them to the "best bus" option, and help determine long-term needs in the downtown. All forecasts will be performed with a common model and horizon year, using the 1988 travel-forecasting model and new 2010 land use data.
4. Develop an overall system financing strategy and staging plan for HCT development and determine relative priorities of the corridors.

- . Approximately \$16.5 million of Interstate Transfer highway and transit funding is programmed for FY 1992. Additional federal appropriations for the highway portion are estimated to be \$23.3 million for FY 1992 plus carryover funding from prior years adequate to fully fund the program. If the \$23.3 million is appropriated, it will mark the final appropriation and completion of the \$517.8 million Interstate Transfer Program.
- . Some \$5.7 million of UMTA Section 3 "Trade" funds are programmed in FY 1992, of which \$0.4 million have been earmarked for shelters and \$5.2 million for the Transit Mall Extension North.
- . The maximum allowable use of UMTA Section 9 funds for FY 1992 operating assistance is included (estimated to be \$4.8 million) which is equal to that for FY 91. The Section 9 program is projected in the TIP on a continuing basis through post 1995 (assuming adoption of a new Surface Transportation Act) based upon the Transit Development Plan and its revisions adopted by Tri-Met.
- . Private enterprise participation for UMTA 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 administrative amendment was made to the Westside LRT project in the TIP, following adoption by Resolution No. 91-1463, to make it consistent with Tri-Met's grant application. The SDEIS estimate (federal) of \$489.5 million (1990 dollars) was refined to \$522.0 million (1990 dollars), which was then escalated to year of construction dollars amounting to \$567.0 million (federal).
- . On May 11, 1989, the Metro Council adopted Resolution No. 89-1094 calling for withdrawal of the I-205 bus lanes and allowing for substitution of light rail as an eligible project.

The amount of federal funds finally authorized by the withdrawal for a transit project in the I-205 corridor was \$16,366,283. This amount will be included in subsequent substitution cost estimates used to apportion funds appropriated from the general revenue funds for the Interstate substitution transit projects authorized under Section 103(e)(4) of Title 23 United States Code.

- . An evaluation of transit financial capacity demonstrates that there are sufficient resources to meet future operating deficits and capital costs.

- . Resolution No. 91-1379 endorsed the statewide position paper on issues relating to the adoption of the Surface Transportation Act of 1991 by the U.S. Congress. The position paper was developed by ODOT with the input and participation of affected transportation organizations statewide, including Metro. The Surface Transportation Act (STA) provides the framework for federal investment in highway and transit improvements, defining program categories, requirements and limitations, funding level and local match requirements.

The current STA expires on September 30, 1991 and a new one must be adopted by the U.S. Congress prior to that time for federal funding to continue. A new Act is considered every 4-6 years. The new Act promises to be significantly changed from the past program and will have a profound impact on the 1991-1996 and future Six-Year Programs. The 1991-1996 program adopted last year is based on the current STAA and assumes continuation in that form.

TPAC has reviewed the annual TIP and recommends approval of Resolution No. 91-1478.

#### Background

The Metro TIP describes how federal transportation funds for highway and transit projects in the Metro region are to be obligated during the period October 1, 1991 through September 30, 1992. Additionally, to maintain continuity from one year to the next, funds are estimated for years before and after the Annual Element year and include carryover (unspent) funds. Final vouchered projects (those which have undergone final audit) are aggregated to one line item as are completed projects. Completed projects are defined as those which are or will shortly be entering the final audit stage.

This FY 1992 TIP is a refinement of the currently adopted TIP and is structured by the following major headings:

Interstate Transfer Program  
Urban Mass Transportation Administration Programs  
Federal-Aid Urban System Program  
Other Programs - Interstate, Primary, Bridge, Safety, State  
Modernization, Bike, Etc.

#### INTERSTATE TRANSFER PROGRAM

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, \$731,000 of additional transit withdrawal value provided by Congress in April 1987, and \$16,366,283 from the recent I-205 buslane withdrawal. The additional withdrawal values can only be applied to transit projects. At the end of

the federal fiscal year, unbuilt FY 1991 projects and funding will automatically shift to FY 1992.

The FY 1992 Interstate Transfer Program of approximately \$16.5 million represents the full funding need and this, together with the projects that slip from FY 1991, is well within the level of funding the region currently has available. The noted amount is earmarked for FHWA highway projects (\$16.0 million) and transit projects (\$0.5 million). Priorities will be established from among the full FY 1991 and FY 1992 programs later in the year based upon a closer estimate of project needs. Projects not funded in FY 1992, should there be insufficient funds, will be delayed; however, they will be considered for implementation and funding in FY 1993.

A number of revisions to last year's Annual Report and to the overall project allocations are incorporated including a variety of minor transfers due to cost overruns and underruns. Schedule changes to the Interstate Transfer Program consist of:

<u>Project</u>	<u>From</u>	<u>To</u>
<b>City of Portland</b>		
NW Intersection Improvements -- R/W and Construction	1991	1992
N.W. 23rd Avenue/Burnside -- R/W and Construction	1991	1992
Airport Way, Units II and III -- Construction	1992	1991
Airport Way, Wetland Mitigation	1991	1992
<b>Multnomah County</b>		
Hawthorne Bridge	1992	1991
<b>Deleted Projects</b>		
NW Circulation Improvements -- 10 Intersections	\$ 13,600	

#### **Airport Way**

The City of Portland has revised cost estimates for the overall project.

Airport Way Unit Design, I-205 to 181st Avenue . . .	\$ 1,485,000
Airport Way Embankment . . . . .	2,478,000
Airport Way, I-205 to 138th Avenue, Unit I . . . . .	4,425,000
Airport Way Units II and III, NE 138th Avenue to 181st Avenue . . . . .	5,149,913
Airport Way, Three Structures, 158th Avenue to 181st Avenue . . . . .	1,890,000
Airport Way Wetland Mitigation, NE 158th Avenue to 181st Avenue . . . . .	<u>722,000</u>
	\$16,149,913

### McLoughlin Corridor

Some \$22.1 million of Interstate Transfer funds have been authorized for the McLoughlin Corridor projects; only the Tacoma Overpass and Harrison/River Road project (Unit I) will be built using these funds. Unit II, Tacoma to Highway 224, and Unit IIIA, Union/Grand viaduct to Harold, will use Access Oregon Highway funds.

Unit I is currently undergoing litigation and it is not possible to obligate the funds previously set at \$11.9 million. Coupled with this is the need to obligate these funds in order to avoid their lapsing. Several actions have recently occurred to resolve the problem:

- . \$2.0 million was transferred to the Hawthorne Bridge project (Resolution No. 91-1462) and will be obligated in 1991. ODOT has agreed to replace these transferred funds with state funds.
- . The remaining balance of \$9.9 million (FAIX) on Unit I was transferred to Unit II which also will be obligated in FY 1991, thus avoiding potential lapse.
- . Unit II was originally scheduled for fiscal year 1991 using Access Oregon Highway funds. These funds have now been applied to Unit I for obligation in FY 1992 owing to the litigation underway.

### McLoughlin Corridor Reserve

The McLoughlin Reserve was established in March 1986 through Resolution No. 86-632. Resolution No. 89-1135 allocated the final \$3,002,610 McLoughlin Interstate Transfer Reserve to seven projects. The projects and funding status as of June 30, 1991 are:

<u>Project</u>	<u>Cost</u>	<u>Schedule</u>
Johnson Creek Boulevard (32nd Avenue to 45th Avenue)	\$1,000,000	Post 1995
Harrison Street (Highway 224 - 32nd Avenue), P.E. Only	\$ 50,000	Post 1995
Johnson Creek Boulevard (Linwood Avenue to 82nd Avenue), P.E. Only	\$ 50,000	1991
45th Avenue (Harney to Glenwood), P.E. Only	\$ 50,000	Post 1995

LRT Studies in Milwaukie Corridor	\$ 560,000	1992
Hawthorne Bridge LRT study	\$ 5,000	Expended
McLoughlin Corridor Highway	<u>\$1,287,610</u>	1991
	\$3,002,610	

The 45th Avenue project is a local street and therefore not eligible for federal funding. One of two options must occur in order to use the federal funds noted:

1. Apply to Metro for addition to Functional Classification System and for federal designation of 45th Avenue.
2. Exchange local/federal funds for the \$50,000 and apply to a McLoughlin related project.

#### Overall Program Status

The current status of the Interstate Transfer Program through June 30, 1991 is:

	<u>Highway</u>	<u>Transit</u>	<u>Total</u>
Total Program	\$345,274,802	\$172,475,685	\$517,750,487
Past Obligations	306,336,413	151,519,107	457,855,520
Balance	38,938,389	20,956,578	59,894,967
Appropriations to date	335,675,110	158,798,196	494,473,306
Appropriations to go	9,599,692	13,677,489	23,277,181

During the past year, the transit portion (authority) of the Interstate Transfer Program has been decreased through the following actions:

#### Transit to Highway Transfers

LRV purchase with transit e(4) funds to	\$ 3,187,500
transit mall extension with highway	
e(4) funds (Resolution No. 90-1363)	

A revised Interstate Substitute Cost Estimate has been prepared for 1991. This revised estimate will be used in apportioning FY 1992 for substitute highway and transit projects. Metro has submitted the following estimate to USDOT:

	<u>Final Amount of Funds Required</u>
Transit . . . . .	\$13,694,920
Highway . . . . .	9,583,730

The program of projects for the funds remaining to be obligated (\$59 million) is consistent with the TIP. The major highway projects are as follows:

McLoughlin, Phase I . . . . .	\$ 9,900,000
Transit Mall Extension. . . . .	3,187,500
Marine Drive. . . . .	6,620,237
Convention Center Area. . . . .	2,000,000
Airport Way, Unit 5 . . . . .	4,710,641
Hawthorne Bridge. . . . .	2,000,000
223rd Connector (207th) . . . . .	2,637,581
Johnson Creek Boulevard . . . . .	1,000,000
Miscellaneous, Under \$1 million . . .	<u>6,146,441</u>
	\$38,202,400

The transit projects are limited to the following:

LRV Purchase. . . . .	\$ 2,863,490
I-205 Buslane Withdrawal. . . . .	16,366,283
Planning/McLoughlin AA. . . . .	<u>1,744,514</u>
	\$20,974,287

#### URBAN MASS TRANSPORTATION ADMINISTRATION PROGRAMS

The Urban Mass Transportation Administration (UMTA) carries out the federal mandate to improve urban mass transportation. It is the principal source of federal financial assistance to help urban areas (and, to some extent, nonurban areas) plan, develop and improve comprehensive mass transportation systems.

UMTA's programs of financial aid include but are not limited to the following:

- . Section 3 Discretionary Capital Grant Program at 75 percent federal, 25 percent local funding.
- . Section 3 'Trade' Letter of Intent at 80 percent federal, 20 percent local funding.
- . Section 9 Formula Assistance Program at 80 percent federal, 20 percent local funding.

#### **Section 3 Discretionary**

Section 3 Discretionary funds are awarded on a competitive basis; therefore, not all projects can be considered for funding from this source. As such, only selected projects are recommended to be pursued.

- . Bus Purchases -- Resolution No. 91-1442 accelerated \$7.5 million from 1993 to the 1991 Annual Element year allowing for the procurement of 40 40-foot lift-equipped replacement buses and 10 30-foot lift-equipped new buses. The Clean Air Act allows for continued purchase of diesel buses if delivered by December 1992.



- . Under terms of the Full-Funding Agreement, a \$5.8 million balance is still available. Tri-Met anticipates an FY 92 request for these funds.
- . New Projects -- Three new projects have been added to the Section 3 Discretionary Program and embody elements of projects formerly under the Section 9 Program:

Banfield Retrofit Operations Control -- The Operations Control "Banfield Retrofit" is needed for common procedures to be used by controllers for the overall system rather than control information and methods to be "divided" at SW 11th Avenue between the two lines. This would provide the Banfield LRT with the same type of LRT operations control system as will be established on the West-side LRT.

Banfield Retrofit Double-Tracking -- The Double-Track project is needed to avoid having to reduce peak-period service in Gresham when service is increased on the rest of the system and for satisfactory on-time performance of train movements on the entire system. A second track between Ruby Junction and Cleveland Terminal (2.4 miles) would be constructed.

Banfield Retrofit Ruby Junction Expansion -- The Ruby Junction expansion is needed to store the quantity of LRVs which the timetable design would have pulling out of Ruby Junction for the peak periods and to allow for storeroom use of the full basement of the facility to support maintenance of the expanded LRV fleet. This project would "build out" of yardtracks, increasing storage capacity from 28 LRVs to 48 LRVs.

### Section 3 "Trade" Funding

These are funds committed through a \$76.8 million Section 3 "Letter of Intent" issued May 14, 1982. The funds are restricted to bus capital purposes under the terms for which they were awarded to the region but are flexible as to the particular bus capital purpose.

The \$76.8 million program in the TIP is predicated on a Letter of Intent extension to 1992 and is currently allocated as itemized on Exhibit A and summarized below:

Firm projects with grants approved for expenditure	\$58,391,120
Anticipated grants pending approval	12,764,400
Projects programmed for grant applications in FY 1992	
Passenger Shelters	400,000
Transit Mall Extension North	<u>5,244,480</u>
TOTAL . . . . .	\$76,800,000

## Program Status

The schedule of funding provided for in the Letter of Intent was approximately \$12 million per year from FY 1982 through FY 1988. Tri-Met applied for these funds at a rate slower than provided by the schedule, so there is currently a remaining balance of \$18.4 million composed of grants pending of \$12.8 million and proposed FY 1992 grants of \$5.6 million.

The remaining unobligated funds noted have been programmed for FY 1991 and FY 1992 as follows:

	<u>Anticipated 1991</u>	<u>1992</u>
Bus Purchases . . . . .	\$11,656,000 . . . . .	\$ 0
Transit Mall Extension. . . . .	466,800 . . . . .	5,244,480
Special Need Buses. . . . .	1,264,000 . . . . .	0
Shelters. . . . .	0 . . . . .	400,000
Adjustments to Past Obligations	<u>- 622,400 . . . . .</u>	<u>0</u>
	\$12,764,400	\$5,644,480

Bus Purchase -- The \$11.7 million will allow procurement of approximately 58 40-foot lift-equipped buses (replacement) and eight alternative fuel 40-foot lift-equipped buses (replacement).

Transit Mall Extension North -- This project uses a combination of "Trade" and Interstate Transfer funds; it calls for reconstructing 16 blocks on NW 5th and 6th Avenues between and including West Burnside and NW Irving Streets.

Special Needs Bus Purchase -- The \$1.3 million will allow procurement of approximately 25 minibuses, 20-25 foot, with lifts and radios. These are replacement buses.

Passenger Shelters -- The \$0.4 million will procure approximately 120 shelters with an expected service life of 16 years. These are for replacement.

In order to accomplish these priority projects, Resolution No. 91-1442 was adopted to provide for the following changes:

	<u>Change (+/-)</u>
Bus Purchase . . . . .	\$ 8,656,000
Passenger Shelters (new) . . . . .	400,000
Route Terminus Sites (dropped) . . . . .	- 250,000
Sunset Transit Center (funded under Westside Corridor) . . . . .	-5,270,000
Parts and Equipment (Tri-Met funded) . . . . .	-1,180,000
Transit Mall Extension (reduced) . . . . .	- 111,120
Contingency. . . . .	- 8,880
Special Needs Transportation (reduced) . . . . .	-1,126,000
Information/Communication Equipment (dropped). . . . .	<u>-1,110,000</u>
NET CHANGE . . . . .	\$ 0

## Section 9

These funds are committed to the region through a formula allocation. There is considerable flexibility on the use of the funds, although there is a maximum allowable level that can be used for operating assistance, and the remainder is generally intended for "routine" capital purposes such as bus replacement and support equipment. Actual funding levels are subject to amounts provided in the Surface Transportation Act, annual appropriations and fluctuations in the formula distribution.

Development of the Section 9 Program in the TIP was based on Resolution No. 90-1363 and administrative amendments made throughout the year with emphasis on the following projects:

	<u>Change (+/-)</u>	<u>Proposed Author.</u>
Metro Planning . . . . . (replaced from Tri-Met General Fund)	-\$ 300,000	\$ 552,800
Bus Dispatch Center. . . . . (new project)	5,200,000	5,200,000
Bus Purchases. . . . . (see comments below)	2,360,000	14,560,000
LRV Purchases. . . . . (supplemented with FAIX/FAUX funds)	4,880,498	16,011,872
Parts and Equipment. . . . . (replaced from Tri-Met General Fund)	- 1,676,717	11,155,344
Hillsboro Alternatives Analysis. . . . . (increase covers P.E.)	847,104	2,165,504
Operating Program (1992) . . . . . (consistent with 1991 amount received)	366,474	4,841,744

Ruby Junction storage track, Westside rail initiatives, and double-tracking have been deleted. Counterparts will be applied for under Section 3 Discretionary funding.

### Comments on Bus Purchases

At the April 26, 1991 TPAC meeting, concern was expressed about further consideration of acquisition of buses that emit lower noise and air pollution levels. This could be accomplished through the use of electric trolley buses, dual-mode buses (diesel and electric) or with buses that meet a higher standard for both noise level and air pollution emissions. The Committee recommended that these options be considered further prior to acquisition of replacements to the 86 articulated buses in 3-4 years. The Committee also acknowledged that Metro, JPACT and the other jurisdictions interested in transit

improvement should pursue funding options to facilitate these extra costs.

## Section 9 Program Status

This 1992 Annual Report increases an additional five years of estimated Section 9 appropriations. The funding program beyond 1992 is not provided for in the current STAA. Appropriations of \$10.0 million have been included in the TIP for FY 1992 through post FY 1995. At best, these are only estimates and subject to change when the new STAA is approved.

### Appropriations:

<u>Year</u>	
1983 . . . . .	\$ 4,702,744
1984 . . . . .	13,885,152
1985 . . . . .	15,819,150
1986 . . . . .	13,272,436
1987 . . . . .	12,449,906
1988 . . . . .	10,510,582
1989 . . . . .	9,561,245
1990 . . . . .	11,159,975
1991 . . . . .	<u>11,781,341</u>
	\$103,142,531
Less Obligations (6/30/91) . . . . .	\$102,889,636

### Forecast:

Carryover. . . . .	\$ 252,895
1992 . . . . .	10,000,000
1993 . . . . .	10,000,000
1994 . . . . .	10,000,000
1995 . . . . .	10,000,000
1996 . . . . .	<u>\$ 10,000,000</u>
GRAND TOTAL. . . . .	\$153,142,531

## Special Transportation

Section 16(b)(2) funding authorizes UMTA to make capital grants (through the state) to private nonprofit social service organizations which provide transportation services to the elderly and handicapped.

One new special transportation project for 1991 was added to the TIP totaling \$200,000 and covering the purchase of vehicles and equipment:

3 Modified Vans with Lifts	\$108,570
4 Mini-Vans with Ramps	112,800
4 Radios	4,000
3 Telephone Disability Dispatch (TDD)	1,050
Contingencies	<u>13,580</u>
	\$240,000
Less Local Match . . . . .	<u>40,000</u>
Federal Funds. . . . .	\$200,000

The project is targeted to providing special transportation services in the Portland metropolitan area to specific client groups not served by Tri-Met. Inclusion in the TIP was based on the need and the applicant's agreement to coordinate service with the LIFT program. The potential recipient is:

Volunteer Transportation Program, Inc.

Inclusion of the project in the TIP for FY 1991 will allow the applicant to request 16(b)(2) funding from ODOT which, in turn, will award funds following consideration of other applications throughout the state.

#### **Research, Development, and Demonstration**

UMTA is authorized to approve grants to undertake research, development, and demonstration projects (Section 6) in all phases of urban mass transportation including the development, testing and demonstration of new facilities, equipment, techniques and methods.

Resolution No. 91-1440 endorsed two applications for federal demonstration grant funding to support two transportation management projects. The projects are a two-part "Multi-Modal Service Delivery System" by Tri-Met and development of an areawide freeway traffic management system by the Oregon Department of Transportation (ODOT). These projects, if funded, would be grants directed to the project agencies.

The multi-modal system project will begin with an on-ground service pilot project to match Tri-Met customers with the appropriate type of service required: carpool, vanpool, special needs transit, etc. The second phase will be the regionwide development of a database, using the Regional Land Information System (RLIS) and TIGER files, to dispatch transit services on a specific address basis.

The freeway traffic management project essentially will be expanding ramp metering at freeway entrances and establishing an incident response system to get services to roadway accidents as quickly as possible.

## Bus Purchases Summary

This Annual Report covers the purchase of buses using Section 3 Discretionary and Trade funds in the amount of \$20,420,000 federal. The number of buses noted is consistent with Tri-Met's plan of 50 bus acquisitions per year. Exhibit A reflects these amounts as "Anticipated"; however, some funding may slip to FY 1992.

Section 3 Discretionary	\$7,500,000
40 40-foot standards with lifts (replacement)	
10 30-foot standards with lifts (new)	
Section 3 Trade (includes)	11,656,000
58 40-foot standards with lifts (replacement)	
8 40-foot alternative fuel with lifts (replacement)	
25 20/25-foot SNT mini-buses with lifts (replacement)	1,264,000

All estimated costs noted above include vehicle marking and delivery, radios, spare parts, inspections, and contingencies.

## Light Rail Vehicle Purchases

Resolution No. 90-1363 amended the TIP to include a series of revisions to Tri-Met's Section 9, Interstate Transfer and Federal-Aid Urban programs. The revisions were made so that Tri-Met could establish an order for at least 8-10 vehicles.

Tri-Met has now received approval of its grant application for purchase of light rail vehicles for Banfield LRT in the federal amounts shown below:

<u>Grant</u>	<u>Amount</u>
OR-23-2002 (FAUS) . . . . .	\$ 850,000
OR-23-9005 (FAIX) . . . . .	2,863,490
OR-90-X035 (Section 9). . . . .	<u>16,011,872</u>
	\$19,725,362
Local Match . . . . .	<u>4,624,200</u>
TOTAL . . . . .	\$24,349,562

## Westside Corridor LRT

In May, Resolution No. 91-1463 amended the TIP and programmed some \$489.5 million in 1990 dollars (\$376.1 million federal) for the Westside light rail extension to 185th Avenue with provision for a future amendment to include the Locally Preferred Alternative resulting from the Hillsboro Alternatives Analysis. Additionally, it recognized that the TIP will be amended in the future as required to reflect detailed project costs and schedules as they become defined.

On July 1, 1991, Tri-Met submitted a grant application to the Urban Mass Transportation Administration (UMTA) for constructing the Westside light rail. Approval of the grant by UMTA will enable funding final design, right-of-way acquisition, light rail vehicle procurement, construction and system improvements.

Major milestones which directly supported the grant application and negotiations with UMTA for the terms of a Full-Funding Agreement (FFA) have been accomplished:

- . In May 1990, the RTP was amended to recognize the Westside Corridor project to Hillsboro as the region's next priority for consideration of LRT construction.
- . In July 1990, a regional compact was initiated with state, regional shares and amounts of funding for the Westside LRT Corridor. Defined contributions were developed in the form of statewide and regionwide benefits resulting from the project and contributions from jurisdictions representing residents, businesses and users directly benefiting from the project.
- . In September 1990, the vehicle for entering into an intergovernmental agreement regarding coordination of decision-making for the Westside Corridor project and Hillsboro project was initiated (subsequently amended in January 1991).
- . In November 1990, tri-county voters approved \$125 million (\$110 million for Westside LRT) in general obligation bonds for combining with funds from the state and local governments. These funds will provide the local match (25 percent) for federal funds (75 percent) in constructing the Westside Corridor LRT.
- . In spring 1991, HB 2128, providing the state's half of the local match for the Westside LRT, was adopted by the Oregon Legislature. The Oregon Legislature also adopted LC 2193 providing for a streamlined decision-making process to accommodate the September 30, 1991 deadline for entering into a Full-Funding Agreement with UMTA. The Supplemental Draft Environmental Impact Statement was published and work on the Final Environmental Impact Statement began.
- . In March and April 1991, in compliance with the requirements of UMTA, each governmental agency adopted the Locally Preferred Alternative (LPA). The Tri-Met Board of Directors adopted the final order defining the LPA in mid-April.

Tri-Met has recently revised the original cost estimates noted above based upon the final approved preferred alternative and an administrative amendment to the TIP to reflect these revisions has been implemented. The SDEIS estimate of \$489.5 million (1990 dollars) has been further refined based upon Tri-Met's completed preliminary (30 percent) engineering. An increase of \$32.9 million arises from additional costs of mitigation (\$7.0 million), accommodations for the Goose Hollow neighborhood (\$5.0 million), inclusion of elements requested by the participating jurisdictions (\$4.7 million), and further refinement of the project (\$20.5 million). Reductions in engineering and contingency (\$4.3 million) result in a net increase of \$32.9 million.

The original estimate of \$489.5 million plus \$32.9 million (both in 1990 dollars), when converted to year-of-construction expenditure dollars and for consistency with the grant application, results in the following:

## (MILLIONS OF DOLLARS)

<u>Cost Elements</u>	<u>IN 1990 \$</u>	<u>YEAR OF CONST. EXP. \$</u>
Right-of-Way . . . . .	\$ 31.9	\$ 49.8
Alignment Preparation. . . . .	87.3	260.4
Tunnel . . . . .	86.7	34.7
Track Materials. . . . .	10.5	15.1
Electrification, Signals, Communications . .	38.1	58.5
Stations and Park-and-Ride Lots. . . . .	41.1	36.1
Operations Facility and Equipment. . . . .	16.2	22.9
Light Rail Vehicles. . . . .	58.2	91.0
Engineering and Construction Management. . .	89.6	137.5
Design and Construction Contingency. . . . .	<u>29.9</u>	<u>50.0</u>
TOTAL PROJECT REQUIREMENTS . . . . .	\$489.5	\$756.0
UMTA (75 percent). . . . .	\$367.1	\$567.0
Region (12.5 percent). . . . .	61.2	94.5
State (12.5 percent) . . . . .	<u>61.2</u>	<u>94.5</u>
TOTAL PROJECT RESOURCES. . . . .	\$489.5	\$756.0

The program in the TIP reflects the noted changes and is phased by year:

1992 . . .	\$ 40.0 million (Annual Element year)
1993 . . .	58.0
1994 . . .	100.0
1995 . . .	100.0
P1995. . .	<u>269.0</u>
	\$567.0 million

FEDERAL-AID URBAN SYSTEM PROGRAM

Federal-Aid Urban (FAU) funds can be spent on most of the region's arterials and collectors with allocations from the state to the region based on a population formula. Under federal law, the City of Portland receives a designated portion (41.84%) of the funds with the remainder going to the balance of the region.

This ratio varies each year to coincide with population changes in the City and the region. The agreed-upon procedure (used in the past and for FY 1991) to compute the annual ratio uses the Center for Population Research and Census (CPRC) and Metro estimates to update 1980 Census data, based on the assumption that the urbanized area boundary remains relatively unchanged since the 1980 Census. The population estimates are factored accordingly using CPRC estimates. Population estimates are prepared each July by CPRC for Oregon cities and counties. Pending the status of the FAU Program and the STAA, new procedures may be developed as necessary.



## New Projects

Four new FAU projects have been added to the TIP, all under the jurisdiction of the City of Portland. They are:

FY 90-91 Road Rehabilitation Program . . . . .	\$971,520
Intersection Safety Program. . . . .	180,400
Signal Safety Improvements . . . . .	150,480
NW 13th Avenue Intersection Improvements . . . . .	150,000

## Project Changes

Many administrative adjustments, both large and small, have been made to the FAU Program for FY 1991. Of interest, however, are the following project changes:

Hawthorne Bridge -- This project has been allocated its FAU funding from trade-offs with other projects and the FAIX Program.

<u>FAU Actions</u>	<u>Change (+/-)</u>	<u>New Author.</u>
Hawthorne Bridge . . . . .	\$1,863,687	\$2,153,687
238th/242nd Improvements . . .	- 647,460	0
223rd Connector via 207th. . .	-1,156,227	0
Regional Reserve . . . . .	- 60,000	178,685

The two deleted projects now use FAIX funds.

<u>FAIX Actions</u>	
Hawthorne Bridge . . . . . (Resolution No. 91-1462)	\$2,000,000 . . \$ 2,000,000
McLoughlin Blvd., Phase I. . .	-2,000,000 . . 18,590,825

Sunnybrook Split Diamond PE -- has been increased to \$210,249 using surplus funds of \$160,249 from the Harmony Road project.

Resolution No. 91-1380 authorized \$144,901 of Federal-Aid Urban (FAU) funds as the Portland region's contribution toward the update of the Oregon Roads Finance Study based on pro-rata shares of the region's FY 1991 FAU allocations:

Region . . . . .	\$ 84,274 . . . (58.16%)
City of Portland . . .	<u>60,627</u> . . . (41.84%)
	\$144,901

The objective of the study is to develop a legislative proposal for the 1993 session for a roads financing package to meet the long-term

needs of the cities, counties and state. Key elements of the study toward this objective include establishment of road needs for Maintenance, Preservation and Modernization of the city, county and state systems, evaluation of existing and potential revenue sources, and development of a recommended package to fund unmet needs.

The 18-month study is to begin in May with funding (\$1.8 million) to be provided as follows: 60 percent from the State Highway Fund, 25 percent from Federal-Aid Secondary funds on behalf of the counties, and 15 percent (\$270,000) from Federal-Aid Urban funds on behalf of the cities. The funding shares are based upon the current formula for distributing state highway revenues. The resolution approved the Portland region's share (\$144,901) of the FAU portion of the funding based on FY 1991 pro-rata allocation of FAU funds statewide.

Exhibit A reflects these allocations and includes housekeeping functions as well as the new projects under the FAU program.

#### OTHER PROGRAMS

##### **Six-Year Highway Improvement Program**

ODOT's 1991-1996 Six-Year Highway Improvement Program contains projects identified by a variety of means. The program is updated every two years and incorporates input from citizens, local governments and Highway Division staff, as well as projects carried over from the last Six-Year Program. It is currently undergoing review for adopting an update July 1992.

Metro has initiated a continuing process to establish priorities for the development of a unified recommendation for projects of regional scope to the Oregon Transportation Commission for inclusion in ODOT's 1993-1998 Six-Year Program. This process incorporates the previous prioritization efforts conducted for the 1991-1996 Six-Year Program as well as an evaluation of the new project proposals relative to the ranking criteria adopted by JPACT.

The prioritization process concerns itself with three basic categories of project proposals:

Category 1 -- previously prioritized projects already included in the current (1991-1996) Six-Year Program;

Category 2 -- previously prioritized projects not contained in the current Six-Year Program; and

Category 3 -- new project proposals to be folded into the overall prioritization.

##### **Regional Priorities and the Six-Year Highway Improvement Program**

In June 1991, Metro submitted to ODOT results of a technical ranking process for establishing the Portland metropolitan area's priority

highway projects for inclusion in ODOT's 1993-1998 Six Year Transportation Improvement Program. Priority state highway projects were ranked in three categories: Interstate, Access Oregon Highways (AOH), and Other Highway Projects.

The list will be used to support development of the first draft of the new Six-Year Program. Additional comments and a formal JPACT/Metro Council adopted list of project priorities as part of the public review, comment and hearing process associated with OTC review and adoption of the program will follow later.

In general, the projects represent the region's highway project needs over the next decade as identified in the Regional Transportation Plan (RTP). As a result, an essential need is seen for these projects to be included in the program elements of the new Six-Year Program, whether construction, project development, or reconnaissance. Projects listed for construction in the existing (1991-1996) Six-Year Program are recommended to retain their present status and schedule.

Specifically recommended was for ODOT to identify the region's highway project priorities in the 1993-1998 Six-Year Program as follows:

#### Construction

All projects identified as a "high" priority (greater than 18 points) are recommended for construction. Of these, particular attention should be given to the following projects:

- . I-5: Greeley to N. Banfield (Phases 3 and 4). At a minimum, it is absolutely essential that elements related to the construction (phasing, right-of-way acquisition, local access, etc.) of a new blazer arena be integrated into the program.
- . Highway 99W: Pfaffle to Commercial (Phase 1) and I-5 to Pfaffle (Phase 2). While Phase 2 ranked higher, Phase 1 is the preferred initial project.

In addition, the following projects which did not score higher than 18 points should be programmed for construction or require special consideration:

- . I-205: Highway 24 Interchange. This project provides necessary staging for and is complimentary to Phase 1 of the Sunrise Corridor.
- . Highway 43: At Terwilliger Extension. If appropriate, this project should be constructed in conjunction with the Lake Oswego Trolley project. At the very least, an overall solution for the area should be defined through the Six-Year Program's Project Development Section and integrate both with the trolley and with ODOT's Highway 43 Metropolitan Area Corridor Study (MACS). The

study should also define specific local access and circulation issues related to the trolley.

- . U.S. 30: N. Columbia-Lombard at NE 60th. This project represents the final segment to the Northeast Portland Highway within the City of Portland between Rivergate and I-205. As a result of completion of other phases within the corridor, the project has ranked lower.

### Project Development

Projects scoring between 14 and 17 (medium) points in the ranking and those scoring 18 or greater and not programmed for construction should be programmed for project development and/or right-of-way.

### Park-and-Ride Facilities

Tri-Met has submitted and prioritized five park-and-ride lots associated with state highways. The priority park-and-ride lot project ready for construction as soon as possible is the expansion of the Tualatin facility. That lot should be programmed for construction. Given the complex nature of acquiring sites, certain actions on other sites should be as follows:

- . Southgate Theatre. ODOT should assist Tri-Met in finding and funding a permanent site.
- . MAX Expansion (Gateway). Request programming for an out year in the new Six-Year Program.
- . Lake Oswego Site. Coordinate with the Highway 43 MACS.
- . West Linn Site. Defer until site issues are resolved.

### Criteria

The criteria were adopted by JPACT in 1989 for prioritization of projects associated with the 1991-1996 ODOT Six-Year Highway Program based on continuation of the current STAA for 1992 through post 1995. With minor modifications to provide points for pedestrian, bicycle and transit improvements, the criteria are essentially the same. However, the subcommittee recommended that the criteria be thoroughly reviewed prior to the next Six-Year Plan update in order that implications resulting from activities related to urban growth management in the Portland area, the state Transportation Rule, and the federal Clean Air and Surface Transportation Acts can be incorporated as necessary.

### Western Bypass Study

The Western Bypass study area extends from the Sunset Highway (U.S. 26) south to the I-5/I-205 interchange near Wilsonville and Tualatin, west of Highway 217. The project will study various corridors and mode opportunities such as light rail, transit, highway and bus

service. Alternatives to be studied will include transit and transit/highway combinations with and without a new highway facility.

Resolution No. 91-1441 initiated the public involvement process and adoption of the Purpose and Need Statement. Additionally, it addressed definition of the strategies and alternatives to be considered, selection and endorsement of a series of alternatives, and endorsement of assumptions and methodologies.

### **Other Program Organization**

The Other Program section of the TIP is organized by funding sources:

Federal-Aid Interstate System  
Federal-Aid Interstate 4R  
Federal-Aid Primary  
Highway Bridge Replacement  
Title II Safety Program  
State Highway Funds Financing  
Bicycle Transportation

### **Regional HCT Priorities**

Regional consensus has been developed around a comprehensive transit and highway program requiring a broad set of local, regional, state and federal actions to implement. Regionwide support for MAX expansion has been demonstrated with interest in advancing HCT planning in a number of corridors. Technical studies have shown that expansion is or will be viable in the Sunset, Milwaukie, I-205, I-5 North and Barbur corridors. As such, development of a regional HCT system is the long-range vision described in the Regional Transportation Plan.

- . Westside Corridor -- The Westside Corridor is clearly the state's and the region's number one priority. This has been the case since 1979 when it was established as the next priority after the Banfield LRT and has been reconfirmed on numerous occasions, most recently at the January 18, 1990 meeting of JPACT.

In 1979, when the Westside Alternatives Analysis was initiated, it was concluded that the segment from 185th Avenue to Hillsboro should also be advanced into Alternatives Analysis when land use plans and population and employment densities increased to the point where a light rail extension would be viable within a 15-year time frame. JPACT has concurred that the Westside Corridor to Hillsboro is the region's number one priority -- first on May 11, 1989 when they agreed to pursue the Hillsboro segment; again in October 1989 when they approved the Unified Work Program and grant application for the Hillsboro Alternatives Analysis; and finally, on January 18, 1990 when they reconfirmed the region's LRT priorities.

The Westside Corridor to Hillsboro is viewed as one corridor with a question remaining on where the western terminus will be located. The first segment from downtown Portland to 185th Avenue is in Preliminary Engineering and will advance into final design. The second segment from 185th Avenue to Hillsboro is in Alternatives Analysis comparing No-Build, TSM and LRT alternatives.

- . I-205/Milwaukie -- The region has determined that the next HCT transit corridor to advance into Alternatives Analysis should have its terminus in Clackamas County, either in the I-205 or Milwaukie Corridor. Both corridors have been determined to be viable HCT corridors through previous studies. The region will undertake a Preliminary Alternatives Analysis, or transitional study, to select from I-205 and Milwaukie Corridors, the region's next priority corridor to advance into Alternatives Analysis. The results of the study will include identification of the transportation problems within the corridor; refinement and description of a small set of most promising alternatives, including No-Build, TSM and various LRT and other HCT options; a preliminary assessment of the potential cost-effectiveness of those alternatives; a systemwide financial plan; and a scope and budget for the Alternatives Analysis.
- . I-5/I-205 Portland/Vancouver -- The region has agreed with Clark County, Washington to conduct an Alternatives Analysis for the I-5 North and I-205 North corridors from Portland into Clark County. The I-5/I-205 Portland/Vancouver Preliminary AA will be coordinated and proceed on a schedule concurrent with the I-205/Milwaukie Preliminary AA. While the objectives of the studies will be similar, the I-5/I-205 study will determine whether a North Corridor should advance into AA concurrent with or following a Southeast Corridor AA. A key objective of this study will be the development of a corridor financial strategy consistent with the Regional Systemwide Financial Plan.
- . Regional HCT System -- The Regional Transportation Plan defines a long-range vision for an HCT system in the Portland region. Further local planning is underway, particularly by the City of Portland, Metro, and Tri-Met to refine this vision, determine the viability of HCT in each corridor and establish an overall staging plan. This is particularly important to aid in determining changes in land use plans to improve the long-term viability of HCT in these corridors. Key objectives of this study are to develop region HCT criteria and priorities, update travel demand forecasts to the year 2010, examine critical issues of expanding HCT in the Portland CBD, determine operations and maintenance requirements and limitations with system expansions, and develop a Regional Systemwide Financial Plan for the long-term development of HCT.

In summary, the region's HCT priorities are clear -- the Westside Corridor to Hillsboro is the number one priority and we wish to initiate Alternatives Analysis in either the I-205 or Milwaukie Corridors and to determine whether the I-5 North or I-205 North corridors should advance into AA concurrently with or following the

I-205 or Milwaukie Corridor AA. These priorities are being followed for purposes of seeking federal funds, state matching funds and identification of local or regional revenue sources.

### **Sunset Highway Improvements**

In addition to the Westside LRT, over \$100 million in highway-related improvements are planned in the Sunset Highway Corridor between the Zoo and Highway 217. These changes will be managed by ODOT. Construction of highway improvements will be coordinated with construction of the light rail program.

The highway improvements using state funds have not as yet been approved by the Oregon Transportation Commission. When this occurs, the TIP will be revised to reflect the following project orientation:

Highway 217/Sunset - SW Center Street to SW 76th (LRT line, Section 6, and highway improvements) . . . .	\$21.33 M
Sunset - Highway 217 to Zoo Interchange (Sylvan Interchange). . . . .	14.68
Sunset - Highway 217 to Zoo Interchange (Camelot, Canyon Court and Zoo Crossing). . . . .	9.24
Sunset - Highway 217 to Zoo Interchange (Canyon Court and Freeway Widening) . . . . .	36.67
Sunset - Highway 217 to Zoo Interchange (Climbing Lane and Zoo Onramp). . . . .	13.08
Highway 217 - T.V. Highway to Sunset Interchange (Freeway Widening). . . . .	17.17

### **General**

#### **UMTA Policy on Private Enterprise Participation**

On December 5, 1986, UMTA published Circular 7005.1 establishing requirements for ensuring that UMTA grantees provide for consideration of private sector involvement in transit service delivery. Included in the circular is the requirement that the metropolitan planning organization adopts policies ensuring private sector participation and certifies at the time of adoption of the annual Transportation Improvement Program that all requirements are being met. In accordance with these requirements, Tri-Met's compliance with the policy to ensure private sector participation is demonstrated and endorsed by this resolution.

#### **Self-Certification**

Metro's certification of compliance with federal requirements has been adopted under Resolution No. 91-1408.

### Financial Capacity

On March 30, 1987, UMTA 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 programmed for the FY 1992 Annual Element.

### Air Quality

1. 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.
2. 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.

### State Clearinghouse Review

The FY 1991 TIP has been submitted to the Oregon State Clearinghouse for review.

### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 91-1478.



## ATTACHMENT

### POLICY ON PRIVATE ENTERPRISE PARTICIPATION IN THE URBAN MASS TRANSPORTATION PROGRAM

#### TRI-MET DOCUMENTATION OF COMPLIANCE FOR FY 92

##### INVOLVEMENT OF THE PRIVATE SECTOR

Projects included in the FY 92 annual element of the Transportation Improvement Program (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 grant application 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.

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 has received no unsolicited proposals from the private sector during the last year. Two proposals received the previous year under UMTA's Entrepreneurial Services Program are not being carried forward due to 13 (c) labor conflicts. Tri-Met offered four Requests for Proposals for the provision of transportation service during the past year. These new contracts are now in place and worth approximately \$3½ million per 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 Public Services or his designee no later than 10 working days following any decision or recommendation. The decision of the Executive Director of Public 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 UMTA regulations can be appealed to UMTA following the Tri-Met steps.

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

## FULLY ALLOCATED BUS COSTS

Route Name	Pay Time Minutes	Vehicle Miles	Bus Day Equiv.	Weekday Pk. Veh	Subtotal	Overhead Ratio	Fully Allocated Quarterly Costs	ESTIMATED FULLY ALLOCATED ANNUAL COSTS	Full Cost/ Vehicle Hour	Estimated Private Sector Costs
1 Greeley/Vermont	\$152,014.6	\$89,435.5	\$24,080.4	\$22,021.4	\$287,551.8	\$71,240.7	\$358,792.5	\$1,435,170	\$51.46	\$1,076,378 - \$1,176,839
4 Fessenden/Division	\$472,204.7	\$260,740.0	\$74,727.7	\$63,311.6	\$870,983.9	\$215,785.4	\$1,086,769.3	\$4,347,077	\$50.48	\$3,260,308 - \$3,564,603
5 Interstate/Hawthorne	\$426,836.1	\$230,243.0	\$59,808.3	\$46,795.5	\$763,683.0	\$189,201.7	\$952,884.7	\$3,811,539	\$48.01	\$2,858,654 - \$3,125,462
6 Union Avenue	\$126,981.0	\$56,948.4	\$17,493.2	\$13,763.4	\$215,186.0	\$53,312.1	\$268,498.1	\$1,073,992	\$45.22	\$805,494 - \$880,674
8 15th/Jackson Park	\$295,867.2	\$137,435.1	\$39,915.8	\$33,032.1	\$506,250.3	\$125,423.0	\$631,673.3	\$2,526,693	\$45.99	\$1,895,020 - \$2,071,888
9 Broadway/Powell	\$327,940.1	\$170,517.3	\$48,248.0	\$41,290.2	\$587,995.5	\$145,675.3	\$733,670.8	\$2,934,683	\$48.74	\$2,201,012 - \$2,406,440
10 33rd/Harold	\$172,037.5	\$96,286.4	\$34,512.5	\$30,279.4	\$331,015.9	\$82,008.8	\$413,024.7	\$1,652,099	\$51.91	\$1,239,074 - \$1,358,721
12 Barbur/Sandy	\$451,306.4	\$261,358.7	\$82,905.6	\$55,053.5	\$830,624.2	\$205,786.3	\$1,036,410.5	\$4,145,642	\$53.86	\$3,109,232 - \$3,399,426
15 Mt.Tabor/23rd Avenue	\$345,413.5	\$153,222.1	\$50,690.9	\$41,290.2	\$590,616.7	\$146,324.7	\$736,941.3	\$2,947,765	\$45.92	\$2,210,824 - \$2,417,168
17 21st/Holgate	\$309,022.3	\$179,419.9	\$49,905.7	\$44,042.8	\$582,390.8	\$144,286.7	\$726,677.5	\$2,906,710	\$50.44	\$2,180,032 - \$2,383,502
19 Glisan/Woodstock	\$301,765.9	\$164,751.6	\$44,321.8	\$38,537.5	\$549,376.8	\$136,107.6	\$685,484.4	\$2,741,938	\$49.40	\$2,056,453 - \$2,248,389
20 East & West Burnside	\$284,830.4	\$153,869.8	\$39,915.8	\$33,032.1	\$511,648.1	\$126,760.3	\$638,408.4	\$2,553,634	\$48.74	\$1,915,225 - \$2,093,980
22 Parkrose	\$58,690.7	\$31,431.8	\$9,553.6	\$8,258.0	\$107,934.2	\$26,740.6	\$134,674.7	\$538,699	\$49.61	\$404,024 - \$441,733
23 San Rafael	\$32,026.7	\$20,414.0	\$6,151.0	\$5,505.4	\$64,097.1	\$15,880.0	\$79,977.1	\$319,908	\$54.45	\$239,931 - \$262,325
24 Halsey	\$69,140.2	\$50,360.2	\$14,526.7	\$13,763.4	\$147,790.6	\$36,615.0	\$184,405.6	\$737,622	\$58.96	\$553,217 - \$604,850
25 Gresham-Glisan	\$44,155.8	\$30,228.8	\$8,942.9	\$8,258.0	\$91,585.5	\$22,690.2	\$114,275.7	\$457,103	\$58.72	\$342,827 - \$374,824
26 Stark	\$133,286.9	\$82,733.2	\$20,677.7	\$19,268.7	\$255,966.5	\$63,415.5	\$319,382.0	\$1,277,528	\$51.67	\$958,146 - \$1,047,573
27 Market-Main	\$74,203.3	\$48,671.7	\$17,318.7	\$16,516.1	\$156,709.7	\$38,824.7	\$195,534.4	\$782,138	\$59.46	\$586,603 - \$641,353
28 Lake/Webster	\$78,859.7	\$42,743.9	\$16,751.6	\$16,516.1	\$154,871.2	\$38,369.2	\$193,240.4	\$772,962	\$55.35	\$579,721 - \$633,829
31 Estacada	\$116,560.6	\$110,150.3	\$22,021.4	\$22,021.4	\$272,812.6	\$67,589.1	\$340,401.7	\$1,361,607	\$62.56	\$1,021,205 - \$1,118,517
32 Oatfield	\$100,328.0	\$64,258.5	\$19,543.5	\$19,268.7	\$203,398.8	\$50,391.8	\$253,790.6	\$1,015,163	\$55.98	\$761,372 - \$832,433
33 McLoughlin	\$137,293.2	\$104,546.7	\$28,006.5	\$24,774.1	\$294,620.5	\$72,991.9	\$367,612.5	\$1,470,450	\$57.57	\$1,102,837 - \$1,205,769
34 River Road	\$30,876.7	\$22,395.1	\$5,583.9	\$5,505.4	\$64,361.1	\$15,945.4	\$80,306.4	\$321,226	\$55.60	\$240,919 - \$263,405
35 Oregon City	\$106,084.0	\$80,510.2	\$20,677.7	\$19,268.7	\$226,540.7	\$56,125.2	\$282,665.9	\$1,130,664	\$56.37	\$847,998 - \$927,144
36 South Shore	\$40,862.5	\$30,448.0	\$11,167.7	\$11,010.7	\$93,488.9	\$23,161.8	\$116,650.7	\$466,603	\$63.43	\$349,952 - \$382,614
37 Tualatin	\$25,060.6	\$27,595.5	\$8,375.8	\$8,258.0	\$69,290.0	\$17,166.5	\$86,456.5	\$345,826	\$76.68	\$259,369 - \$283,577
38 Boones Ferry Road	\$32,929.5	\$30,204.4	\$8,375.8	\$8,258.0	\$79,767.7	\$19,762.4	\$99,530.0	\$398,120	\$66.89	\$298,590 - \$326,458
39 Lewis & Clark	\$27,841.4	\$16,251.7	\$6,151.0	\$5,505.4	\$55,749.4	\$13,811.9	\$69,561.3	\$278,245	\$53.37	\$208,684 - \$228,161
40 Johns Landing	\$174,573.1	\$97,543.7	\$29,184.4	\$24,774.1	\$326,075.2	\$80,784.8	\$406,860.0	\$1,627,440	\$50.81	\$1,220,580 - \$1,334,501
41 PCC/Fremont	\$267,562.4	\$144,025.1	\$36,949.4	\$33,032.1	\$481,569.1	\$119,308.3	\$600,877.3	\$2,403,509	\$47.88	\$1,802,632 - \$1,970,878
43 Taylors Ferry	\$65,883.4	\$40,259.2	\$13,523.4	\$11,010.7	\$130,676.7	\$32,375.0	\$163,051.7	\$652,207	\$52.93	\$489,155 - \$534,809
45 Garden Home	\$83,358.4	\$52,254.3	\$16,315.3	\$13,763.4	\$165,691.5	\$41,049.9	\$206,741.4	\$826,966	\$53.93	\$620,224 - \$678,112
51 Council Crest	\$45,696.0	\$19,779.9	\$8,942.9	\$8,258.0	\$82,676.9	\$20,483.1	\$103,160.0	\$412,640	\$50.15	\$309,480 - \$338,365
52 Farmington/185th	\$77,985.7	\$51,092.1	\$12,345.5	\$11,010.7	\$152,434.1	\$37,765.4	\$190,199.5	\$760,798	\$52.99	\$570,598 - \$623,854
54 BH Highway	\$96,101.9	\$53,749.9	\$19,107.2	\$16,516.1	\$185,475.1	\$45,951.3	\$231,426.4	\$925,706	\$51.71	\$694,279 - \$759,079
55 Raleigh Hills	\$36,372.1	\$22,244.7	\$11,167.7	\$11,010.7	\$80,795.3	\$20,016.9	\$100,812.2	\$403,249	\$62.47	\$302,437 - \$330,664
56 Scholls Ferry	\$87,768.3	\$59,593.5	\$17,929.4	\$16,516.1	\$181,807.2	\$45,042.6	\$226,849.8	\$907,399	\$55.19	\$680,549 - \$744,067
57 Forest Grove	\$324,714.3	\$238,036.0	\$58,979.4	\$49,548.2	\$671,277.9	\$166,308.4	\$837,586.3	\$3,350,345	\$55.73	\$2,512,759 - \$2,747,283
59 Cedar Hills	\$107,658.3	\$67,594.8	\$20,677.7	\$19,268.7	\$215,199.5	\$53,315.5	\$268,515.0	\$1,074,060	\$53.79	\$805,545 - \$880,729
60 Leahy Road	\$15,010.7	\$10,324.8	\$3,575.8	\$3,258.0	\$41,969.3	\$10,397.9	\$52,367.2	\$209,469	\$88.62	\$157,101 - \$171,764
63 Washington Park	\$22,075.7	\$9,311.1	\$3,969.8	\$2,752.7	\$38,109.3	\$9,441.5	\$47,550.8	\$190,203	\$44.34	\$142,653 - \$155,967
67 Beaverton-Cedar Hills	\$88,040.3	\$48,023.2	\$16,882.4	\$13,763.4	\$166,709.2	\$41,302.0	\$208,011.3	\$832,045	\$50.93	\$624,034 - \$682,277
70 12th Avenue	\$159,545.3	\$73,398.5	\$24,211.2	\$19,268.7	\$276,423.8	\$68,483.7	\$344,907.5	\$1,379,630	\$45.52	\$1,034,722 - \$1,131,297
71 60th-122nd Avenue	\$306,528.2	\$202,783.4	\$45,543.3	\$35,784.8	\$590,639.7	\$146,330.4	\$736,970.1	\$2,947,880	\$51.77	\$2,210,910 - \$2,417,262
72 82nd-Killingsworth	\$339,681.2	\$198,498.8	\$42,227.9	\$33,032.1	\$613,440.0	\$151,979.1	\$765,419.1	\$3,061,677	\$48.64	\$2,296,257 - \$2,510,575
75 39th-Lomhard	\$409,306.2	\$247,489.3	\$53,003.0	\$41,290.2	\$751,088.7	\$186,081.5	\$937,170.2	\$3,748,681	\$49.51	\$2,811,511 - \$3,073,918
77 Broadway-Lovejoy	\$202,997.8	\$88,076.7	\$25,025.3	\$22,021.4	\$338,921.3	\$83,967.4	\$422,888.7	\$1,691,555	\$44.49	\$1,268,666 - \$1,387,075
78 Beaverton-Lake Oswego	\$116,712.6	\$75,082.4	\$18,496.5	\$16,516.1	\$226,807.6	\$56,191.4	\$282,999.0	\$1,131,996	\$52.45	\$848,997 - \$928,237
79 Canby	\$43,930.6	\$33,558.7	\$6,761.7	\$5,505.4	\$89,756.3	\$22,370.0	\$111,993.4	\$447,974	\$55.55	\$335,980 - \$367,338
81 Rockwood-Gresham	\$27,241.7	\$16,841.4	\$5,583.9	\$5,505.4	\$55,172.3	\$13,668.9	\$68,841.1	\$275,365	\$56.37	\$206,523 - \$225,799
83 Hollywood	\$16,721.3	\$5,263.8	\$2,791.9	\$2,752.7	\$27,529.8	\$6,820.5	\$34,350.3	\$137,401	\$43.93	\$103,051 - \$112,669
84 Sandy-Doring	\$11,226.0	\$15,409.3	\$2,791.9	\$2,752.7	\$32,179.8	\$7,972.5	\$40,152.3	\$160,609	\$77.14	\$120,457 - \$131,700
88 SW 198th Avenue	\$35,837.5	\$31,137.4	\$11,167.7	\$11,010.7	\$89,153.3	\$22,087.7	\$111,241.0	\$444,964	\$69.99	\$333,723 - \$364,870
89 Rock Creek	\$40,841.1	\$31,590.3	\$13,959.6	\$13,763.4	\$100,154.4	\$24,813.2	\$124,967.6	\$499,870	\$68.59	\$374,903 - \$409,894
96 Wilsonville-Tualatin	\$41,397.1	\$45,138.1	\$11,167.7	\$11,010.7	\$108,713.5	\$26,933.7	\$135,647.2	\$542,589	\$72.63	\$406,942 - \$444,923
	\$8,019,187	\$4,725,272	\$1,308,192	\$1,134,103	\$15,186,754	\$3,762,503	\$18,949,257	\$75,797,030	\$51.38	\$56,847,772 - \$62,153,564

Attachment B

A. Range of Savings from Contracted Services

		Minus Administrative Costs
<u>Maximum:</u>		
Tri-Met Cost Savings with Full Maintenance Savings	\$32.26	
Private Sector Costs* (Range)	<u>\$17.45 - 20.32</u> \$12.00 - 15.00	\$9.30 - 12.30
<u>Minimum:</u>		
Tri-Met Cost Savings w/o Full Maintenance Savings	\$29.72	
Private Sector Costs* (Range)	<u>\$17.45 - 20.32</u> \$ 9.42 - 12.40	\$8.50 - 12.12
<u>Likely:</u>		
Tri-Met	\$30.00	
Private Sector	<u>20.00</u> \$10.00	\$7.30

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

Manager: \$37,000 \* 1.4 = \$51,940  
Analyst: \$30,000 \* 1.4 = 42,000  
\$93,946 - 34,684 annual platform hours  
\$2.70/platform hour

C. FY88 Tri-Met System Operating Costs Per Hour - \$48.46

-----  
\* Based on current contracts with private providers.

August 15, 1991

## **WESTSIDE CORRIDOR LIGHT RAIL PROJECT**

### **Private Enterprise Participation Documentation**

#### **Summary:**

The Westside Corridor project will be the most extensive public works enterprise in the history of the metropolitan area. As such, local jurisdictions have already exhibited a high level of planning coordination, financial commitment, and constituency involvement. Proof of broad public and private support of the project is evidenced in the November 1990 approval of a \$125 million bond measure by 74% of the voters in the District. A host of complementary public works activities will be undertaken which will enhance federally-assisted Westside LRT. The supportive partnership between government and the business and citizen communities is expected to continue throughout implementation of the transitway.

Funding has been, and will probably continue to be, a complex issue in expansion of LRT in the metropolitan area. Unlike some transit properties, Tri-Met lacks a dedicated resource to accommodate funding LRT construction. In tandem with efforts to secure traditional public sector funding sources, regional leaders have vigorously investigated public/private finance mechanisms. This investigation began with a theoretical review of these mechanisms by a task force, called the Public/Private Task Force on Transportation Finance (PPTF). The task force review was followed by consultant studies using the Westside LRT project as a case study.

During 1988, the PPTF convened to explore some creative methods of funding LRT expansion. The task force, composed of 15 business executives and six public officials from the region, was charged with designing a working partnership between the public and private sector for the financing of future transit projects. Findings and recommendations of the PPTF include:

**Tax Increment Finance** -- This mechanism should be used at selective station locations, not on a corridor-wide basis. Use should be considered in conjunction with urban renewal districts, and where LRT can directly contribute to redevelopment in alleviating blight.

**Station Area Assessment Districts** -- This mechanism should be implemented equally throughout the corridor to avoid unfair market impact. Districts would be established within ¼ mile walking distance of light rail stations. Assessments should be phased in, (a percentage of lease rates), reflect differing land uses (including vacant land), and be tiered according to pedestrian distance.

**Joint Development and Station Cost Sharing** -- Packaging of the sale or lease of land held by Tri-Met for private development could provide operating revenue. Tri-Met should acquire property around station sites with available federal dollars, with priority consideration given to sites that also support other development objectives beyond LRT. The potential for private station cost sharing should be considered when establishing the final alignment and station location.

The task force concluded that there is value to both the public and private sectors from development attributable to LRT improvements. This group understood that funding for the Region's transportation improvements will be met primarily from traditional public sources at the federal, state, and local level. However, property owners benefiting from LRT development should share in the cost of that development. The task force further concluded that there is a primary benefit to property owners adjacent to transit station development, and that a portion of that benefit should be "captured" or otherwise employed to help fund LRT improvements.

Dollar projections forecasted for four finance mechanisms are as follows:

Public/Private Task Force September 1988 Key Findings and Recommendations				
	Tax Increment	Benefit Assessment	Station Cost Sharing	Joint Development
Westside LRT	\$14 M	\$15.0	\$3	Not Calculated
Estimates are \$15 M in the corridor and \$17 M in the central city attributable to Westside LRT, with the approximate distribution as shown above.				

The findings and recommendations of the task force were discussed and accepted by the Joint Policy Advisory Committee on Transportation, the Region's transportation policy setting group.

Following from the work of the task force, Tri-Met retained three consultants to review the applicability of the mechanisms using Westside LRT as a case study:

- 1) Tax Increment Financing -- Lyle Stewart, Oliver Norville, and Vicki Pflaumer;
- 2) Benefit Assessment Districts -- Shiels and Obletz; and,
- 3) Joint Development and Station Cost Sharing -- Jeffrey Parker and Associates and Zimmer Gunsul Frasca.

With regard to numbers one and two above, the assignment was to review the conditions that would be necessary for the funding mechanism to be used when developing light rail corridors. Given the wealth of information available on Westside LRT, case studies of that facility were the basis for the reports. With regard to joint development and station cost sharing, the assignment was to develop specific recommendations that result in revenue generation or cost avoidance for the Westside LRT project. This was not an effort to identify potential land use demonstration projects.

The three consultant reports identified these findings and recommendations in 1990:

**Tax Increment Financing** -- Tri-Met does not have the legal authority to establish TIF but could work with local jurisdictions that have the authority to establish a TIF program. Using intergovernmental agreements, the region could legally tap TIF to raise tens of millions of dollars for transit development. This would be consistent with the task force findings. These funds could not legally be used to purchase rail vehicles or pay operating costs. Public understanding and support is critical when establishing a TIF program.

**Station Area Assessment Districts** -- Legally, these districts would be Local Improvement Districts (LID). The consultant had two recommendations. First, it was recommended that Tri-Met not pursue a corridor-wide LID program as suggested by the Task Force. It was argued that such a program would be technically difficult, too expensive to be cost effective, and meet with resistance from property owners.

Second, in lieu of a program funding specifically light rail, Tri-Met should consider undertaking a broader program in cooperation with jurisdictions to fund transit-related development in station areas. Work should be sought that is likely to have strong political and property owner support including road and access improvements; pedestrian ways, parks, wetlands and greenways; special urban design features, public and private utilities. Funding mechanisms would not need to be limited to assessment district. Tax increment; dedicated street lighting, sewer and water funds; system development funds; jurisdiction general funds and other local sources should be considered.

**Joint Development and Station Cost Sharing** -- Based upon an evaluation of seven Westside LRT station sites that were selected as promising joint development candidates, almost \$10 million could be derived in joint development through cost savings and additional revenues. A further opportunity to improve ridership and operations, as well as generate \$2.1 million in revenue, exists if Tri-Met invests its savings in project costs into additional land acquisition. These projections arise from future development scenarios in keeping with existing zoning and redevelopment alternatives that were evaluated at two workshops by private sector representatives.

With respect to Westside LRT, these mechanisms have not yet been implemented. Tax increment and assessment districts were not thought to be viable mechanisms for two reasons. First, the local portion of project funding was derived from bond proceeds. It was deemed more logical to offer voters one large bond measure rather than a smaller bond measure while also requesting approval for tax increment and assessment districts. Second, the idea to use these districts developed too late. Local governments and corridor property owners assumed traditional public funding sources were being sought for the project, thus there was no need for private investments to "make the project happen."



It is too early in the project to judge the full extent of station cost sharing and joint development. As Westside LRT enters final design, opportunities to employ these mechanisms will continue to be evaluated. Also at that time, potential uses of tax increment and benefit assessment districts for funding specific project elements will be revisited.

**Documentation Specific to UMTA Circular 7005.1:**

**A. Description of Private Sector Involvement**

Private citizens form the Citizen's Advisory Committee. The CAC received extensive public testimony regarding the LPA from downtown Portland to S.W. 185th. The CAC will continue in its advisory capacity and will make the initial recommendation for the locally preferred alternative for the extension to Hillsboro.

Further opportunity for public comment was afforded by hearings of the Project Management Group, the Steering Group, the discussions of the government agencies in adopting the preferred alternative, and the Tri-Met Board.

The grant application 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 projects by private sector representatives is afforded when the Transportation Policy Alternatives Committee and Joint Policy Advisory Committee on Transportation review the projects prior to the approval of the TIP.

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

To date, private providers have fulfilled the following roles in the project:

- (1) consultants in preparing the SDEIS
- (2) tunneling and geological experts in analyzing route alternatives
- (3) engineers in analyzing surface alignments
- (4) financial advisors in analyzing employment impacts and funding choices
- (5) project management specialists in preparing the project management plan required by UMTA
- (6) engineers to perform value engineering
- (7) consultants in assisting with special mitigation problems

Private providers are expected to participate in the future in the following aspects of the project:

- (1) quality assurance
- (2) construction management
- (3) insurance
- (4) material testing program
- (5) pre-and post-construction surveys
- (6) systems and systems design
- (7) civil design

The actual construction will involve private providers as identified below:

- (1) civil work for line segments
- (2) civil work for tunnel
- (3) provision, installation and testing of track materials
- (4) landscaping
- (5) construction of stations and park-and-ride lots
- (6) provision, installation and testing of fare collection and accessibility equipment
- (7) provision, installation and testing of track electrification, signals and train-to-wayside communications, and communications systems
- (8) provision and testing of light rail vehicles
- (9) construction of operations facility

#### **B. Description of Private Sector Proposals**

Tri-Met has received no unsolicited proposals from the private sector during the last year. Two proposals received the previous year under UMTA's Entrepreneurial Services Program are not being carried forward due to 13 (c) labor conflicts. Tri-Met offered four Requests for Proposals for the provision of transportation service during the past year. These new contracts are now in place and worth approximately \$3½ million per year.

#### **C. 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.

#### **D. Description and Status of Private Sector Complaints**

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

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 91-1478
FY 1992 TO POST 1995 TRANSPORTATION	)	Introduced by Rena Cusma,
IMPROVEMENT PROGRAM AND THE FY 1992	)	Executive Officer
ANNUAL ELEMENT	)	

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 Metropolitan Service District-Intergovernmental Resource Center of Clark County Memorandum of Agreement, the Transportation Improvement Program has been submitted to the Intergovernmental Resource Center of Clark County for review and comment; and

WHEREAS, The Metropolitan Service District must certify compliance with the proposed policy on private enterprise participation in the Urban Mass Transportation Program; and

WHEREAS, The Metropolitan Service District 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 1991 Annual Element projects may not be obligated by the end of FY 1991 and the exact time for their obligation is indeterminate; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District adopts the FY 1992 Transportation Improvement Program for the urban area as contained in the attachment to this Resolution

marked Exhibit A.

2. That projects that are not obligated by September 30, 1991 be automatically reprogrammed for FY 1992 for all funding sources.

3. That the Council of the Metropolitan Service District 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.

5. That the Council of the Metropolitan Service District 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 Council of the Metropolitan Service District 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 1992 and incorporated in the Transportation Improvement Program.

7. That the Council of the Metropolitan Service District hereby finds the projects in accordance with the Regional Transportation Plan and, hereby, gives affirmative Intergovern-

mental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_ day of \_\_\_\_\_, 1991.

Tanya Collier, Presiding Officer

WHP:lmk  
91-1478.RES  
08-28-91

**Exhibit A**

**Staff Report 103**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**Proposed Program for Fiscal Years 1992 to Post 1995**

**Effective October 1, 1991**

**D R A F T**

**September 6, 1991**

**Metropolitan Service District**

**Interstate Transfer Programs**

Metropolitan Service District  
Transportation Improvement Program  
Federal-Aid Interstate Transfer Projects  
Obligations Through 06/30/91

xpte4.r  
08/29/91  
Page 1

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
Category I								
***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
Total	7,721,336	0	0	0	0	0	0	7,721,336
***2 RESERVE FOR OREGON DEPARTMENT OF TRANSPORTATION (ODOT)*****107 *00-000*****VARvar**na*****0****								
Reserve	0	0	0	0	0	0	884,986	884,986
Total	0	0	0	0	0	0	884,986	884,986
***3 BANFIELD TRANSITWAY - HIGHWAY FUNDS*****115 *80-900***00000*FAP68***2*****0****								
Pre Eng	5,532,585	0	0	0	0	0	191	5,532,776
Rt-of-Way	7,929,650	0	0	0	0	0	0	7,929,650
Constr	14,117,895	0	0	0	0	0	0	14,117,895
Total	27,580,130	0	0	0	0	0	191	27,580,321
***4 BANFIELD TRANSITWAY - TRANSIT FUNDS (T)*****116 *80-900***00000*TRA68***2*****0****								
Pre Eng	10,956,546	0	0	0	0	0	0	10,956,546
Rt-of-Way	13,371,853	0	0	0	0	0	0	13,371,853
Constr	120,384,576	0	0	0	0	0	0	120,384,576
Total	144,712,975	0	0	0	0	0	0	144,712,975
***5 METRO SYSTEM PLANNING - W/S CORRIDOR (T)*****117 *10013***00697*TRAvar**na*****0****								
Pre Eng	2,194,266	0	0	0	0	0	0	2,194,266
Total	2,194,266	0	0	0	0	0	0	2,194,266
***6 BANFIELD TRANSITWAY - METRO PLANNING (T)*****118 *80-404***00000*TRAvar**2*****0****								
Pre Eng	300,050	0	0	0	0	0	0	300,050
Total	300,050	0	0	0	0	0	0	300,050
***7 TRI-MET TECHNICAL STUDY - 5 WORK ELEMENTS (T)*****120 *80-404***00000*TRAvar**na*****0****								
Pre Eng	428,000	0	0	0	0	0	0	428,000
Total	428,000	0	0	0	0	0	0	428,000
***8 METRO PLANNING*****126 *80-404***00000*VARvar**na*****0****								
Pre Eng	2,040,957	275,077	59,267	0	0	0	0	2,375,301 *
Reserve	0	0	0	0	0	0	0	0
Total	2,040,957	275,077	59,267	0	0	0	0	2,375,301
***9 MCLOUGHLIN CORRIDOR - UNION/GRAND AVE VIADUCT TO SE RIVER ROAD*****127 *77-159***00346*FAP26***1E*****4****								
Pre Eng	1,496,785	921,515	0	0	0	0	0	2,418,300
Total	1,496,785	921,515	0	0	0	0	0	2,418,300
***10 MCLOUGHLIN BOULEVARD LRT ALTERNATIVES ANALYSIS AND DEIS (T)*****128 *00-000***00346*FAP26***1E*****0****								
Reserve	0	0	0	0	0	0	0	0
Sys Study	0	0	0	0	0	0	0	0
Pre AA	0	0	510,000	0	0	0	0	510,000
Alt Anal	0	0	0	0	1,050,000	0	0	1,050,000
Total	0	0	510,000	0	1,050,000	0	0	1,560,000
***11 MCLOUGHLIN BOULEVARD SOUTHEAST CORRIDOR STUDY (T)*****130 *00-000***00000*TRA26***1E*****0****								
Pre Eng	100,000	0	0	0	0	0	0	100,000
Total	100,000	0	0	0	0	0	0	100,000
***12 MCLOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD*****134 *77-159a**04872*FAP26***1E*****4****								
Rt-of-Way	8,296,000	0	0	0	0	0	0	8,296,000
Constr	0	9,900,000	0	0	0	0	0	9,900,000
Reserve	0	0	0	0	0	0	394,825	394,825
Total	8,296,000	9,900,000	0	0	0	0	394,825	18,590,825
***13 POWELL BLVD - 52ND AVE TO 92ND AVE - SECTION II*****164 *76-012***00113*FAP24***26*****4****								
Pre Eng	515,641	0	0	0	0	0	0	515,641
Rt-of-Way	6,697,690	0	0	0	0	0	0	6,697,690
Constr	4,020,853	0	0	0	0	0	0	4,020,853
Total	11,234,184	0	0	0	0	0	0	11,234,184
***14 YEON/ VAUGHN/ NICOLAI/ WARDWAY AND ST HELENS ROAD RECONSTRUCTION*****269 *79-038***00129*VARvar**726*****0****								
Pre Eng	2,036,482	255,000	0	0	0	0	-54,496	2,236,986 *
Reserve	0	0	0	0	0	0	0	0
Total	2,036,482	255,000	0	0	0	0	-54,496	2,236,986
***15 BANFIELD LRT STATION AREA PLANNING PROGRAM (T)*****290 *80-900***01534*TRA68***2*****0****								
Pre Eng	1,028,075	0	0	0	0	0	0	1,028,075
Total	1,028,075	0	0	0	0	0	0	1,028,075



Metropolitan Service District  
Transportation Improvement Program  
Federal-Aid Interstate Transfer Projects  
Obligations Through 06/30/91

rp4e.r  
08/29/91  
page 2

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
Category I (Continued)								
**16 TRI-MET RIDESHARE PROGRAM*****295 *80-313***02151*VARvar**na*****0****								
Operating	1,783,840	0	0	0	0	0	24,171	1,808,011
Total	1,783,840	0	0	0	0	0	24,171	1,808,011
**17 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
**18 CONVENTION CENTER AREA TRANSIT / HIGHWAY IMPROVEMENTS (T)*****383 *00-000***00000*TRavar**726*****0****								
Pre Eng	100,000	0	0	0	0	0	0	100,000
Total	100,000	0	0	0	0	0	0	100,000
**19 METRO TECHNICAL ASSISTANCE*****440 *80-404***00000*VARvar**na*****0****								
Operating	65,878	36,000	0	0	0	0	0	101,878 *
Total	65,878	36,000	0	0	0	0	0	101,878
**20 MCLOUGHLIN CORRIDOR TRANSIT ANALYSIS (T)*****588 *00-000***00000*TRA26***1E*****0****								
Pre Eng	130,855	0	0	0	0	0	0	130,855
Total	130,855	0	0	0	0	0	0	130,855
**21 LIGHT RAIL VEHICLE PURCHASE (T)*****695 *00-000***00000*OR*var**na*****0****								
Non-Hwy Cp	2,863,490	0	0	0	0	0	0	2,863,490 nl
Total	2,863,490	0	0	0	0	0	0	2,863,490
**22 NW NICOLAI ST - NW 29TH TO NW 24TH*****731 *79-038***00129*FAU9302*726*****0****								
Rt-of-Way	39,063	0	0	0	0	0	0	39,063
Constr	2,173,166	0	0	0	0	0	0	2,173,166
Total	2,212,229	0	0	0	0	0	0	2,212,229
**23 NW YEON AVE - NW ST HELENS RD TO NW NICOLAI*****733 *79-038***00364*FAP1****2W*****0****								
Rt-of-Way	2,125,000	0	0	0	0	0	0	2,125,000
Constr	10,124,731	0	0	0	0	0	0	10,124,731
Reserve	0	0	0	0	0	0	0	0
Total	12,249,731	0	0	0	0	0	0	12,249,731
**24 NW ST HELENS RD - NW KITTRIDGE TO NW 31ST AVE*****734 *79-038***00367*FAU9296*726*****4****								
Rt-of-Way	150,552	38,998	0	0	0	0	0	189,550 *
Constr	1,679,640	0	0	0	0	0	0	1,679,640
Reserve	0	0	0	0	0	0	5,000	5,000
Total	1,830,192	38,998	0	0	0	0	5,000	1,874,190
**25 VAUGHN ST / WARDWAY - NW 31ST AVE TO NW 24TH AVE*****735 *79-038***00387*FAU9296*726*****3****								
Constr	1,001,675	0	0	0	0	0	0	1,001,675
Reserve	0	0	0	0	0	0	0	0
Total	1,001,675	0	0	0	0	0	0	1,001,675
**26 FRONT - YEON CONNECTION*****738 *79-038***00586*FAU9300*726*****0****								
Rt-of-Way	1,003,071	0	0	0	0	0	2,053	1,005,124
Constr	4,614,922	0	0	0	0	0	0	4,614,922
Reserve	0	0	0	0	0	0	66,207	66,207
Total	5,617,993	0	0	0	0	0	68,260	5,686,253
**27 PHASE I ALTERNATIVES ANALYSIS (T)*****765 *80-404***00000*TRavar**na*****0****								
Pre Eng	250,000	0	0	0	0	0	0	250,000
Total	250,000	0	0	0	0	0	0	250,000
**28 BANFIELD TRAFFIC MONITORING PROGRAM*****771 *10183***01806*FAP68***2*****0****								
Constr	183,459	0	0	0	0	0	0	183,459
Reserve	0	0	0	0	0	0	0	0
Total	183,459	0	0	0	0	0	0	183,459
**29 SUNSET LIGHT RAIL PROGRAM(T)*****773 *10033***00000*TRA27***47*****0****								
Pre Eng	500,004	0	0	0	0	0	0	500,004
Total	500,004	0	0	0	0	0	0	500,004
**30 NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM*****802 *84-016***02358*VARvar**726*****0****								
Pre Eng	142,035	0	0	0	0	0	0	142,035
Reserve	0	0	0	0	0	0	0	0
Total	142,035	0	0	0	0	0	0	142,035
**31 TRANSIT MALL EXTENSION NORTH*****822 *30-035***00000*FAU9341*726*****0****								
Constr	0	311,200	2,876,300	0	0	0	0	3,187,500 nl
Total	0	311,200	2,876,300	0	0	0	0	3,187,500
**32 SUNSET HIGHWAY RAMP METERING*****827 *10231***02235*FAP27***47*****67****								
Pre Eng	32,848	7,152	0	0	0	0	0	40,000 *
Constr	300,535	82,450	0	0	0	0	0	382,985
Reserve	0	0	0	0	0	0	347,015	347,015 4/92
Total	333,383	89,602	0	0	0	0	347,015	770,000
Total Category I								
	238,506,315	11,827,392	3,445,567	0	1,050,000	0	1,669,952	256,499,226

rpte4.r  
08/29/91  
page 3

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
City of Portland								
**33 Finalaed Vouchered Projects*****0 0000000*00000*****CLOSED								
Pre Eng	1,246,823	0	0	0	0	0	0	1,246,823
Rt-of-Way	1,111,410	- 1	0	0	0	0	0	1,111,409
Constr	24,613,209	0	0	0	0	0	0	24,613,209
Reserve	0	0	0	0	0	0	0	0
Total	26,971,442	- 1	0	0	0	0	0	26,971,441
**34 N COLUMBIA BLVD - 0.25 MI W OF TERMINAL RD TO W OSWEGO AVE*****9 *75-019***01690*FAU9956*123*****0****								
Pre Eng	327,636	0	0	0	0	0	0	327,636
Constr	2,857,047	0	0	0	0	0	0	2,857,047
Total	3,184,683	0	0	0	0	0	0	3,184,683
**35 I-5 - GREELEY/I-5 CONNECTION - LANDSCAPING*****21 *76-009***00000*FAUvar**726*****0****								
Constr	93,668	0	0	0	0	0	0	93,668
Total	93,668	0	0	0	0	0	0	93,668
**36 HOLLYWOOD DISTRICT IMPROVEMENTS/NE SANDY BLVD - 37TH TO 47TH*****28 *79-071***00115*FAU9326*59*****2****								
Pre Eng	306,967	0	0	0	0	0	0	306,967
Rt-of-Way	197,304	0	0	0	0	0	0	197,304
Constr	2,610,577	0	0	0	0	0	0	2,610,577
Total	3,114,848	0	0	0	0	0	0	3,114,848
**37 ARTERIAL STREET 3R PROGRAM*****43 *10050***01568*VARvar**726*****0****								
Pre Eng	214,832	0	0	0	0	0	0	214,832
Constr	5,834,873	0	0	0	0	0	0	5,834,873
Total	6,049,705	0	0	0	0	0	0	6,049,705
**38 MCLOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION*****153 *80-081***02345*VARvar**726*****0****								
Pre Eng	19,000	0	27,530	0	0	0	0	46,530
Constr	0	0	100,980	0	0	0	0	100,980
Total	19,000	0	128,510	0	0	0	0	147,510
*39 SE DIVISION CORRIDOR - DIVISION/CLINTON/HARRISON*****189 *78-069***00389*FAU9800*726*****0****								
Pre Eng	23,139	0	0	0	0	0	0	23,139
Total	23,139	0	0	0	0	0	0	23,139
**40 SW BROADWAY - SW 4TH TO SW 6TH*****200 *10092***00582*FAU9345*726*****0****								
Pre Eng	98,012	0	0	0	0	0	0	98,012
Constr	418,244	0	0	0	0	0	0	418,244
Total	516,256	0	0	0	0	0	0	516,256
**41 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	0	298,044
Rt-of-Way	477,360	0	0	0	0	0	0	477,360
Constr	1,668,241	0	0	0	0	0	0	1,668,241
Total	2,443,645	0	0	0	0	0	0	2,443,645
**42 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	0	62,165
Constr	161,565	0	26,270	0	0	0	0	187,835
Total	223,730	0	26,270	0	0	0	0	250,000
**43 W BURNSIDE ROAD/ TICHNER DRIVE INTERSECTION IMPROVEMENT*****282 *79-058***00000*FAU9326*59*****0****								
Pre Eng	27,972	0	0	0	0	0	0	27,972
Rt-of-Way	69,820	0	0	0	0	0	0	69,820
Constr	464,840	0	0	0	0	0	0	464,840
Total	562,632	0	0	0	0	0	0	562,632
**44 NORTHWEST PORTLAND TRANSPORTATION STUDY*****285 *79-035***01088*VARvar**726*****0****								
Pre Eng	28,804	0	0	0	0	0	0	28,804
Total	28,804	0	0	0	0	0	0	28,804
**45 NW FRONT AVENUE RECONSTRUCTION - NW GLISAN TO NW 26TH AVE*****286 *80-006***00588*FAU9300*726*****0****								
Pre Eng	243,537	0	0	0	0	0	0	243,537
Rt-of-Way	113,373	0	0	0	0	0	0	113,373
Constr	4,200,481	0	0	0	0	0	0	4,200,481
Total	4,557,391	0	0	0	0	0	0	4,557,391
**46 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE*****298 *79-056***00458*FAU9962*120*****2****								
Pre Eng	1,624,265	0	514,209	0	0	0	0	2,138,474
Rt-of-Way	5,525,000	0	0	0	0	0	-4,797,511	727,489
Constr	0	4,461,257	6,442,282	0	0	0	0	10,903,539
Reserve	0	0	0	0	0	0	0	0
Total	7,149,265	4,461,257	6,956,491	0	0	0	-4,797,511	13,769,502
**47 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	0	298,577
Rt-of-Way	225,649	0	0	0	0	0	0	225,649
Constr	2,651,998	0	0	0	0	0	0	2,651,998
Total	3,176,224	0	0	0	0	0	0	3,176,224

Metropolitan Service District  
Transportation Improvement Program  
Federal-Aid Interstate Transfer Projects  
Obligations Through 06/30/91

rp4e4.r  
08/29/91  
Page 4

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized	
City of Portland (Continued)									
**48 SW TERWILLIGER BLVD - BARBUR BLVD TO TAYLORS FERRY RD*****309 *80-015***00709*FAU9361*726*****0****									
Pre Eng	473,619	0	0	0	0	0	0	473,619	
Rt-of-Way	23,477	0	0	0	0	0	0	23,477	
Constr	1,344,841	0	0	0	0	0	-64,000	1,280,841	
Total	1,841,937	0	0	0	0	0	-64,000	1,777,937	
**49 CONVENTION CENTER AREA TRANSIT / HIGHWAY IMPROVEMENTS (T)*****383 *00-000***00000*TRAvar**726*****0****									
Reserve	0	0	2,000,000	0	0	0	0	2,000,000	
Total	0	0	2,000,000	0	0	0	0	2,000,000	
**50 SW BERTHA BLVD - SW VERMONT TO BARBUR BLVD*****315 *84-078***02535*FAU9420*726*****0****									
Pre Eng	42,915	0	0	0	0	0	0	42,915	
Rt-of-Way	16,150	0	0	0	0	0	-4,000	12,150	
Constr	1,277,992	0	53,000	0	0	0	0	1,330,992	
Total	1,337,057	0	53,000	0	0	0	-4,000	1,386,057	
**51 82ND AVENUE - SISKIYOU TO BROADWAY*****551 *79-049a**00732*FAU9713*68*****0****									
Pre Eng	36,788	0	0	0	0	0	0	36,788	
Constr	201,357	0	0	0	0	0	0	201,357	
Total	238,145	0	0	0	0	0	0	238,145	
**52 NW 23RD AVE / BURNSIDE*****626 *10093***00733*FAU9326*726*****0****									
Pre Eng	95,624	0	56,258	0	0	0	0	151,882	
Rt-of-Way	0	0	128,350	0	0	0	0	128,350	9/92
Constr	0	0	480,386	0	0	0	0	480,386	10/92
Total	95,624	0	664,994	0	0	0	0	760,618	
**53 NW 21ST/22ND - THURMAN TO FRONT*****630 *10126***00743*FAU9317*726*****0****									
Pre Eng	112,710	0	0	0	0	0	-29,295	83,415	
Rt-of-Way	0	0	0	0	0	0	0	0	10/91
Constr	0	0	0	0	0	0	0	0	4/92
Total	112,710	0	0	0	0	0	-29,295	83,415	
**54 NW INTERSECTION IMPROVEMENTS - 22 LOCATIONS*****631 *10017***00545*VARvar**726*****0****									
Pre Eng	33,000	0	24,132	0	0	0	0	57,132	
Rt-of-Way	0	0	8,500	0	0	0	0	8,500	
Constr	0	0	280,508	0	0	0	0	280,508	oh
Total	33,000	0	313,140	0	0	0	0	346,140	
**55 NW CIRCULATION IMPROVEMENTS - 10 INTERSECTIONS*****632 *84-015***02462*VARvar**726*****0****									
Pre Eng	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	
**56 CITYWIDE SIGNAL SYSTEM ANALYSIS*****660 *89-027***05128*VARvar**726*****0****									
Pre Eng	1,039,873	0	0	0	0	0	0	1,039,873	
Constr	2,841,830	0	32,670	0	0	0	0	2,874,500	9/91
Total	3,881,703	0	32,670	0	0	0	0	3,914,373	
**57 CBD TRAFFIC SIGNAL REPLACEMENTS UNIT B - BANFIELD LRT CORRIDOR*****662 *84-091***00000*VARvar**2*****0****									
Pre Eng	110,272	0	0	0	0	0	0	110,272	
Constr	1,077,630	0	0	0	0	0	0	1,077,630	
Total	1,187,902	0	0	0	0	0	0	1,187,902	
**58 COLUMBIA BLVD - DELAWARE TO CHAUTAUQUA RRXINGS*****712 *10131***00768*FAU9956*726*****0****									
Pre Eng	118,150	0	0	0	0	0	0	118,150	
Total	118,150	0	0	0	0	0	0	118,150	
**59 NORTHWEST RIDESHARE*****723 *10090***00000*VARvar**726*****0****									
Operating	32,519	0	0	0	0	0	0	32,519	
Total	32,519	0	0	0	0	0	0	32,519	
**60 BANFIELD FIRE LINE*****724 *80-900***00000*FAP68***2*****0****									
Pre Eng	15,842	0	0	0	0	0	0	15,842	
Total	15,842	0	0	0	0	0	0	15,842	
**61 SW VERMONT STREET - 30TH AVENUE TO OLESON ROAD*****726 *10133***02013*FAU9398*726*****0****									
Pre Eng	208,930	0	0	0	0	0	0	208,930	
Total	208,930	0	0	0	0	0	0	208,930	
**62 MARQUAM RAMP ST IMPROVEMENTS - SE WATER, YAMHILL, TAYLOR, CLAY*****727 *10132***01412*FAU9366*726*****0****									
Pre Eng	102,834	0	0	0	0	0	0	102,834	
Constr	876,076	0	0	0	0	0	0	876,076	
Total	978,910	0	0	0	0	0	0	978,910	
**63 82ND AVENUE - DIVISION TO CRYSTAL SPRINGS - UNITS 1 & 2*****730 *79-049b**00700*FAU9713*68*****4****									
Pre Eng	632,967	0	0	0	0	0	0	632,967	
Rt-of-Way	2,125,000	0	0	0	0	0	-1,313,000	812,000	
Constr	1,200,510	0	0	0	0	0	0	1,200,510	
Total	3,958,477	0	0	0	0	0	-1,313,000	2,645,477	

Metropolitan Service District  
Transportation Improvement Program  
Federal-Aid Interstate Transfer Projects  
Obligations Through 06/30/91

rp44.r  
08/29/91  
Page 5

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized	
City of Portland (Continued)									
**64 NW FRONT AVE - GLISAN TO COUCH ( EVERETT-FRONT CONNECTOR )*****751 *10140***01250*FAU9300*726*****0****									
Pre Eng	219,503	0	0	0	0	0	0	219,503	
Constr	2,110,072	0	0	0	0	0	0	2,110,072	
Total	2,329,575	0	0	0	0	0	0	2,329,575	
**65 N VANCOUVER WAY - UNION AVENUE TO MARINE DRIVE*****762 *10149***01555*FAU9960*726*****0****									
Pre Eng	239,859	0	0	0	0	0	0	239,859	
Rt-of-Way	10	0	0	0	0	0	0	10	
Constr	2,470,712	0	0	0	0	0	0	2,470,712	
Total	2,710,581	0	0	0	0	0	0	2,710,581	
**66 BANFIELD FREEWAY - CITY BRIDGE REPAIR WORK*****808 *80-900***00000*FAI84***2*****0****									
Constr	149,405	0	0	0	0	0	0	149,405	
Total	149,405	0	0	0	0	0	0	149,405	
**67 SIGNAL MODIFICATIONS(3) - NORTH PORTLAND*****840 *84-001***02362*VARvar**726*****0****									
Pre Eng	53,850	0	0	0	0	0	0	53,850	
Total	53,850	0	0	0	0	0	0	53,850	
**68 NEW CBD TRAFFIC SIGNALS(5)*****841 *84-003***02363*VARvar**726*****0****									
Pre Eng	16,543	0	0	0	0	0	0	16,543	
Constr	274,050	0	0	0	0	0	0	274,050	
Total	290,593	0	0	0	0	0	0	290,593	
**69 SIGNAL REPLACEMENTS(22)*****842 *84-002***02364*VARvar**726*****0****									
Pre Eng	32,689	0	0	0	0	0	0	32,689	
Constr	680,957	0	0	0	0	0	0	680,957	
Total	713,646	0	0	0	0	0	0	713,646	
**70 NE HOLLADAY LRT TRAFFIC SIGNALS*****847 *84-092***00000*FAU9903*726*****0****									
Constr	422,546	0	0	0	0	0	0	422,546	
Total	422,546	0	0	0	0	0	0	422,546	
**71 NE LOMBARD / COLUMBIA BLVD VIA NE 60TH AVENUE*****854 *80-011***00835*FAU9917*123*****9****									
Pre Eng	212,925	0	0	0	0	0	0	212,925	
Total	212,925	0	0	0	0	0	0	212,925	
**72 NE GERTZ/13TH - VANCOUVER WAY TO MERRITT/FAZIO*****857 *84-051***02464*FAU9961*726*****0****									
Pre Eng	169,856	0	0	0	0	0	0	169,856	
Constr	1,143,101	0	0	0	0	0	0	1,143,101	
Total	1,312,957	0	0	0	0	0	0	1,312,957	
**73 AIRPORT WAY UNIT DESIGN - I-205 TO 181ST AVE*****858 *84-022***02355*FAU9964*726*****0****									
Pre Eng	1,131,129	0	353,871	0	0	0	0	1,485,000	
Total	1,131,129	0	353,871	0	0	0	0	1,485,000	
**74 AIRPORT WAY EMBANKMENT (2/5)*****859 *84-022b**04112*FAU9964*726*****0****									
Constr	2,915,141	-437,141	0	0	0	0	0	2,478,000	
Total	2,915,141	-437,141	0	0	0	0	0	2,478,000	
**75 AIRPORT WAY - I-205 TO 138TH AVENUE (1/5)*****860 *84-022a**05001*FAU9964*726*****0****									
Constr	3,719,396	705,604	0	0	0	0	0	4,425,000	
Total	3,719,396	705,604	0	0	0	0	0	4,425,000	
**76 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE(5/5)*****861 *84-022e**05002*FAU9964*726*****0****									
Constr	0	7,300,000	0	0	0	0	0	7,300,000	10/91
Pending	0	0	0	0	0	0	-2,589,359	-2,589,359	
Total	0	7,300,000	0	0	0	0	-2,589,359	4,710,641	
**77 45TH AVENUE - HARNEY TO GLENWOOD*****906 *00-000***00000*TBdvar**703*****0****									
Pre Eng	0	0	0	0	0	0	50,000	50,000	
Total	0	0	0	0	0	0	50,000	50,000	
**78 AIRPORT WAY - THREE STRUCTURES - 158th AVE TO 181ST AVE(3/5)*****918 *84-022c**03384*FAU9964*726*****0****									
Constr	1,850,937	39,063	0	0	0	0	0	1,890,000	
Total	1,850,937	39,063	0	0	0	0	0	1,890,000	
**79 AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE to 181ST AVE(4/5)*****920 *84-022d**05598*FAU9964*726*****0****									
Constr	0	0	722,000	0	0	0	0	722,000	11/91
Total	0	0	722,000	0	0	0	0	722,000	
Total City of Portland									
	89,968,019	12,068,782	11,250,946	0	0	0	-8,747,165	104,540,582	

Metropolitan Service District  
Transportation Improvement Program  
Federal-Aid Interstate Transfer Projects  
Obligations Through 06/30/91

rpte4.r  
8/29/91  
page 6

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
<b>Multnomah County</b>								
<b>**80 Finalized Vouchered Projects*****0 0000000*00000*****CLOSED</b>								
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
<b>**81 242ND AVENUE - 23RD STREET TO DIVISION STREET (GRESHAM)*****138 *85-053***03687*FAU9877*726*****0****</b>								
Pre Eng	89,394	0	0	0	0	0	0	89,394 6/92
Constr	554,361	0	0	0	0	0	0	554,361 6/92
Reserve	0	0	0	0	0	0	0	0
Total	643,755	0	0	0	0	0	0	643,755
<b>**82 257TH AVE IMPROVEMENT &amp; EXTENSION - COLUMBIA HWY TO STARK ST*****139 *80-048***00546*FAU9883*726*****0****</b>								
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	2,323,237	0	0	0	0	0	0	2,323,237
Reserve	0	0	0	0	0	50,000	50,000	50,000
Total	3,272,030	0	0	0	0	50,000	50,000	3,322,030
<b>**83 221ST/223RD - POWELL BLVD TO FARISS RD - UNITS 1 &amp; 2*****205 *77-078***01688*FAU9867*726*****0****</b>								
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	0	27,637	27,637	27,637
Total	3,320,444	0	0	0	0	27,637	27,637	3,348,081
<b>**84 221ST AVENUE - POWELL THROUGH JOHNSON CREEK BRIDGE - (1 &amp; 2)*****214 *78-012***00590*FAU9867*726*****0****</b>								
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	0	40,457	40,457	40,457
Total	2,798,792	0	0	0	0	40,457	40,457	2,839,249
<b>**85 SANDY BLVD CORRIDOR - 99TH AVE TO 162ND AVE*****244 *78-049***00118*FAU9966*59*****11****</b>								
Pre Eng	77,415	0	0	0	0	0	0	77,415
Rt-of-Way	12,046	0	0	0	0	0	0	12,046
Constr	471,623	0	0	0	0	0	0	471,623
Total	561,084	0	0	0	0	0	0	561,084
<b>**86 MT HOOD AT BIRDSDALE ( POWELL/ 190TH INTERSECTION IMPROVEMENT)*****293 *77-064***00366*FAP24***26*****10****</b>								
Pre Eng	361,918	0	0	0	0	-3,248	358,670	358,670
Rt-of-Way	571,693	0	0	0	0	-3,043	568,650	568,650
Constr	1,404,287	0	0	0	0	30,540	1,434,827	1,434,827
Reserve	0	0	0	0	0	0	0	0
Total	2,337,898	0	0	0	0	24,249	2,362,147	2,362,147
<b>**87 BURNSIDE ST - STARK TO 223RD AVE (BANFIELD FUNDED: STARK TO 199TH)*****294 *76-034***00132*FAU9822*726*****0****</b>								
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	0	65,269	65,269	65,269
Total	1,977,100	0	0	0	0	65,269	65,269	2,042,369
<b>**88 US30B - NE PORTLAND HWY AT NE 158TH - SIGNAL/CHANNELIZE*****404 *78-049C**02091*FAU9966*123*****0****</b>								
Constr	66,631	0	0	0	0	0	0	66,631
Total	66,631	0	0	0	0	0	0	66,631
<b>**89 HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT (#2757C)*****506 *84-097***02914*FAU9366*726*****0****</b>								
Constr	0	2,000,000	0	0	0	0	0	2,000,000 9/91
Total	0	2,000,000	0	0	0	0	0	2,000,000
<b>**90 NORTH MAIN RECONSTRUCTION (GRESHAM) - DIVISION TO POWELL*****541 *88-014***04863*FAU9879*726*****0****</b>								
Constr	47,097	0	0	0	0	0	0	47,097
Total	47,097	0	0	0	0	0	0	47,097
<b>**91 SCHOLLS/SKYLINE IMPROVEMENTS - CANYON CT TO RAAB RD (I)*****831 *84-014c**02586*FAU9235*726*****0****</b>								
Pre Eng	54,272	0	0	0	0	0	0	54,272
Total	54,272	0	0	0	0	0	0	54,272
<b>**92 SE STARK STREET - 242ND AVENUE TO 257TH AVENUE*****837 *10206***02036*FAU9810*726*****0****</b>								
Pre Eng	16,594	0	0	0	0	25,906	42,500	42,500
Constr	1,316,520	0	0	0	0	0	0	1,316,520
Total	1,333,114	0	0	0	0	25,906	1,359,020	1,359,020
<b>**93 SE STARK STREET - 221ST AVENUE TO 242ND AVENUE*****844 *85-054***03686*FAU9810*726*****0****</b>								
Pre Eng	132,855	0	0	0	0	0	0	132,855
Rt-of-Way	263,500	0	0	0	0	0	0	263,500
Constr	1,366,740	0	0	0	0	0	0	1,366,740
Reserve	0	0	0	0	0	127,704	127,704	127,704
Total	1,763,095	0	0	0	0	127,704	127,704	1,890,799

Metropolitan Service District  
 Transportation Improvement Program  
 Federal-Aid Interstate Transfer Projects  
 Obligations Through 06/30/91

rpte4.r  
 08/29/91  
 Page 7

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized	
Multnomah County (Continued)									
**94 I-84 - 223RD CONNECTOR(207TH)*****864 *89-025***05149*FAU9867*726*****0****									
Pre Eng	0	0	0	0	0	0	0	0	
Constr	0	0	0	2,006,207	0	0	0	2,006,207	9/93
Reserve	0	0	631,374	0	0	0	0	631,374	9/93
Total	0	0	631,374	2,006,207	0	0	0	2,637,581	
Total Multnomah County									
	24,198,902	2,000,000	631,374	2,006,207	0	0	361,222	29,197,705	

Metropolitan Service District  
Transportation Improvement Program  
Federal-Aid Interstate Transfer Projects  
Obligations Through 06/30/91

rp4e4.r  
08/29/91  
Page 8

Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
Clackamas County							
**95 Finald Vouchered Projects*****0 0000000*00000*****							
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
**96 LOWER BOONES FERRY RD - MADRONA TO SW JEAN*****68 *80-104***00677*FAU9473*703*****0****							
Rt-of-Way 616,984	0	0	0	0	0	0	616,984
Constr 456,129	0	0	0	0	0	0	456,129
Total 1,073,113	0	0	0	0	0	0	1,073,113
**97 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	0	43,732	165,682 *
Constr 338,292	0	0	0	0	0	0	338,292
Total 484,317	0	0	0	0	0	43,732	528,049
**98 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	0	90,271	90,271
Total 8,360,662	-71,745	0	0	0	0	90,271	8,379,188
**99 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 16,396,748	0	0	0	0	0	0	16,396,748
Total 22,641,537	0	0	0	0	0	0	22,641,537
*100 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 886,093	0	0	0	0	0	0	886,093
Reserve 0	0	0	0	0	0	400,000	400,000
Total 1,710,477	0	0	0	0	0	400,000	2,110,477
*101 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	0	29,650	29,650
Total 872,360	0	0	0	0	0	29,650	902,010
*102 OATFIELD ROAD AT JENNINGS AVENUE INTERSECTION IMPROVEMENT*****438 *78-116***01182*FAU9665*703*****0****							
Pre Eng 78,607	0	0	0	0	0	0	78,607
Constr 29,214	0	0	0	0	0	0	29,214
Total 107,821	0	0	0	0	0	0	107,821
*103 KING RD AND 42ND(PORTION) - 44TH TO 42ND/MONROE SE OF 42ND*****500 *85-055***03626*FAU9714*703*****0****							
Pre Eng 33,407	16,593	0	0	0	0	0	50,000
Constr 189,813	0	0	0	0	0	0	189,813
Total 223,220	16,593	0	0	0	0	0	239,813
*104 RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I*****553 *10037***00705*FAU9702*ns*****0****							
Pre Eng 307,546	0	0	0	0	0	0	307,546
Rt-of-Way 151,300	0	0	0	0	0	0	151,300
Constr 1,303,878	0	0	0	0	0	0	1,303,878
Total 1,762,724	0	0	0	0	0	0	1,762,724
*105 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 2,531,001	262,567	0	0	0	0	0	2,793,568
Total 4,142,600	262,567	0	0	0	0	0	4,405,167
*106 THIESSEN/JENNINGS CORRIDOR - OATFIELD RD TO JOHNSON RD(REVISED)*****581 *10052***02024*FAU9698*703*****0****							
Pre Eng 164,517	0	0	0	0	0	0	164,517
Total 164,517	0	0	0	0	0	0	164,517
*107 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	0	676	676
Total 1,064,036	0	0	0	0	0	676	1,064,712

Metropolitan Service District  
Transportation Improvement Program  
Federal-Aid Interstate Transfer Projects  
Obligations Through 06/30/91

rpte4.r  
08/29/91  
page 9

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
Clackamas County (Continued)								
*108 RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION*****769 *86-083***04180*FAU9736*703*****0****								
Pre Eng	24,990	0	338,242	0	0	0	0	363,232
Rt-of-Way	0	0	0	0	0	0	0	0
Total	24,990	0	338,242	0	0	0	0	363,232
*109 SUNNYSIDE ROAD - STEVENS TO 122ND - UNIT II*****838 *77-147***00385*FAU9718*703*****0****								
Pre Eng	124,611	0	0	0	0	0	0	124,611
Rt-of-Way	212,189	0	0	0	0	0	0	212,189 *
Constr	1,182,225	0	0	0	0	0	0	1,182,225
Reserve	0	0	0	0	0	0	244,076	244,076
Total	1,519,025	0	0	0	0	0	244,076	1,763,101
*110 HUBBARD ROAD EXTENSION TO CLACKAMAS HIGHWAY*****839 *10236***02140*FAU9739*703*****0****								
Pre Eng	48,835	0	0	0	0	0	0	48,835
Constr	315,486	0	0	0	0	0	0	315,486
Total	364,321	0	0	0	0	0	0	364,321
*111 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	0	7,082	7,082
Total	321,482	0	0	0	0	0	7,082	328,564
*112 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
Rt-of-Way	0	0	0	0	0	0	0	0
Constr	0	0	354,214	0	0	0	0	354,214
Total	140,046	0	354,214	0	0	0	0	494,260
*113 JOHNSON CREEK BLVD - 32ND AVENUE TO 45TH AVENUE*****902 *00-000*****FAU9704*703*****0****								
Pre Eng	0	0	0	0	0	0	100,000	100,000
Constr	0	0	0	0	0	0	900,000	900,000
Total	0	0	0	0	0	0	1,000,000	1,000,000
*114 HARRISON STREET - HIGHWAY 224 TO 32ND AVENUE*****904 *00-000***00000*FAU9714*703*****0****								
Pre Eng	0	0	0	0	0	0	50,000	50,000
Total	0	0	0	0	0	0	50,000	50,000
*115 JOHNSON CREEK BLVD - LINWOOD AVENUE TO 82ND AVENUE*****905 *00-000***00000*FAU9704*703*****0****								
Pre Eng	0	50,000	0	0	0	0	0	50,000
Total	0	50,000	0	0	0	0	0	50,000
Total Clackamas County	49,474,620	257,415	692,456	0	0	0	1,865,487	52,289,978

n1

7/92  
7/93



rpte4.r  
08/29/91  
Page 10

Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
Washington County							
*116 Finalaed 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	13,056,943	0	0	0	0	0	13,056,943
Reserve	0	0	0	0	0	0	0
Total	13,598,737	0	0	0	0	0	13,598,737
*117 ALLEN BLVD RECONSTRUCTION - MURRAY BLVD TO HWY217*****93 *80-085***00306*FAU9088*ns*****0****							
Pre Eng	94,911	0	0	0	0	0	94,911
Rt-of-Way	1,512,382	0	0	0	0	0	1,512,382
Constr	1,678,030	0	0	0	0	0	1,678,030
Total	3,285,323	0	0	0	0	0	3,285,323
*118 SW BARNES ROAD - HIGHWAY 217 TO SW 84TH - PHASE I*****95 *77-070***00469*FAU9326*734*****0****							
Pre Eng	62,186	0	0	0	0	0	62,186
Rt-of-Way	143,720	0	0	0	0	0	143,720
Constr	843,437	0	0	0	0	0	843,437
Total	1,049,343	0	0	0	0	0	1,049,343
*119 SW JENKINS/158TH - MURRAY BLVD TO SUNSET HIGHWAY*****97 *77-046***00850*FAU9030*ns*****0****							
Constr	1,764,919	0	0	0	0	0	1,764,919
Total	1,764,919	0	0	0	0	0	1,764,919
*120 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	6,944,864	0	0	0	0	0	6,944,864
Reserve	0	0	0	0	0	0	0
Total	9,386,457	0	0	0	0	0	9,386,457
*121 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	0	26,007	185,300 *
Constr	2,665,471	0	0	0	0	0	2,665,471 *
Reserve	0	0	0	0	0	0	0
Total	2,980,709	0	0	0	0	26,007	3,006,716
*122 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	970,866	0	0	0	0	0	970,866
Total	2,148,765	0	0	0	0	0	2,148,765
*123 HWY 217/72ND AVE INTCHG - PE & CONSTRUCTION - #2*****208 *80-079***01678*FAP79***144*****7****							
Pre Eng	286,778	0	0	0	0	0	286,778
Rt-of-Way	233,750	0	0	0	0	0	233,750
Constr	948,734	0	0	0	0	0	948,734
Total	1,469,262	0	0	0	0	0	1,469,262
*124 FARMINGTON RD CORRIDOR( OR208) TSM - 185TH AVE TO LOMBARD AVE*****236 *78-057***01570*FAU9064*142*****8****							
Pre Eng	80,917	0	0	0	0	0	80,917
Constr	151,337	0	0	0	0	0	151,337
Total	232,254	0	0	0	0	0	232,254
*125 HALL / MCDONALD INTERSECTION IMPROVEMENTS*****396 *85-024***03719*FAU9091*141*****6****							
Constr	31,713	0	0	0	0	0	31,713
Total	31,713	0	0	0	0	0	31,713
*126 OR99W - PACIFIC HIGHWAY WEST AT CANTERBURY LANE*****469 *85-006***02933*FAPvar**1W*****10****							
Constr	31,126	0	0	0	0	0	31,126
Total	31,126	0	0	0	0	0	31,126
*127 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	2,409,353	0	0	0	0	0	2,409,353
Total	2,813,996	0	0	0	0	0	2,813,996
*128 MURRAY BLVD - JENKINS ROAD TO SUNSET HIGHWAY*****586 *10059****00549*FAU9067*734*****0****							
Pre Eng	662,431	0	0	0	0	0	662,431
Rt-of-Way	1,865,000	0	0	0	0	0	1,865,000
Constr	4,763,033	0	0	0	0	0	4,763,033
Total	7,290,464	0	0	0	0	0	7,290,464
129 GREENBURG ROAD AT TIEDEMAN AVENUE - SIGNAL*****725 *86-037***04115*FAU9207*734*****1****							
Pre Eng	11,349	0	0	0	0	0	11,349
Constr	25,380	0	0	0	0	0	25,380
Total	36,729	0	0	0	0	0	36,729

Metropolitan Service District  
Transportation Improvement Program  
Federal-Aid Interstate Transfer Projects  
Obligations Through 06/30/91

rpte4.r  
08/29/91  
Page 11

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
Washington County (Continued)								
*130 NW 185TH - ROCK CREEK BLVD TO TV HIGHWAY*****752 *10128***01304*FAU9043*734*****0****								
Pre Eng	818,445	0	0	0	0	0	0	818,445
Rt-of-Way	2,953,750	0	0	0	0	0	0	2,953,750
Constr	4,736,218	0	0	0	0	0	0	4,736,218
Total	8,508,413	0	0	0	0	0	0	8,508,413
*131 ORS TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO*****828 *79-85a***00691*FAP32***29*****11****								
Rt-of-Way	1,195,100	0	0	0	0	0	0	1,195,100
Constr	0	0	0	0	0	0	0	0
Total	1,195,100	0	0	0	0	0	0	1,195,100
*132 SCHOLLS FERRY ROAD / HALL BOULEVARD INTERSECTION*****829 *85-010***02353*FAU9234*143*****9****								
Pre Eng	131,632	0	0	0	0	0	0	131,632
Rt-of-Way	314,660	0	0	0	0	0	0	314,660
Constr	650,865	0	0	0	0	0	0	650,865
Total	1,097,157	0	0	0	0	0	0	1,097,157
*133 HALL BOULEVARD - ALLEN TO GREENWAY*****830 *10237***02354*FAU9091*734*****1****								
Pre Eng	127,500	0	0	0	0	0	0	127,500
Rt-of-Way	633,250	0	0	0	0	0	0	633,250
Total	760,750	0	0	0	0	0	0	760,750
*134 WASHINGTON COUNTY RESERVE*****836 *00-000***00000*VARvar**na*****0****								
Reserve	0	0	0	0	0	0	259,349	259,349
Total	0	0	0	0	0	0	259,349	259,349
*135 CORNELIUS PASS ROAD - SUNSET HIGHWAY TO CORNELL ROAD*****867 *89-029***05183*FAU9053*734*****0****								
Constr	75,000	0	0	0	0	0	0	75,000
Total	75,000	0	0	0	0	0	0	75,000
*136 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK*****875 *86-077***03290*FAU9234*143*****7****								
Constr	814,937	203	0	0	0	0	0	815,140
Total	814,937	203	0	0	0	0	0	815,140
Total Washington County								
	58,571,154	203	0	0	0	0	285,356	58,856,713

Metropolitan Service District  
 Transportation Improvement Program  
 Federal-Aid Interstate Transfer Projects  
 Obligations Through 06/30/91

rpte4.r  
 08/29/91  
 age 12

Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
-----------	------	------	------	------	------	-----------	------------

---

Category I

*137 I-205 BUSLANES WITHDRAWAL RESERVE (T)*****907 *86-103***01227*TRA205**64*****18****							
Reserve	0	0	0	0	0	15,856,283	15,856,283
Pre AA	0	0	510,000	0	0	0	510,000
Total	0	0	510,000	0	0	15,856,283	16,366,283
Total Category I	0	0	510,000	0	0	15,856,283	16,366,283

Metropolitan Service District  
 Transportation Improvement Program  
 Federal-Aid Interstate Transfer Projects  
 Obligations Through 06/30/91

rp4e4.r  
 08/29/91  
 Page 13

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
Report Total	460,719,010	26,153,792	16,530,343	2,006,207	1,050,000	0	11,291,135	517,750,487
Report Total Less I-205 Withdrawal Funding	460,719,010	26,153,792	16,020,343	2,006,207	1,050,000	0	-4,565,148	501,384,204

**Federal-Aid Urban Programs**

Metropolitan Service District  
Transportation Improvement Program  
Federal-Aid Urban Projects  
Obligations Through 06/30/91

rptfau.r  
08/29/91  
Page 1

Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
City of Portland FAU System							
***1 Finald 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
Reserve	0	0	0	0	0	214,701	214,701
Pending	0	0	0	0	0	0	0
Total	8,700,612	0	0	0	0	214,701	8,915,313
***2 Completed Projects not Vouchered*****1 0000000*00000*****							
Pre Eng	798,890	0	0	0	0	0	798,890
Constr	2,228,730	0	0	0	0	0	2,228,730
Reserve	0	0	0	0	0	0	0
Total	3,027,620	0	0	0	0	0	3,027,620
***3 CITY OF PORTLAND FAU CONTINGENCY*****44 *00-000***00000*VARvar**726*****0****							
Reserve	0	0	0	0	0	928,908	928,908
Total	0	0	0	0	0	928,908	928,908
***4 WILLAMETTE GREENWAY TRAIL PROGRAM*****375 *10018***00240*VARvar**726*****0****							
Pre Eng	61,500	0	0	0	0	0	61,500
Constr	0	0	330,000	0	0	0	330,000 oh
Total	61,500	0	330,000	0	0	0	391,500
***5 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE(5/5)*****861 *84-022e**05002*FAU9964*726*****0****							
Reserve	0	439,272	0	0	0	0	439,272 10/91
Total	0	439,272	0	0	0	0	439,272
***6 NW 9TH AVENUE IMPROVEMENTS - GLISAN TO FRONT*****868 *89-020***05123*FAU9983*726*****0****							
Constr	372,304	0	7,696	0	0	0	380,000
Total	372,304	0	7,696	0	0	0	380,000
***7 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS - OLESAN RD TO BARBUR BLVD*****869 *89-022***05127*FAU9404*726*****0****							
Pre Eng	25,906	0	79,694	0	0	0	105,600
Rt-of-Way	3,965	0	0	0	0	0	3,965
Constr	695,099	0	63,777	0	0	0	758,876 *7/91
Total	724,970	0	143,471	0	0	0	868,441
***8 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS - 9TH AVE TO 82ND AVE*****870 *89-021***05126*FAU9822*726*****0****							
Pre Eng	18,284	0	104,916	0	0	0	123,200
Rt-of-Way	116,671	0	369	0	0	0	117,040 nl
Constr	0	0	325,600	0	0	0	325,600 nl
Total	134,955	0	430,885	0	0	0	565,840
***9 INTERSECTION IMPROVEMENT PROGRAM*****871 *89-023***05125*VARvar**726*****0****							
Pre Eng	11,059	0	0	0	0	0	11,059
Constr	0	105,000	0	0	0	0	105,000 10/91
Total	11,059	105,000	0	0	0	0	116,059
***10 CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM*****872 *89-028***05200*VARvar**726*****0****							
Pre Eng	38,552	0	0	0	0	0	38,552
Constr	0	0	309,448	0	0	0	309,448 2/92
Total	38,552	0	309,448	0	0	0	348,000
***11 DOWNTOWN MALL REHABILITATION PROGRAM*****873 *89-032***05384*FAU9341*726*****0****							
Pre Eng	0	0	100,000	0	0	0	100,000
Constr	0	0	700,000	0	0	0	700,000 nl
Total	0	0	800,000	0	0	0	800,000
***12 HOLLADAY AVE - UNION AVE TO NE 9TH AVE ( GREELEY - BANFIELD)*****890 *84-024d**04958*FAU9903*726*****0****							
Constr	0	0	89,320	0	0	0	89,320 nl
Total	0	0	89,320	0	0	0	89,320
***13 DEVELOPMENT RESERVE*****919 *00-000***00000*FAUvar**726*****0****							
Reserve	0	0	0	0	0	856,013	856,013
Total	0	0	0	0	0	856,013	856,013
***14 FY 90-91 ROAD REHABILITATION PROGRAM*****930 *89-033a**05650*FAUvar**726*****0****							
Pre Eng	26,148	0	27,092	0	0	0	53,240 *nl
Constr	617,693	0	35,507	0	0	265,080	918,280 *nl
Total	643,841	0	62,599	0	0	265,080	971,520
***15 INTERSECTION SAFETY PROGRAM*****931 *00-000***00000*FAUvar**726*****0****							
Pre Eng	0	16,700	0	0	0	0	16,700
Constr	0	0	163,700	0	0	0	163,700 nl
Total	0	16,700	163,700	0	0	0	180,400

Metropolitan Service District  
Transportation Improvement Program  
Federal-Aid Urban Projects  
Obligations Through 06/30/91

rptfaur  
08/29/91  
Page 2

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized	
City of Portland FAU System (Continued)									
**16 SIGNAL SAFETY IMPROVEMENTS*****932 *91-008***00000*FAUvar**726*****0****									
Pre Eng	0	14,000	0	0	0	0	0	14,000	
Constr	0	0	136,480	0	0	0	0	136,480	nl
Total	0	14,000	136,480	0	0	0	0	150,480	
**17 NW 13TH AVENUE INTERSECTIONS IMPROVEMENT*****933 *00-000***00000*FAUvar**726*****0****									
Constr	0	0	150,000	0	0	0	0	150,000	nl
Total	0	0	150,000	0	0	0	0	150,000	
Total City of Portland FAU System									
	13,715,413	574,972	2,293,599	330,000	0	0	2,264,702	19,178,686	

Metropolitan Service District  
Transportation Improvement Program  
Federal-Aid Urban Projects  
Obligations Through 06/30/91

rptfau.r  
08/29/91  
Page 3

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
<b>Multnomah County FAU System</b>								
<b>**18 Finaled Vouchered Projects*****0 0000000*00000*****CLOSED</b>								
Pre Eng	91,437	0	0	0	0	0	0	91,437
Constr	917,181	0	0	0	0	0	0	917,181
Reserve	0	0	0	0	0	0	0	0
Total	1,008,618	0	0	0	0	0	0	1,008,618
<b>**19 Completed Projects not Vouchered*****1 0000000*00000*****</b>								
Pre Eng	225,005	0	0	0	0	0	0	225,005
Rt-of-Way	9,201	0	0	0	0	0	0	9,201
Constr	169,000	0	0	0	0	0	0	169,000
Total	403,206	0	0	0	0	0	0	403,206
<b>**20 HAWTHORNE BRIDGE EAST APPROACH RAMP REPLACEMENT (#2757C)*****506 *84-097***02914*FAU9366*726*****0****</b>								
Pre Eng	97,250	0	0	0	0	0	0	97,250
Constr	0	2,056,437	0	0	0	0	0	2,056,437 9/91
Total	97,250	2,056,437	0	0	0	0	0	2,153,687
<b>**21 NORTH MAIN RECONSTRUCTION (GRESHAM) - DIVISION TO POWELL*****541 *88-014***04863*FAU9879*726*****0****</b>								
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	11,587	11,587
Total	472,413	0	0	0	0	0	11,587	484,000
<b>Total Multnomah County FAU System</b>								
	1,981,487	2,056,437	0	0	0	0	11,587	4,049,511



Metropolitan Service District  
Transportation Improvement Program  
Federal-Aid Urban Projects  
Obligations Through 06/30/91

rptfau.r  
08/29/91  
Page 4

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized	
<b>Clackamas County FAU System</b>									
<b>**22 Finald Vouchered Projects*****0 0000000*00000*****CLOSED</b>									
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	
<b>**23 Completed Projects not Vouchered*****1 0000000*00000*****</b>									
Pre Eng	73,546	0	0	0	0	0	0	73,546	
Constr	144,751	0	0	0	0	0	0	144,751	
Total	218,297	0	0	0	0	0	0	218,297	
<b>**24 LOWER BOONES FERRY RD - MADRONA TO SW JEAN*****68 *80-104***00677*FAU9473*703*****0****</b>									
Pre Eng	207,290	142,710	0	0	0	0	0	350,000	
Rt-of-Way	0	550,000	0	0	0	0	0	550,000	5/92
Constr	659,470	0	1,216,609	0	0	0	0	1,876,079	2/92
Total	866,760	692,710	1,216,609	0	0	0	0	2,776,079	
<b>**25 HARMONY ROAD - LAKE ROAD TO 82ND DRIVE*****79 *10051B***05017*FAU9702*703*****0****</b>									
Pre Eng	36,992	0	0	0	0	0	0	36,992	
Reserve	0	0	0	0	0	0	0	0	
Total	36,992	0	0	0	0	0	0	36,992	
<b>**26 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE*****578 *10051B***00500*FAU9653*703*****0****</b>									
Rt-of-Way	162,581	86,993	0	0	0	0	0	249,574	
Constr	631,383	0	0	0	0	0	0	631,383	
Total	793,964	86,993	0	0	0	0	0	880,957	
<b>**27 BEAVERCREEK RD EXT(RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE*****855 *10249***02375*FAU9742*703*****0****</b>									
Constr	0	0	172,930	0	0	0	0	172,930	7/93
Total	0	0	172,930	0	0	0	0	172,930	
<b>**28 SUNNYBROOK SPLIT DIAMOND PE*****865 *86-082***03346*FAU9736*64*****14****</b>									
Pre Eng	0	0	210,249	0	0	0	0	210,249	
Total	0	0	210,249	0	0	0	0	210,249	
<b>**29 MCLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD*****892 *00-000***00000*FAP26***1E*****6****</b>									
Pre Eng	0	0	100,000	0	0	0	0	100,000	n1
Reserve	0	0	0	0	0	0	833,000	833,000	n1
Total	0	0	100,000	0	0	0	833,000	933,000	
<b>Total Clackamas County FAU System</b>									
	4,688,411	779,703	1,699,788	0	0	0	833,000	8,000,902	

Metropolitan Service District  
 Transportation Improvement Program  
 Federal-Aid Urban Projects  
 Obligations Through 06/30/91

rptfau.r  
 08/29/91  
 Page 5

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
Washington County FAU System								
**30 Finalized Vouchered Projects*****0 0000000*00000*****								
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
**31 Completed Projects not Vouchered*****1 0000000*00000*****								
Pre Eng	507,907	0	0	0	0	0	0	507,907
Rt-of-Way	2,525	0	0	0	0	0	0	2,525
Constr	1,742,762	0	0	0	0	0	0	1,742,762
Total	2,253,194	0	0	0	0	0	0	2,253,194
**32 CORNELL ROAD RECONSTRUCTION - E MAIN TO ELAM YOUNG PARKWAY*****132 *80-038***00139*FAU9022*734*****0****								
Constr	258,367	0	0	0	0	0	0	258,367 *
Reserve	0	0	0	0	0	0	0	0
Total	258,367	0	0	0	0	0	0	258,367
**33 WASHINGTON COUNTY RESERVE*****836 *00-000***00000*VARvar**na*****0****								
Reserve	0	0	0	0	0	0	67,392	67,392
Total	0	0	0	0	0	0	67,392	67,392
Total Washington County FAU System								
	4,185,259	0	0	0	0	0	67,392	4,252,651

Metropolitan Service District  
Transportation Improvement Program  
Federal-Aid Urban Projects  
Obligations Through 06/30/91

rptfau.r  
08/29/91  
Page 6

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
Tri-Met FAU System								
**34 Finald 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
**35 TRI-MET RIDESHARE PROGRAM*****102 *80-043**00000*VARvar**na*****0****								
Operating	758,740	79,287	53,178	0	0	0	0	891,205
Total	758,740	79,287	53,178	0	0	0	0	891,205
**36 LIGHT RAIL VEHICLE PURCHASE (T)*****695 *00-000**00000*OR*var**na*****0****								
Non-Hwy Cp	850,000	0	0	0	0	0	0	850,000
Total	850,000	0	0	0	0	0	0	850,000
Total Tri-Met FAU System	2,845,882	79,287	53,178	0	0	0	0	2,978,347

Metropolitan Service District  
Transportation Improvement Program  
Federal-Aid Urban Projects  
Obligations Through 06/30/91

rptfau.r  
08/29/91  
Page 7

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
<b>Highway Division FAU System</b>								
<b>**37 Finaled Vouchered Projects*****0 0000000*00000*****CLOSED</b>								
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
<b>**38 STATE STREET CORRIDOR ( OR43) - TERWILLIGER TO LADD*****133 *77-068***00359*FAU9565*3*****6****</b>								
Constr	0	0	0	0	0	0	22,000	22,000
Total	0	0	0	0	0	0	22,000	22,000
<b>**39 OR210 - SCHOLLS HWY AT 135TH AVE - SIGNAL/REALIGNMENT*****390 *80-112***00046*FAU9234*143*****7****</b>								
Constr	81,435	28,451	0	0	0	0	0	109,886
Total	81,435	28,451	0	0	0	0	0	109,886
<b>**40 US26 - MT HOOD HWY AT PALMQUIST/ORIENT RD - GRADE/PAVE/SIGNAL*****397 *10234***01470*FAP9873*26*****14****</b>								
Constr	358	11,470	0	0	0	0	0	11,828
Total	358	11,470	0	0	0	0	0	11,828
<b>**41 HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING*****853 *10252***00976*FAU9565*3*****11****</b>								
Constr	77,413	0	0	0	0	0	1,353	78,766
Total	77,413	0	0	0	0	0	1,353	78,766
<b>**42 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK*****875 *86-077***03290*FAU9234*143*****7****</b>								
Constr	2,393,794	203	0	0	0	0	0	2,393,997
Total	2,393,794	203	0	0	0	0	0	2,393,997
<b>Total Highway Division FAU System</b>								
	3,687,094	40,124	0	0	0	0	23,353	3,750,571

Metropolitan Service District  
Transportation Improvement Program  
Federal-Aid Urban Projects  
Obligations Through 06/30/91

rptfau.r  
08/29/91  
Page 8

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
-----								
Metro Region and FAU Reserve								
**43 Finalized Vouchered Projects*****0 0000000*00000*****CLOSED								
Pre Eng	463,280	0	0	0	0	0	0	463,280
Rt-of-Way	318,162	0	0	0	0	0	0	318,162
Constr	1,147,655	0	0	0	0	0	0	1,147,655
Pending	0	0	0	0	0	0	0	0
Total	1,929,097	0	0	0	0	0	0	1,929,097
**44 UNALLOCATED FEDERAL-AID URBAN FUNDS*****114 *00-000***00000*VARvar**na*****0***								
Reserve	0	0	0	0	0	0	178,685	178,685
Total	0	0	0	0	0	0	178,685	178,685
Total Metro Region and FAU Reserve	1,929,097	0	0	0	0	0	178,685	2,107,782

Metropolitan Service District  
 Transportation Improvement Program  
 Federal-Aid Urban Projects  
 Obligations Through 06/30/91

rptfau.r  
 08/29/91  
 Page 9

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
Metro Region Total								
19,317,230	2,955,551	1,752,966	0	0	0	1,114,017	25,139,764	
Report Total								
33,032,643	3,530,523	4,046,565	330,000	0	0	3,378,719	44,318,450	

**Urban Mass Transportation Administration Programs**

Metropolitan Service District  
Transportation Improvement Program  
Urban Mass Transportation Administration Projects

rptumt.r

08/29/91

Page 1

	Obligated	Anticipated	1992	1993	1994	1995	Post 1995	Authorized
Urban Mass Transportation Administration-Sect 3								
***1 Finald Vouchered Projects*****						0 0000000*00000*****		CLOSED
Constr	370,978	0	0	0	0	0	0	370,978
Non-Hwy Cp	30,248,883	0	0	0	0	0	0	30,248,883
Other	144,398	0	0	0	0	0	0	144,398
Total	30,764,259	0	0	0	0	0	0	30,764,259
***2 BUS PURCHASES*****						154 *****var*****00000**OR**03-0038**		
Non-Hwy Cp	4,188,618	7,500,000	0	2,500,000	0	0	0	14,188,618
Supt Serv	11,382	0	0	0	0	0	0	11,382
Total	4,200,000	7,500,000	0	2,500,000	0	0	0	14,200,000
***3 BANFIELD RETROFIT - OPERATIONS CONTROL*****						215 *****var*****00000**OR**03-0038**		
Non-Hwy Cp	0	0	0	3,100,000	2,600,000	0	0	5,700,000
Total	0	0	0	3,100,000	2,600,000	0	0	5,700,000
***4 BANFIELD RETROFIT - DOUBLE TRACKING*****						217 *****var*****00000**OR**03-0000**		
Non-Hwy Cp	0	0	0	9,100,000	0	0	0	9,100,000
Total	0	0	0	9,100,000	0	0	0	9,100,000
***5 BANFIELD RETROFIT - RUBY JUNCTION EXPANSION*****						218 *****var*****00000**OR**03-0000**		
Non-Hwy Cp	0	0	0	4,100,000	0	0	0	4,100,000
Total	0	0	0	4,100,000	0	0	0	4,100,000
***6 CONVENTION CENTER AREA TRANSIT / HIGHWAY IMPROVEMENTS (T)*****						383 *****var*****00000**TRA**03-0037**		
Pre Eng	187,500	0	0	0	0	0	0	187,500
Rt-of-Way	280,575	0	0	0	0	0	0	280,575
Constr	1,885,593	- 0	0	0	0	0	0	1,885,593
Other	146,330	0	0	0	0	0	0	146,331
Total	2,499,999	0	0	0	0	0	0	2,499,999
***7 BANFIELD LRT CAPITAL GRANT - (FFA)*****						434 *****68*****00000**FAP**03-0025**		
Non-Hwy Cp	66,815,675	0	5,789,528	0	0	0	0	72,605,203
Total	66,815,675	0	5,789,528	0	0	0	0	72,605,203
***8 PROJECT BREAK-EVEN*****						895 *****var*****00000**OR**0000*****		
Other	0	13,500,000	0	0	0	0	0	13,500,000
Total	0	13,500,000	0	0	0	0	0	13,500,000
Total Urban Mass Transportation Administration-Sect 3								
	104,279,933	21,000,000	5,789,528	18,800,000	2,600,000	0	0	152,469,461



Metropolitan Service District  
Transportation Improvement Program  
Urban Mass Transportation Administration Projects

rptumt.r

08/29/91

Page 2

	Obligated	Anticipated	1992	1993	1994	1995	Post 1995	Authorized
Urban Mass Transportation Administration-Trade								
***9 DEVELOPMENT OF TIGARD TRANSIT CENTER*****131 *****var*****00000**OR**03-0027***								
Pre Eng 92,430	0	0	0	0	0	0	0	92,430
Rt-of-Way 423,527	0	0	0	0	0	0	0	423,527
Constr 520,701	0	0	0	0	0	0	0	520,701
Total 1,036,658	0	0	0	0	0	0	0	1,036,658
***10 MILWAUKIE TRANSIT STATION DEVELOPMENT*****144 *****var*****00000**OR**03-0027***								
Pre Eng 483	0	0	0	0	0	0	0	483
Constr 12,042	0	0	0	0	0	0	0	12,042
Total 12,525	0	0	0	0	0	0	0	12,525
***11 OREGON CITY TRANSIT STATION*****151 *****var*****00000**OR**03-0027***								
Pre Eng 125,242	0	0	0	0	0	0	0	125,242
Rt-of-Way 104,000	0	0	0	0	0	0	0	104,000
Constr 683,320	0	0	0	0	0	0	0	683,320
Total 912,562	0	0	0	0	0	0	0	912,562
***12 BUS PURCHASES*****154 *****var*****00000**OR**00-0000***								
Non-Hwy Cp 14,558,225	11,655,999	0	0	0	0	0	0	26,214,225
Supt Serv 50,182	0	0	0	0	0	0	0	50,182
Total 14,608,408	11,655,999	0	0	0	0	0	0	26,264,407
***13 PASSENGER SHELTERS*****380 *****00-000**00000**TRA*0000*****								
Non-Hwy Cp 0	0	400,000	0	0	0	0	0	400,000
Total 0	0	400,000	0	0	0	0	0	400,000
***14 TIGARD PARK-AND-RIDE*****435 *****var*****04821**FAI*03-0035***								
Pre Eng 0	36,000	0	0	0	0	0	0	36,000
Constr 0	232,000	0	0	0	0	0	0	232,000
Total 0	268,000	0	0	0	0	0	0	268,000
***15 PARK-AND-RIDE LOT ENGINEERING(3) - MILW/OC/TIG*****453 *****var*****0*****OR**03-0035***								
Pre Eng 283,292	-247,292	0	0	0	0	0	0	36,000
Total 283,292	-247,292	0	0	0	0	0	0	36,000
***16 TRANSIT TRANSFER PROJECT*****576 *****var*****0*****OR**03-0035***								
Pre Eng 205,183	60,000	0	0	0	0	0	0	265,183
Constr 789,245	400,000	0	0	0	0	0	0	1,189,245
Total 994,428	460,000	0	0	0	0	0	0	1,454,428
***17 WEST BURNSIDE / MORRISON TSM IMPROVEMENTS*****600 *****9326*****00000**FAU*03-0027***								
Pre Eng 10,200	0	0	0	0	0	0	0	10,200
Constr 68,040	0	0	0	0	0	0	0	68,040
Total 78,240	0	0	0	0	0	0	0	78,240
***18 ROUTE TERMINUS SITES*****685 *****var*****00000**OR**0000*****								
Non-Hwy Cp 0	0	0	0	0	0	0	0	0
Total 0	0	0	0	0	0	0	0	0
***19 NORTH TERMINAL FACILITY*****686 *****var*****0*****OR**03-0035***								
Pre Eng 36,000	44,000	0	0	0	0	0	0	80,000
Rt-of-Way 688,000	-208,000	0	0	0	0	0	0	480,000
Constr 316,000	244,000	0	0	0	0	0	0	560,000
Total 1,040,000	80,000	0	0	0	0	0	0	1,120,000
***20 BEAVERTON PARK-AND-RIDE STATION*****701 *****var*****00000**OR**03-0035***								
Pre Eng 99,200	0	0	0	0	0	0	0	99,200
Rt-of-Way 236,000	-75,729	0	0	0	0	0	0	160,271
Constr 500,800	-140,000	0	0	0	0	0	0	360,800
Total 836,000	-215,729	0	0	0	0	0	0	620,271
***21 SUNSET TRANSIT CENTER AND PARK-AND-RIDE STATION*****702 *****var*****00000**OR**03-0027***								
Pre Eng 320,435	0	0	0	0	0	0	0	320,435
Rt-of-Way 2,665,360	0	0	0	0	0	0	0	2,665,360
Constr 0	0	0	0	0	0	0	0	0
Supt Serv 0	0	0	0	0	0	0	0	0
Total 2,985,795	0	0	0	0	0	0	0	2,985,795
***22 WESTSIDE BUS GARAGE - PHASE III (MERLO ROAD)*****704 *****var*****00000**OR**03-0027***								
Pre Eng 70,710	0	0	0	0	0	0	0	70,710
Constr 434,386	-0	0	0	0	0	0	0	434,386
Total 505,097	-0	0	0	0	0	0	0	505,097

###  
####

###  
####

Metropolitan Service District  
Transportation Improvement Program  
Urban Mass Transportation Administration Projects

rptumt.r

08/29/91

Page 3

	Obligated	Anticipated	1992	1993	1994	1995	Post 1995	Authorized
Urban Mass Transportation Administration-Trade (Continued)								
**23 WASHINGTON COUNTY TRANSIT TSM IMPROVEMENTS*****705 *****var*****00000**OR**03-0027***								
Pre Eng	115,320	0	0	0	0	0	0	115,320
Rt-of-Way	256,000	0	0	0	0	0	0	256,000
Constr	833,223	0	0	0	0	0	0	833,223
Total	1,204,543	0	0	0	0	0	0	1,204,543
**24 WESTSIDE BUS GARAGE - PHASE II*****706 *****var*****00000**OR**03-0027***								
Constr	5,876,362	0	0	0	0	0	0	5,876,362
Non-Hwy Cp	473,909	0	0	0	0	0	0	473,909
Total	6,350,271	0	0	0	0	0	0	6,350,271
**25 SUPPORT SERVICE - RELOCATION & APPRAISAL COSTS / COST ALLOCATION*****707 *****var*****00000**OR**03-0027***								
Other	696,820	- 0	0	0	0	0	0	696,820
Total	696,820	- 0	0	0	0	0	0	696,820
**26 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
**27 HILLSBORO TRANSIT CENTER WITH PARK-AND-RIDE*****803 *****var*****00000**OR**03-0027***								
Pre Eng	203,295	0	0	0	0	0	0	203,295
Rt-of-Way	534,370	0	0	0	0	0	0	534,370
Constr	1,076,322	0	0	0	0	0	0	1,076,322
Total	1,813,987	0	0	0	0	0	0	1,813,988
**28 BEAVERTON TRANSIT CENTER*****806 *****var*****00000**OR**03-0035***								
Pre Eng	306,880	0	0	0	0	0	0	306,880
Rt-of-Way	827,634	0	0	0	0	0	0	827,634
Constr	2,160,000	-281,374	0	0	0	0	0	1,878,626
Total	3,294,514	-281,374	0	0	0	0	0	3,013,140
**29 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
**30 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
**31 TRANSIT MALL EXTENSION NORTH*****822 *****9341*****0*****FAU**03-0035***								
Pre Eng	352,000	466,800	0	0	0	0	0	818,800
Constr	0	0	5,155,600	0	0	0	0	5,155,600
Supt Serv	0	0	88,880	0	0	0	0	88,880
Total	352,000	466,800	5,244,480	0	0	0	0	6,063,280
**32 SECTION 3 TRADE CONTINGENCY*****825 *****var*****00000**OR**03-0027***								
Other	872,774	-686,005	0	0	0	0	0	186,769
Total	872,774	-686,005	0	0	0	0	0	186,769
**33 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
**34 GLISAN STREET BUS LANE*****851 *****9314*****00000**FAU**03-0035***								
Pre Eng	37,360	0	0	0	0	0	0	37,360
Constr	325,840	0	0	0	0	0	0	325,840
Total	363,200	0	0	0	0	0	0	363,200
**35 SPECIAL NEEDS TRANSPORTATION MINI-BUSES*****897 *****var*****00000**OR**0000*****								
Non-Hwy Cp	0	1,264,000	0	0	0	0	0	1,264,000
Total	0	1,264,000	0	0	0	0	0	1,264,000
**36 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 Urban Mass Transportation Administration-Trade								
	58,391,120	12,764,399	5,644,480	0	0	0	0	76,800,000

\*  
\*\*\*  
\*\*\*\*\*

Metropolitan Service District  
Transportation Improvement Program  
Urban Mass Transportation Administration Projects

rptumt.r

08/29/91

Page 4

	Obligated	Anticipated	1992	1993	1994	1995	Post 1995	Authorized
Urban Mass Transportation Administration-Sect 9								
**37 Finald Vouchered Projects*****0 0000000*00000*****								
Other	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
**38 METRO PLANNING*****126 *****var*****00000**VAR*0000*****								
Pre Eng	552,800	0	0	0	0	0	0	552,800
Total	552,800	0	0	0	0	0	0	552,800
**39 BUS DISPATCH CENTER REPLACEMENT*****219 *****var*****00000**OR*0000*****								
Non-Hwy Cp	0	0	0	0	5,200,000	0	0	5,200,000
Total	0	0	0	0	5,200,000	0	0	5,200,000
**40 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	69,396
Total	69,396	0	0	0	0	0	0	69,396
**41 BUS PURCHASE - STANDARDS(T)*****452 *****var*****00000**TRA*90-X019***								
Non-Hwy Cp	12,893,600	0	0	0	0	0	0	12,893,600
Total	12,893,600	0	0	0	0	0	0	12,893,600
**42 ARTICULATED BUS REPLACEMENTS*****455 *****var*****00000**OR*0000*****								
Non-Hwy Cp	0	0	0	14,560,000	0	0	0	14,560,000
Total	0	0	0	14,560,000	0	0	0	14,560,000
**43 BANFIELD LRT - VARIOUS SUPPORTING PROJECTS - (FFA)*****462 *****68*****00000**FAP*90-X008***								
Constr	7,096,000	0	0	0	0	0	0	7,096,000
Total	7,096,000	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	10,681
Total	10,681	0	0	0	0	0	0	10,681
**45 BANFIELD PARK-AND-RIDES*****675 *****84*****00000**FAI*var*****								
Other	0	0	0	0	800,000	0	0	800,000
Total	0	0	0	0	800,000	0	0	800,000
**46 ROUTE TERMINUS SITES*****685 *****var*****00000**OR**90-X019***								
Non-Hwy Cp	342,852	0	0	0	0	0	0	342,852
Total	342,852	0	0	0	0	0	0	342,852
**47 LIGHT RAIL VEHICLE PURCHASE (T)*****695 *****var*****00000**OR**90-X035***								
Non-Hwy Cp	16,011,872	0	0	0	0	0	0	16,011,872
Total	16,011,872	0	0	0	0	0	0	16,011,872
**48 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC*****776 *****var*****00000**OR*0000*****								
Non-Hwy Cp	11,155,344	0	0	0	0	0	0	11,155,344
Total	11,155,344	0	0	0	0	0	0	11,155,344
**49 SPECIAL NEEDS TRANSPORTATION(INCL SNT INFO SYSTEM)*****777 *****var*****00000**OR**90-X019***								
Non-Hwy Cp	2,200,690	0	0	0	0	0	0	2,200,690
Total	2,200,690	0	0	0	0	0	0	2,200,690
**50 MAINFRAME COMPUTER AND COMPUTER EQUIPMENT*****778 *****var*****00000**OR**90-X031***								
Non-Hwy Cp	747,840	0	0	0	0	0	0	747,840
Total	747,840	0	0	0	0	0	0	747,840
**51 TELECOMMUNICATION NETWORK SYSTEM AND EQUIPMENT*****780 *****var*****00000**OR**90-X005***								
Non-Hwy Cp	277,417	0	0	0	0	0	0	277,417
Total	277,417	0	0	0	0	0	0	277,417
**52 MANAGEMENT INFORMATION SYSTEMS*****781 *****var*****00000**OR**90-X005***								
Non-Hwy Cp	1,010,327	0	0	0	0	0	0	1,010,327
Total	1,010,327	0	0	0	0	0	0	1,010,327
**53 UNIFIED WORK PROGRAM*****782 *****var*****00000**OR**90-0003***								
Other	6,033,137	0	0	0	0	0	0	6,033,137
Total	6,033,137	0	0	0	0	0	0	6,033,137
**54 HILLSBORO ALTERNATIVES ANALYSIS/DEIS (UWP)*****783 *****var*****00000**OR*0000*****								
Pre Eng	0	0	0	1,100,000	0	0	0	1,100,000
Alt Anal	1,065,504	0	0	0	0	0	0	1,065,504
Total	1,065,504	0	0	1,100,000	0	0	0	2,165,504

#  
###  
####  
#####

Metropolitan Service District  
Transportation Improvement Program  
Urban Mass Transportation Administration Projects

rptunt.r

08/29/91

Page 5

	Obligated	Anticipated	1992	1993	1994	1995	Post 1995	Authorized
Urban Mass Transportation Administration-Sect 9 (Continued)								
**55 122ND AND BURNSIDE PARK-AND-RIDE*****785 *****9789*****00000**FAU*90-X005***								
Pre Eng	64,000	0	0	0	0	0	0	64,000
Rt-of-Way	1,304,846	0	0	0	0	0	0	1,304,846
Constr	631,630	0	0	0	0	0	0	631,630
Total	2,000,476	0	0	0	0	0	0	2,000,476
**56 WESTSIDE PE AND FEIS (UWP)*****786 *****var*****00000**OR**90-X035***								
Non-Hwy Cp	4,493,865	- 0	0	0	0	0	0	4,493,865
Total	4,493,865	- 0	0	0	0	0	0	4,493,865
**57 SECTION 9 CAPITAL RESERVE*****823 *****var*****00000**OR**0000*****								
Reserve	0	0	0	1,831,151	10,000,000	9,206,422	793,578	21,831,151
Total	0	0	0	1,831,151	10,000,000	9,206,422	793,578	21,831,151
**58 SECTION 9 OPERATING PROGRAM*****824 *****var*****00000**OR**0000*****								
Operating	36,927,834	0	4,841,744	0	0	0	0	41,769,578
Total	36,927,834	0	4,841,744	0	0	0	0	41,769,578
**59 LIGHT RAIL VEHICLES - AIR CONDITIONING RETROFIT*****896 *****var*****00000**OR**90-X028***								
Non-Hwy Cp	0	0	0	0	0	1,920,000	0	1,920,000
Total	0	0	0	0	0	1,920,000	0	1,920,000
**60 RUBY JUNCTION STORAGE TRACK*****899 *****var*****00000**OR**0000*****								
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
**61 WESTSIDE RAIL INITIATIVES*****900 *****var*****00000**OR**0000*****								
Other	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
**62 LINE SECTION DOUBLE TRACKING*****901 *****var*****00000**OR**0000*****								
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Urban Mass Transportation Administration-Sect 9								
	102,889,636	0	4,841,744	17,491,151	16,000,000	11,126,422	793,578	153,142,531

###  
###  
####

###  
###  
####

Metropolitan Service District  
 Transportation Improvement Program  
 Urban Mass Transportation Administration Projects

rptumt.r

08/29/91

Page 6

	Obligated	Anticipated	1992	1993	1994	1995	Post 1995	Authorized
<hr/>								
Urban Mass Transportation Administration-Sect 3								
**63 WESTSIDE LIGHT RAIL EXTENSION TO SW 185TH AVENUE*****206 *****00000**TRA*00-0000**								
Non-Hwy Cp	0	0	40,000,000	58,000,000	100,000,000	100,000,000	269,000,000	567,000,000
Total	0	0	40,000,000	58,000,000	100,000,000	100,000,000	269,000,000	567,000,000
Total Urban Mass Transportation Administration-Sect 3								
	0	0	40,000,000	58,000,000	100,000,000	100,000,000	269,000,000	567,000,000

Metropolitan Service District  
Transportation Improvement Program  
Urban Mass Transportation Administration Projects

rptunt.r

08/29/91

Page 7

	Obligated	Anticipated	1992	1993	1994	1995	Post 1995	Authorized
Report Total	265,560,689	33,764,399	56,275,752	94,291,151	118,600,000	111,126,422	269,793,578	949,411,992

**Other Programs**

Metropolitan Service District  
Transportation Improvement Program  
State Highway Projects

rptoth.r  
08/29/91  
Page 1

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
<b>Federal-Aid Interstate</b>								
***1 I-5 - EAST MARQUAM INTCHG - NB/SB/BANFIELD ACCESS (II)*****319 *76-011***00596*FAI5***1*****301***sy***								
Pre Eng	2,313,163	0	0	0	0	0	0	2,313,163
Rt-of-Way	3,882,506	0	0	0	0	0	0	3,882,506
Constr	0	24,380,000	0	0	0	0	0	24,380,000
Total	6,195,669	24,380,000	0	0	0	0	0	30,575,669
***2 I-5 - EAST MARQUAM INTERCHANGE GRAND AVE/UNION AVE RAMPS (III)*****320 *76-011***00597*FAI5***1*****301***sy***								
Constr	0	0	0	19,320,000	0	0	0	19,320,000
Total	0	0	0	19,320,000	0	0	0	19,320,000
***3 DEVELOPMENT PROJECTS*****394 *86-064***03374*VARvar**var*****0*****								
Pre Eng	160,883	0	0	0	0	0	0	160,883
Total	160,883	0	0	0	0	0	0	160,883
***4 I-84 - COLUMBIA RIVER HWY(238TH AVENUE)BRIDGE #A7097*****885 *84-023c**03327*FAI84***2*****16*****								
Constr	0	0	1,159,200	0	0	0	0	1,159,200
Total	0	0	1,159,200	0	0	0	0	1,159,200
***5 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE*****922 *84-023b**04738*FAI68***2*****15***sy***								
Constr	0	0	0	0	0	27,600,000	0	27,600,000
Total	0	0	0	0	0	27,600,000	0	27,600,000
<b>Total Federal-Aid Interstate</b>								
	6,356,552	24,380,000	1,159,200	19,320,000	0	27,600,000	0	78,815,752



Metropolitan Service District  
Transportation Improvement Program  
State Highway Projects

rptoth.r  
08/29/91  
Page 2

Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
Federal-Aid Interstate 4R							
***6 I-205 - AIRPORT WY TO COLUMBIA BLVD - WIDEN SB ON-RAMP, ADD AUX L*****306 *86-062***03270*FAI205**64*****24****sy***							
Constr	0	460,000	0	0	0	0	460,000
Total	0	460,000	0	0	0	0	460,000
***7 I-205 - WILLAMETTE RIVER BRIDGE ICE DETECTORS*****332 *86-099***03280*FAI205**64*****9****sy***							
Constr	0	0	0	0	0	119,600	119,600
Total	0	0	0	0	0	119,600	119,600
***8 I-205 - COLUMBIA RIVER TO NE FAILING GRADING/LNDSCEPG*****334 *87-009***02311*FAI205**64*****23****sy***							
Constr	0	0	920,000	0	0	0	920,000
Total	0	0	920,000	0	0	0	920,000
***9 I-5 - NB CONNECTION TO SB I-405(8958E) - DECK RESTORATION*****336 *10217***01489*FAI5****1*****303****sy***							
Pre Eng	18,400	0	0	0	0	0	18,400
Constr	0	0	0	875,840	0	0	875,840
Total	18,400	0	0	875,840	0	0	894,240
***10 I-205 - GLENN JACKSON BRIDGE WATER MAIN/CALL SYSTEM*****343 *84-050***02455*FAI205**64*****26****sy***							
Constr	0	506,000	0	0	0	0	506,000
Total	0	506,000	0	0	0	0	506,000
***11 I-5 - SW TERWILLIGER CONNECTION(8199) - DECK RESTORATION*****355 *84-017***01506*FAI5****1*****297****sy***							
Pre Eng	17,060	0	0	0	0	0	17,060
Constr	0	92,000	0	0	0	0	92,000
Total	17,060	92,000	0	0	0	0	109,060
***12 I-205 - S BANFIELD TO SE STARK ST GRADING/LANDSCAPE*****357 *87-016***04021*FAI205**64*****21****sy***							
Constr	0	0	1,012,000	0	0	0	1,012,000
Total	0	0	1,012,000	0	0	0	1,012,000
***13 I-5 - SO TIGARD INTERCHANGE TO E PORTLAND FWY LANDSCAPING*****358 *84-046***01234*FAI5****1*****286****sy***							
Pre Eng	34,120	0	0	0	0	0	34,120
Constr	0	0	0	644,000	0	0	644,000
Total	34,120	0	0	644,000	0	0	678,120
***14 I-5 - TERWILLIGER BLVD INTERCHANGE OVERCROSSING/RAMPS*****360 *84-055***01945*FAU9383*1*****297****sy***							
Constr	0	0	11,868,000	0	0	0	11,868,000
Total	0	0	11,868,000	0	0	0	11,868,000
***15 I-84 - NE 181ST AVE TO 223RD AVE - WIDEN, NEW INTCHGS*****372 *84-023a**00787*FAI84***2*****13****sy***							
Pre Eng	1,132,646	0	0	0	0	0	1,132,646
Constr	0	0	24,840,000	0	0	0	24,840,000
Total	1,132,646	0	24,840,000	0	0	0	25,972,646
***16 I-5 - WILSONVILLE INTERCHANGE*****375 *86-055***02500*FAI5****1*****284****sy***							
Constr	0	0	3,542,000	0	0	0	3,542,000
Total	0	0	3,542,000	0	0	0	3,542,000
***17 I-405 - FREMONT BRIDGE AND RAMPS DECK RESTORATION*****377 *87-007***03328*FAI405**61*****3****sy***							
Constr	0	0	0	7,894,000	0	0	7,894,000
Total	0	0	0	7,894,000	0	0	7,894,000
***18 I-5 - METRO AREA FREEWAY CALL BOXES AND VARIABLE MESSAGE SIGNING*****379 *87-012***02494*FAI5****1*****0****sy***							
Constr	0	0	0	0	0	920,000	920,000
Total	0	0	0	0	0	920,000	920,000
***19 DEVELOPMENT PROJECTS*****394 *84-024b**04442*VARvar**var*****0****sy***							
Pre Eng	0	0	1,209,500	0	0	0	1,209,500
Total	0	0	1,209,500	0	0	0	1,209,500
***20 I-5 - STAFFORD RD INTERCHANGE*****403 *86-061***03271*FAI5****1*****286****sy***							
Pre Eng	654,463	-204,429	0	0	0	0	450,034
Rt-of-Way	2,003,941	0	0	0	0	0	2,003,941
Constr	0	0	0	6,946,000	0	0	6,946,000
Total	2,658,404	-204,429	0	6,946,000	0	0	9,399,975
***21 I-5 - I-5/I-205 INTERCHANGE*****436 *86-044***03273*FAI5****1*****288****sy***							
Constr	0	699,200	0	0	0	0	699,200
Total	0	699,200	0	0	0	0	699,200
***22 I-84 - TROUTDALE TO THE DALLES*****437 *84-077***01843*FAI84***2*****17****sy***							
Pre Eng	339,922	0	0	0	0	0	339,922
Constr	0	230,000	0	0	0	0	230,000
Total	339,922	230,000	0	0	0	0	569,922
***23 I-5 - INTERSTATE BRIDGE TO COLUMBIA BLVD PAVING*****458 *87-013***03696*FAI5****1*****306****sy***							
Constr	0	0	0	1,380,000	0	0	1,380,000
Total	0	0	0	1,380,000	0	0	1,380,000

Metropolitan Service District  
Transportation Improvement Program  
State Highway Projects

rptoth.r  
08/29/91  
Page 3

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
Federal-Aid Interstate 4R (Continued)								
**24 I-5 - GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSIDENCE MP287*****472 *85-008**02910*FAI5****1*****287****sy***								
Constr	0	0	0	0	0	0	602,600	602,600
Total	0	0	0	0	0	0	602,600	602,600
**25 REGIONAL RECONNAISSANCE PROJECTS AND STUDIES*****540 *90-010**05279*VARvar**var*****0****sy***								
Reconn	0	35,880	55,200	0	0	0	0	91,080
Total	0	35,880	55,200	0	0	0	0	91,080
**26 I-205 - SE STARK TO SE POWELL BLVD GRADING/LANDSCAPING*****673 *87-014**04020*FAI205**64*****19****sy***								
Constr	0	0	828,000	0	0	0	0	828,000
Total	0	0	828,000	0	0	0	0	828,000
**27 I-205 - OREGON CITY PARK-AND-RIDE LOT*****674 *80-008**00459*FAI205**64*****9****sy***								
Pre Eng	30,893	0	0	0	0	0	0	30,893
Rt-of-Way	0	36,800	0	0	0	0	0	36,800
Constr	0	322,000	0	0	0	0	0	322,000
Total	30,893	358,800	0	0	0	0	0	389,693
**28 I-205 - AIRPORT WAY INTERCHANGE IMPROVEMENTS*****681 *86-063**03373*FAI205**64*****24****sy***								
Constr	0	4,324,000	0	0	0	0	0	4,324,000
Total	0	4,324,000	0	0	0	0	0	4,324,000
**29 I-205 - AT SANDY BLVD WEST BOUND CONNECTION*****682 *86-058**04059*FAI205**64*****24****sy***								
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
**30 SUNNYBROOK SPLIT DIAMOND PE*****865 *86-082**03346*FAU9736*64*****14*****								
Pre Eng	0	54,251	0	0	0	0	0	54,251
Total	0	54,251	0	0	0	0	0	54,251
**31 I-5 - UPPER BOONES FERRY TO I-205 INTERCHANGE*****876 *84-127**02499*FAI5****1*****289****sy***								
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
**32 I-5 - AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION*****893 *86-056**03277*FAI5****1*****292****sy***								
Pre Eng	438,600	0	0	0	0	0	0	438,600
Constr	0	0	0	26,220,000	0	0	0	26,220,000
Total	438,600	0	0	26,220,000	0	0	0	26,658,600
**33 I-84 - UPRR ( GRAHAM ROAD) BRIDGE #6967 REPLACEMENT*****911 *00-000**03342*FAU9883*2*****18****sy***								
Constr	0	0	2,631,200	0	0	0	0	2,631,200
Reconn	0	0	88,000	0	0	0	0	88,000
Total	0	0	2,719,200	0	0	0	0	2,719,200
**34 I-5 - I-5/I-205 INTERCHG AND UPPER BOONES FERRY/I-205 LUMINAIRES*****923 *86-044a**05667*FAI5****1*****288****sy***								
Constr	0	460,000	0	0	0	0	0	460,000
Total	0	460,000	0	0	0	0	0	460,000
**35 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE OVERLAY*****924 *90-015**05628*FAI68**2*****16****sy***								
Constr	0	920,000	0	0	0	0	0	920,000
Total	0	920,000	0	0	0	0	0	920,000
**36 I-5 - W MARQUAM INTCHG TO MARQUAM BRIDGE - RETROFIT CONNECTIONS*****925 *90-057**05745*FAI5****1*****300*****								
Constr	0	3,780,000	0	0	0	0	0	3,780,000
Total	0	3,780,000	0	0	0	0	0	3,780,000
**37 REGIONAL RAMP METERING, TRAFFIC LOOP REPAIR, AND MESSAGE SIGNING*****927 *90-022**05278*VARvar**var*****0****sy***								
Constr	0	875,840	0	920,000	0	0	0	1,795,840
Total	0	875,840	0	920,000	0	0	0	1,795,840
**38 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR*****928 *90-052**05623*VARvar**var*****0****sy***								
Constr	0	0	0	736,000	0	0	0	736,000
Total	0	0	0	736,000	0	0	0	736,000
Total Federal-Aid Interstate 4R								
	4,853,823	16,244,137	41,519,900	33,350,000	9,845,840	7,894,000	1,642,200	115,349,900

Metropolitan Service District  
Transportation Improvement Program  
State Highway Projects

rptoth.r  
08/29/91  
Page 4

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
<b>Federal-Aid Primary</b>								
<b>**39 US26 - SUNSET HIGHWAY OVERLAY*****267 *90-027d**03663*FAP27***47*****62*****</b>								
Constr	0	0	0	0	2,090,880	0	0	2,090,880
Total	0	0	0	0	2,090,880	0	0	2,090,880
<b>**40 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING (III)*****386 *10143c**01892*FAP27***47*****72*****sy***</b>								
Constr	0	0	0	0	1,170,000	0	0	1,170,000
Total	0	0	0	0	1,170,000	0	0	1,170,000
<b>**41 OR8 - TV HIGHWAY PAVING/ILLUM - 21ST TO SW 160TH AVE*****392 *87-004**03652*FAP32***29*****5*****sy***</b>								
Constr	0	2,270,000	0	0	0	0	0	2,270,000
Total	0	2,270,000	0	0	0	0	0	2,270,000
<b>**42 DEVELOPMENT PROJECTS*****394 *88-033c**04498*VARvar**var*****0*****sy***</b>								
Pre Eng	0	638,400	0	0	40,000	0	0	638,400
Reconn	0	0	611,650	0	0	0	0	611,650
Total	0	638,400	611,650	0	40,000	0	0	1,310,050
<b>**43 US26 - SYLVAN INTERCHANGE TO VISTA RIDGE (ZOO INTERCHANGE)*****410 *84-014a**00491*FAP27***47*****71*****sy***</b>								
Pre Eng	627,115	0	0	0	0	0	0	627,115
Rt-of-Way	0	792,000	0	0	0	0	0	792,000
Total	627,115	792,000	0	0	0	0	0	1,419,115
<b>**44 US26 - SUNSET / HELVETIA ROAD INTERCHANGE PHASE 2*****416 *87-018**03269*FAP27***47*****61*****sy***</b>								
Pre Eng	189,963	0	0	0	0	0	0	189,963
Constr	0	0	0	0	2,200,000	0	0	2,200,000
Total	189,963	0	0	0	2,200,000	0	0	2,389,963
<b>**45 US26 - SUNSET / JACKSON ROAD OVERPASS - DEVELOPMENT*****425 *84-040**00984*FAP27***47*****59*****</b>								
Pre Eng	35,500	11,732	0	0	0	0	0	47,232
Total	35,500	11,732	0	0	0	0	0	47,232
<b>**46 HWY212 - ROCK CREEK JCT TO MP 0.95 - DEVELOPMENT*****450 *84-045**00775*FAP74***174*****1*****</b>								
Pre Eng	122,313	46,961	0	0	0	0	0	169,274
Total	122,313	46,961	0	0	0	0	0	169,274
<b>**47 US26 - SUNSET/MURRAY INTERCHANGE*****567 *84-039**00393*FAP27***47*****67*****</b>								
Pre Eng	88,198	0	0	0	0	0	0	88,198
Rt-of-Way	70,400	0	0	0	0	0	0	70,400
Constr	0	4,840,000	0	0	0	0	0	4,840,000
Total	158,598	4,840,000	0	0	0	0	0	4,998,598
<b>**48 OR8 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO*****828 *79-085b**05024*FAP32***29*****11*****sy***</b>								
Constr	0	0	0	3,494,000	0	0	0	3,494,000
Total	0	0	0	3,494,000	0	0	0	3,494,000
<b>**49 NE LOMBARD / COLUMBIA BLVD VIA NE 60TH AVENUE*****854 *80-011**00835*FAU9917*123*****9*****</b>								
Rt-of-Way	0	1,452,000	0	0	0	0	0	1,452,000
Constr	0	193,600	0	0	0	0	0	193,600
Total	0	1,645,600	0	0	0	0	0	1,645,600
<b>**50 BEAVERTON/TUALATIN HWY AT PACIFIC HWY WEST - CHAN/SIG*****877 *84-052**00762*FAU9091*141*****9*****</b>								
Constr	0	0	0	220,000	0	0	0	220,000
Total	0	0	0	220,000	0	0	0	220,000
<b>**51 TUALATIN VALLEY HWY - HILLSBORO SIGNALS (13 LOCATIONS)*****878 *84-034**03334*FAP32***29*****13*****sy***</b>								
Constr	0	686,400	0	0	0	0	0	686,400
Total	0	686,400	0	0	0	0	0	686,400
<b>**52 US26 - BEAVERTON TO PORTLAND LRT AND HIGHWAY IMPROVEMENTS (DEV)*****888 *88-033**04497*FAP27***47*****67*****</b>								
Pre Eng	0	2,000,000	0	0	0	0	0	2,000,000
Total	0	2,000,000	0	0	0	0	0	2,000,000
<b>**53 OR217 BEAV/TIG HWY - SUNSET HWY TO I-5 - RAMP METERING*****915 *90-056**01497*FAP79***144*****7*****sy***</b>								
Constr	0	0	396,000	0	0	0	0	396,000
Total	0	0	396,000	0	0	0	0	396,000
<b>**54 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR*****928 *90-040**04343*VARvar**var*****0*****sy***</b>								
Constr	0	0	0	357,280	0	0	0	357,280
Total	0	0	0	357,280	0	0	0	357,280
<b>Total Federal-Aid Primary</b>								
	1,133,489	12,951,093	1,007,650	4,071,280	3,300,880	2,200,000	0	24,664,392

Metropolitan Service District  
Transportation Improvement Program  
State Highway Projects

rptoth.r  
08/29/91  
Page 5

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
Highway Bridge Replacement								
**55 HAWTHORNE BRIDGE (#2757E) PHASE II - SERVICE LIFE EXTENSION*****407 *85-037a**04069*FAU9366*726*****0****sy***								
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
**56 HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT (#2757C)*****506 *84-097***02914*FAU9366*726*****0****sy***								
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
Total Highway Bridge Replacement	344,200	2,280,000	0	0	0	0	0	2,624,200

Metropolitan Service District  
Transportation Improvement Program  
State Highway Projects

rptoth.r  
08/29/91  
Page 6

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
<b>Hazard Elimination System</b>								
<b>**57 OR213 - CASCADE HWY SO - ABERNETHY RD TO BEAVERCREEK RD*****203 *91-001***03821*FAP78***160*****0*****</b>								
Constr	0	0	549,000	0	0	0	0	549,000
Total	0	0	549,000	0	0	0	0	549,000
<b>**58 SE STARK STREET AT SE 202ND AVENUE - SIGNAL UPGRADE*****209 *91-011***00000*FAU9810*726*****0*****</b>								
Pre Eng	0	18,000	0	0	0	0	0	18,000
Constr	0	176,400	0	0	0	0	0	176,400
Total	0	194,400	0	0	0	0	0	194,400
<b>**59 BEAVERTON TUALATIN HWY @ SW WASHINGTON DRIVE*****211 *86-088***03611*fau9091*141*****4*****</b>								
Rt-of-Way	0	0	31,500	0	0	0	0	31,500
Constr	0	0	207,000	0	0	0	0	207,000
Total	0	0	238,500	0	0	0	0	238,500
<b>**60 I-205 - SE LESTER AVENUE INTERCHANGE*****365 *86-121***01493*FAU9753*64*****16*****</b>								
Reserve	0	0	1,093,500	0	0	0	0	1,093,500
Total	0	0	1,093,500	0	0	0	0	1,093,500
<b>**61 US30 - SW DOANE AVE TO SW BALBOA AVE - CHANNELIZATION*****387 *79-067***02107*FAP1***2W*****5*****</b>								
Pre Eng	14,490	0	0	0	0	0	0	14,490
Rt-of-Way	67,050	0	0	0	0	0	0	67,050
Constr	540,000	0	0	0	0	0	0	540,000
Total	621,540	0	0	0	0	0	0	621,540
<b>**62 BEAVERTON/TUALATIN HWY AT SW OAK - SIGNAL/LEFT TURN LANES*****414 *84-066***00764*FAU9091*141*****4****sy**</b>								
Constr	0	190,000	0	0	0	0	0	190,000
Total	0	190,000	0	0	0	0	0	190,000
<b>**63 NE PORTLAND HIGHWAY AT 121ST - INSTALL SIGNAL/NEW CONTROLLER*****521 *86-002***04035*FAU9966*123*****12****sy**</b>								
Pre Eng	21,915	0	0	0	0	0	0	21,915
Constr	0	108,000	0	0	0	0	0	108,000
Total	21,915	108,000	0	0	0	0	0	129,915
<b>**64 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000*****522 *86-094***04202*VARvar**var*****0****sy**</b>								
Pre Eng	89,190	0	0	0	0	0	0	89,190
Rt-of-Way	13,500	0	0	0	0	0	0	13,500
Constr	470,260	519,550	545,220	0	0	0	0	1,535,030
Total	572,950	519,550	545,220	0	0	0	0	1,637,720
<b>**65 OR43 - OSWEGO HIGHWAY AT PIMLICO DRIVE*****879 *84-100***00975*FAU9565*3*****10****sy**</b>								
Pre Eng	61,515	0	0	0	0	0	0	61,515
Constr	0	252,000	0	0	0	0	0	252,000
Total	61,515	252,000	0	0	0	0	0	313,515
<b>**66 OR99E- S END ONE-WAY COUPLET - TACOMA ST, PORTLAND - MED BARRIER*****886 *85-020***02931*FAP26***1E*****1****sy**</b>								
Pre Eng	61,596	0	0	0	0	0	0	61,596
Constr	543,293	1,080,000	0	0	0	0	0	1,623,293
Total	604,889	1,080,000	0	0	0	0	0	1,684,889
<b>**67 BASELINE ROAD AT 231ST AVENUE*****917 *00-000***00000*FAU9028*734*****0****sy**</b>								
Constr	0	0	351,000	0	0	0	0	351,000
Total	0	0	351,000	0	0	0	0	351,000
<b>**68 BEAVERTON - HILLSDALE HWY/OLESON RD/SCHOLLS FY RD INTERSECTIONS*****926 *10100***00548*FAU9228*40*****3*****</b>								
Pre Eng	11,700	31,500	0	0	0	0	0	43,200
Rt-of-Way	0	63,000	0	0	0	0	0	63,000
Constr	0	0	0	420,300	0	0	0	420,300
Total	11,700	94,500	0	420,300	0	0	0	526,500
<b>Total Hazard Elimination System</b>								
	1,894,509	2,438,450	2,777,220	420,300	0	0	0	7,530,479

Metropolitan Service District  
Transportation Improvement Program  
State Highway Projects

rptoth.r  
08/29/91  
Page 7

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
<b>State Modernization</b>								
<b>**69 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE*****298 *79-056***03395*FAU9962*120*****2****sy***</b>								
Constr	0	0	0	6,405,000	0	0	0	6,405,000
Total	0	0	0	6,405,000	0	0	0	6,405,000
<b>**70 DEVELOPMENT PROJECTS*****394 *90-033***05627*VARvar**var*****0****sy***</b>								
Pre Eng	0	99,200	0	0	0	0	0	99,200
Total	0	99,200	0	0	0	0	0	99,200
<b>**71 US26 - SYLVAN INTERCHANGE TO VISTA RIDGE (ZOO INTERCHANGE)*****410 *84-014d**05791*FAP27***47*****71****sy***</b>								
Constr	0	0	0	0	0	0	8,950,000	8,950,000
Total	0	0	0	0	0	0	8,950,000	8,950,000
<b>**72 US26 - SUNSET / CORNELL ROAD INTERCHANGE*****427 *79-069***00779*FAP27***47*****66*****</b>								
Rt-of-Way	2,700,000	0	0	0	0	0	0	2,700,000
Constr	14,183,000	0	0	0	0	0	0	14,183,000
Total	16,883,000	0	0	0	0	0	0	16,883,000
<b>**73 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK*****875 *86-077***03290*FAU9234*143*****7****sy***</b>								
Constr	4,741,000	0	0	0	0	0	0	4,741,000
Total	4,741,000	0	0	0	0	0	0	4,741,000
<b>**74 OR208 - FARMINGTON ROAD - 209TH AVENUE TO MURRAY BOULEVARD*****934 *86-060***03279*FAU9064*142*****5*****</b>								
Pre Eng	0	0	649,600	0	0	0	0	649,600
Reconn	0	0	0	0	0	0	0	0
Total	0	0	649,600	0	0	0	0	649,600
<b>**75 US26 - KATHERINE LANE TO SYLVAN INTERCHANGE*****935 *88-033b**05477*FAP27***47*****70****sy***</b>								
Rt-of-Way	0	0	9,100,000	0	0	0	0	9,100,000
Constr	0	0	0	0	30,000,000	0	0	30,000,000
Total	0	0	9,100,000	0	30,000,000	0	0	39,100,000
<b>Total State Modernization</b>								
	21,624,000	99,200	9,749,600	6,405,000	30,000,000	0	8,950,000	76,827,800

Metropolitan Service District  
Transportation Improvement Program  
State Highway Projects

rptoth.r  
08/29/91  
Page 8

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
State Operations								
**76 OREGON CITY BYPASS - PARK PLACE TO COMMUNITY COLLEGE*****125 *91-019***05626*FAP78***160*****0*****								
Constr	0	0	0	225,000	0	0	0	225,000
Total	0	0	0	225,000	0	0	0	225,000
**77 METRO PLANNING*****126 *00-000***00000*VARvar***na*****0*****								
Pre Eng	273,949	135,065	0	0	0	0	0	409,014
Total	273,949	135,065	0	0	0	0	0	409,014
**78 OR217 - BEAV/TIGARD HWY AUX LANES - WILSHIRE TO 72ND*****201 *90-069***05814*FAP79***144*****0*****								
Constr	0	0	315,000	0	0	0	0	315,000
Total	0	0	315,000	0	0	0	0	315,000
**79 US30BY - ST JOHNS BRIDGE PAINTING*****202 *91-010***05797*FAU9966*123*****1*****								
Constr	0	2,822,000	0	0	0	0	0	2,822,000
Total	0	2,822,000	0	0	0	0	0	2,822,000
**80 BEAVERTON TUALATIN HWY @ SW WASHINGTON DRIVE*****211 *86-088***03611*fau9091*141*****4*****								
Pre Eng	0	43,820	0	0	0	0	0	43,820
Total	0	43,820	0	0	0	0	0	43,820
**81 99W - PACIFIC HWY AT SW FISCHER ROAD SIGNAL*****389 *84-029***02093*FAP9***1W*****12*****								
Constr	0	0	70,000	0	0	0	0	70,000
Total	0	0	70,000	0	0	0	0	70,000
**82 DEVELOPMENT PROJECTS*****394 *88-024***04944*VARvar***var*****0*****								
Pre Eng	0	100,000	0	0	0	0	0	100,000
Total	0	100,000	0	0	0	0	0	100,000
**83 STATE FINANCED PROJECTS AT OR UNDER \$100,000*****412 *90-044***04624*VARvar***var*****0*****								
Constr	0	120,000	170,000	0	0	0	0	290,000
Total	0	120,000	170,000	0	0	0	0	290,000
**84 BEAVERTON/TUALATIN HWY AT SW OAK - SIGNAL/LEFT TURN LANES*****414 *84-066***00764*FAU9091*141*****4****sy***								
Constr	0	190,000	0	0	0	0	0	190,000
Total	0	190,000	0	0	0	0	0	190,000
**85 US26 - SUNSET / NW 185TH AVE INTERCHANGE*****426 *84-013***00847*FAP27***47*****64****sy***								
Constr	0	0	6,000,000	0	0	0	0	6,000,000
Total	0	0	6,000,000	0	0	0	0	6,000,000
**86 CLACKAMAS PARK( PACIFIC EAST) BRIDGE NO. 1618*****504 *85-042***03329*FAP26***1E*****11****sy***								
Constr	0	0	0	2,200,000	0	0	0	2,200,000
Total	0	0	0	2,200,000	0	0	0	2,200,000
**87 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000*****522 *91-007***00000*VARvar***var*****0*****								
Constr	0	127,000	68,700	0	0	0	0	195,700
Total	0	127,000	68,700	0	0	0	0	195,700
**88 REGIONAL RECONNAISSANCE PROJECTS AND STUDIES*****540 *90-003*****VARvar***var*****0*****								
Reconn	0	13,500	0	0	0	0	0	13,500
Total	0	13,500	0	0	0	0	0	13,500
**89 OR210 - SCHOLLS HWY AT SW JAMIESON ROAD - LT TURN REFUGE*****677 *86-112***03916*FAU9234*143*****12****sy***								
Constr	0	0	150,000	0	0	0	0	150,000
Total	0	0	150,000	0	0	0	0	150,000
**90 HALL BOULEVARD AT BURNHAM STREET - SIGNAL*****728 *85-033***03913*FAU9091*141*****6****sy***								
Constr	0	130,000	0	0	0	0	0	130,000
Total	0	130,000	0	0	0	0	0	130,000
**91 PACIFIC HWY EAST/MCLOUGHLIN BLVD @ BOARDMAN AVE - 5 PHASE SIGNAL*****862 *88-025***04941*FAP26***1E*****0*****								
Constr	0	0	0	126,000	0	0	0	126,000
Total	0	0	0	126,000	0	0	0	126,000
**92 OR43 - PORTLAND SCI TO WEST LINN NCL - ROCKFALL/GM BARRIER*****880 *86-046***03733*FAU9565*3*****4*****								
Rt-of-Way	7,000	0	0	0	0	0	0	7,000
Constr	324,000	0	0	0	0	0	0	324,000
Total	331,000	0	0	0	0	0	0	331,000
**93 OR210 - FANNO CREEK TO BEAVERTON/TIGARD HWY(TIGARD)*****881 *86-049***03908*FAU9234*143*****9****sy***								
Rt-of-Way	0	30,000	0	0	0	0	0	30,000
Constr	0	750,000	0	0	0	0	0	750,000
Total	0	780,000	0	0	0	0	0	780,000
**94 OR210 - SCHOLLS HWY AT DENNY RD - SIGNAL*****882 *86-052***02170*FAU9234*143*****11*****								
Constr	242,000	0	0	0	0	0	0	242,000
Total	242,000	0	0	0	0	0	0	242,000

Metropolitan Service District  
Transportation Improvement Program  
State Highway Projects

rptoth.r  
08/29/91  
Page 9

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
State Operations (Continued)								
**95 US30 - DOANE CREEK TO NW HODGE AVENUE GUARDRAIL*****883 *86-107***03932*FAP1***2W*****7*****								
Constr	0	0	0	157,000	0	0	0	157,000
Total	0	0	0	157,000	0	0	0	157,000
**96 OR43 - OSWEGO HIGHWAY AT JOLIE POINT ROAD*****884 *86-054***03939*FAU9565*3*****10*****sy**								
Constr	0	0	0	220,000	0	0	0	220,000
Total	0	0	0	220,000	0	0	0	220,000
**97 NE PORTLAND HIGHWAY AT NE 181ST AVENUE - WIDENING*****908 *89-034***05583*FAU9966*123*****15*****sy**								
Pre Eng	0	37,000	0	0	0	0	0	37,000
Rt-of-Way	0	105,000	0	0	0	0	0	105,000
Constr	0	373,000	0	0	0	0	0	373,000
Total	0	515,000	0	0	0	0	0	515,000
**98 OR224 - CLACKAMAS HWY - RUSK RD TO LAWNFIELD*****910 *90-037***04395*FAP74***171*****3*****sy**								
Constr	0	350,000	0	0	0	0	0	350,000
Total	0	350,000	0	0	0	0	0	350,000
**99 OR8 TV HWY - CANYON LANE TO WALKER ROAD - TRAFFIC SIGNALS*****912 *90-007***04401*FAP32***29*****0*****sy**								
Constr	0	0	270,000	0	0	0	0	270,000
Total	0	0	270,000	0	0	0	0	270,000
*100 OR99W PACIFIC HWY WEST AT 124TH AVENUE - SIGNAL/REALIGN*****914 *90-024***05301*FAP9***1W*****13*****sy**								
Constr	0	0	0	0	412,000	0	0	412,000
Total	0	0	0	0	412,000	0	0	412,000
*101 OR99W PACIFIC HWY WEST AT SW GAARDE - REALIGN*****916 *90-029***05309*FAP9***1W*****10*****sy**								
Constr	0	180,000	0	0	0	0	0	180,000
Total	0	180,000	0	0	0	0	0	180,000
*102 OR213 CASCADE SOUTH - E PORTLAND FREEWAY TO HOLCOMB BOULEVARD*****921 *90-001***05625*FAP78***160*****0*****sy**								
Constr	0	0	750,000	0	0	0	0	750,000
Total	0	0	750,000	0	0	0	0	750,000
*103 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE OVERLAY*****924 *90-015***05628*FAI68***2*****16*****sy**								
Constr	0	1,000,000	0	0	0	0	0	1,000,000
Total	0	1,000,000	0	0	0	0	0	1,000,000
*104 REGIONAL RAMP METERING, TRAFFIC LOOP REPAIR, AND MESSAGE SIGNING*****927 *90-047***04383*VARvar**var*****0*****sy**								
Constr	0	400,000	400,000	0	410,000	0	0	1,210,000
Total	0	400,000	400,000	0	410,000	0	0	1,210,000
*105 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR*****928 *90-053***04340*VARvar**var*****0*****sy**								
Constr	0	0	0	0	888,000	0	0	888,000
Total	0	0	0	0	888,000	0	0	888,000
*106 REGIONAL GUARDRAIL IMPROVEMENTS*****929 *90-030***05323*VARVAR**var*****0*****sy**								
Constr	0	0	0	0	400,000	400,000	0	800,000
Total	0	0	0	0	400,000	400,000	0	800,000
Total State Operations								
	846,949	6,906,385	8,193,700	728,000	3,898,000	812,000	0	21,385,034



Metropolitan Service District  
 Transportation Improvement Program  
 State Highway Projects

rptoth.r  
 08/29/91  
 Page 10

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
<b>Bikeways</b>								
*107 BIKEWAY PROJECTS*****384 *10180a***05145*VARvar**na*****0****sy***								
Constr	28,000	756,644	200,000	300,000	0	0	0	1,284,644
Total	28,000	756,644	200,000	300,000	0	0	0	1,284,644
 Total Bikeways	 28,000	 756,644	 200,000	 300,000	 0	 0	 0	 1,284,644

Metropolitan Service District  
Transportation Improvement Program  
State Highway Projects

rptoth.r  
08/29/91  
Page 11

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
Access Oregon Highway								
*108 MCLOUGHLIN BLVD PHASE II - TACOMA TO HIGHWAY 224*****136 *77-159B**04873*FAP26***1E*****5****sy***								
Constr	0	9,500,000	0	0	0	0	0	9,500,000
Total	0	9,500,000	0	0	0	0	0	9,500,000
*109 MCLOUGHLIN BLVD PHASE IIIA - UNION/GRAND VIADUCT TO HAROLD*****140 *77-159c**04874*FAP26***1E*****1*****								
Constr	0	0	0	4,800,000	0	0	0	4,800,000
Total	0	0	0	4,800,000	0	0	0	4,800,000
*110 DEVELOPMENT PROJECTS*****394 *85-030***03331*VARvar**var*****0*****								
Pre Eng	0	0	0	0	42,240	0	0	42,240
Sys Study	0	0	0	0	600,000	0	0	600,000
Total	0	0	0	0	600,000	42,240	0	642,240
*111 99W PACIFIC HWY WEST - GREENBURG TO TUALATIN RIVER*****457 *88-026***04342*FAP9***1W*****9*****								
Constr	1,775,000	0	0	0	0	0	0	1,775,000
Total	1,775,000	0	0	0	0	0	0	1,775,000
*112 PACIFIC HIGHWAY WEST AT EDY / SCHOLLS - SIX CORNERS*****463 *88-040***04358*FAP9***1W*****15****sy***								
Rt-of-Way	0	2,000,000	0	0	0	0	0	2,000,000
Constr	0	2,800,000	0	0	0	0	0	2,800,000
Total	0	4,800,000	0	0	0	0	0	4,800,000
*113 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	0	1,037,500
Total	0	1,037,500	0	0	0	0	0	1,037,500
*114 CLACKAMAS HIGHWAY - I-205 TO ROCK CREEK JCT (SUNRISE CORR)*****721 *86-036a**04409*FAP74***171*****4*****								
Pre Eng	999,700	0	0	0	0	0	0	999,700
Total	999,700	0	0	0	0	0	0	999,700
*115 CLACKAMAS / BORING HWY- ROCK CREEK JCT TO MT HOOD HWY (SUNRISE)*****722 *86-036b**00923*FAP74***174*****0*****								
Pre Eng	1,096,000	0	0	0	0	0	0	1,096,000
Total	1,096,000	0	0	0	0	0	0	1,096,000
*116 OR99W PACIFIC HWY WEST - PFAFFLE RD/COMMERCIAL STREET*****887 *86-085***04820*FAP9***1W*****8*****								
Constr	0	0	0	472,991	0	0	0	472,991
Total	0	0	0	472,991	0	0	0	472,991
Total Access Oregon Highway								
	3,870,700	15,337,500	0	5,272,991	600,000	42,240	0	25,123,431

Metropolitan Service District  
Transportation Improvement Program  
State Highway Projects

xptoth.r  
08/29/91  
Page 12

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
report total	40,952,222	81,393,409	64,607,270	69,867,571	47,644,720	38,548,240	10,592,200	353,605,632



# Home Builders Association of Metropolitan Portland

503/684-1880 503/245-0530

15555 S.W. Bangy Rd., Suite 301 • Lake Oswego, OR 97035

Fax # 503/684-0588

TRANSPORTATION DEPT.

AUG 20 1991

August 19, 1991

Mayor Gussie McRobert and City Council  
City of Gresham  
1333 NW Eastman Parkway  
Gresham, Oregon 97030

Dear Mayor McRobert and Members of the Council:

Our organization has, for some years now, been following the issue of the location and construction of a new roadway in Gresham to connect I-84 with Highway 26. We were heavily involved in 1988 when the proposed corridors for this facility were designated.

We understand that recently, there has been some agitation to, in effect, discard most of this prior planning and designate a new corridor roughly along Williams Road as a possible location for this facility. The Home Builders Association of Metropolitan Portland urges you to reject this notion and to reaffirm the Council's support for the possible corridors now contained in the city's acknowledged Comprehensive Plan.

A very thorough and very public (and sometimes very painful) process was followed in 1988 when the three corridors in the plan were chosen. That is as it should be, since this facility will have a major effect on the community design and the livability of Gresham.

We were satisfied with the alignments selected partly because we have a specific interest with respect to this issue: much of our industry's "inventory" of undeveloped residential land in the city lies in a band along its eastern edge, and how a major roadway is located in this area will have a great effect on this resource. All three of the corridors chosen and adopted into the Comprehensive Plan have the potential to reinforce the city's zoning for this area. The Hogan and Kane Road alignments leave the area largely undisturbed but improve its access and circulation. The alignment along the eastern edge of the urban growth boundary, while a very different kind of facility in function (more of a "bypass; less of a "parkway" or "urban arterial"), also does not compromise the usability of this land for housing.

But a Williams Road location for this facility would cut this area in half, and throw the city's zoning designations for this area into a cocked hat. Unless a sufficient number of intersections or interchanges are built, this alignment will create a lot of difficult-to-develop parcels "landlocked" between the highway and the urban growth boundary. If this alignment were adopted, we believe that the city would possibly have to reexamine its compliance with LCDC Goal 10 and the Metropolitan Housing Rule.

Even more important, though, are the twin issues of certainty and credibility.

Our members...contractors, developers and others in the construction industry...support comprehensive land use planning partly because it means certainty. When a community sticks to its plan, people can make investment decisions with the expectation that the ground rules are solid. Under our system, comp plan amendments are

infrequent and difficult - and they should be. People should be able to rely on the corridors shown in the plan.

A city's credibility is also tied up with its plan. If amendments are infrequent and difficult, the idea is reinforced that the plan is the product of a careful process, and that political logrolling is minimized. If, on the other hand, the plan is constantly changed by dealmaking and changes in the political wind, a city council has nowhere to stand.

I hope that these thoughts will be useful to you in your deliberations on this matter and urge the Council to "stay the course" by reaffirming the corridors contained in the Comprehensive Plan.

Sincerely,

Charles A. Hales, Staff Vice President  
for Governmental Affairs

cc: Oregon Department of Land Conservation and Development  
Oregon Department of Transportation - Highway Division  
Metro - Joint Policy Advisory Comm. on Transportation

SEP 5 1991

**JOINT IRC TRANSPORTATION POLICY COMMITTEE  
AND METRO JOINT POLICY ADVISORY  
COMMITTEE ON TRANSPORTATION MEETING**

**Meeting Summary  
February 14, 1991**

The Joint IRC Transportation Policy Committee and METRO Joint Policy Advisory Committee on Transportation Meeting was called to order on February 14, 1991, at 7:50 a.m. at Club Green Meadows, Vancouver, Washington. Those committee members in attendance follow. An attendance sheet with all guests present was not available.

**Joint IRC/IPACT Committee Members Present**

Don Adams	Oregon Department of Transportation
Gary Demich	Washington State Department of Transportation
Richard Devlin	Metro Council
John Fischbach	City of Vancouver
Dean Lindgren	City of Washougal
Bob Moser	Port of Vancouver
Dave Sturdevant	Clark County
Les White	C-TRAN
Don Adams	Oregon Department of Transportation
Pauline Anderson	Multnomah County
Earl Blumenauer	City of Portland
Clifford Clark	Cities of Washington County
James Cowen	Tri-Met
Gary Demich	Washington State Department of Transportation
Richard Devlin	Metro Council
Steve Greenwood	Department of Environmental Quality
Ron Hart	City of Vancouver
David Knowles	Metro Council
Robert Liddell	Cities of Clackamas County
Ed Lindquist	Clackamas County
Marge Schmunk	Cities of Multnomah County
Dave Sturdevant	Clark County
Les White	C-TRAN

**Staff and Guests Present**

Keith Ahola	WSDOT
Richard Brandman	Metro
Kim Chin	C-TRAN
Elsa Coleman	City of Portland
Andy Cotugno	Metro
Derek Crider	BRW Inc.
Grace Crunican	City of Portland
Mike Cuneen	Kittleson and Associates
Lynda David	IRC
Steve Dotterer	City of Portland
Bernie Giusto	City of Gresham
Howard Harris	DEQ
Bob Hart	IRC
Mike Hogland	Metro
Merlyn Hough	DEQ
Darrell Joque	Berger/ABAM Engineers, Inc.
Shinwon Kim	IRC
Wayne Kittleson	Kittleson and Associates
Lois Kaplan	Metro
John Kowalczyk	DEQ
Dean Lookingbill	IRC
Gil Mallery	IRC
Molly O'Reilly	STOP
Dale Robins	IRC
Bebe Rucker	Port of Portland
Rod Sandoz	Clackamas County
Gail Spolar	C-TRAN
Karen Thackston	Metro
Tom VanderZanden	Clackamas County
Bruce Warner	Washington County
Richard Warren	IRC
David Williams	ODOT
Martin Winch	Metro
Diane Workman	IRC

**I. Call to Order and Approval of Minutes**

Dave Sturdevant called the meeting to order at 7:50 a.m. He welcomed everyone, and he thanked them for the opportunity to share the High Capacity Transit Issues. He turned the first presentation over to Dean Lookingbill.

**II. Bi-State Transportation Study**

Dean Lookingbill distributed a memorandum stating the Bi-State Transportation Study's policy objectives and issues. He introduced the consultant in charge of the project, Wayne Kittleson, of Kittleson and Associates. Mr. Kittleson had a slide presentation to help illustrate their findings.

Mr. Kittleson stated that throughout the study the primary objectives they will look at are existing travel patterns and traffic conditions. Also, the future travel conditions to the year 2010 will be addressed. These include truck travel as well. The first slide showed the level of service that the I-5 and I-205 corridors are currently running. He stated that over the last 30 years, traffic volumes across the Columbia River have increased 6 percent per year. He summarized by saying that the traffic congestion on I-5 is more intense than the congestion on I-205, and congestion is worse on both of these facilities in the evening peak hours. The major problems of capacity and safety on I-5 are generally south of SR-14. I-205 rates are highest from SR-14 to Mill Plain Road, but even those rates are only about half of those on I-5.

He presented slides relating to truck travel characteristics. Because truck travel is important in forming the freeway system not only how the system operates during the day, but also how it might operate in the future. He said that of the percentage of trucks crossing the Columbia, 37 percent were single unit trucks, 48 percent were semi trucks, and 15 percent were tandem trucks. The growth of truck travel is toward longer, larger trucks. These are the ones that have the greatest impact on the use of the capacity of the freeway system. They also have the greatest potential multiple accident impact.

It was found that travel time was the key to mode choice to both people and freight. Travel time was found to influence future decisions of location.



In terms of the project identification, they expect to have a memo on impact conditions in March; in April and May, they will look into future conditions, the Year 2010 RTP, complete the Regional Economic Analysis, with a Draft Final Report to be out in June and the Final in July.

### **III. Clark County HCT Activities**

#### **A. I-205 Bridge LRT Retrofit Study**

Dean Lookingbill introduced Darrell Joque, the lead consultant in the I-205 Retrofit Study. This study is mainly looking at the feasibility of retrofitting the I-205 Bridge to LRT between Portland and Clark County, the structural issues on the bridge, and the operational connection at Gateway.

Mr. Joque stated that their main study was to evaluate the transit modes LRT and Exclusive Busway/HOV. The preliminary structural assessment of the Glen Jackson Bridge and the South Channel Bridge has been reported. In order to further understand the findings, he presented slides to explain some of the engineering terms. He explained the terms sheer and moment. He stated that the bridge was originally designed for five lanes of traffic for future expansion. This would allow for four lanes of traffic and room for an LRT lane at the center near the bike path. He showed a slide giving a cross-section of the Glenn Jackson Bridge with one side showing the LRT option and the other showing the Exclusive HOV/Busway option. Either would run on the inside of the two bridges in a both a north- and south-bound direction.

Beginning with the LRT he stated that in following the minimum Interstate standards for highway bridges, it is possible to accommodate four 12-foot lanes of traffic with the required minimum of 3-feet 6-inch shoulders and still accommodate the LRT system. The LRT would be right next to the present bike path where there is a concrete barrier. The bike path would not be disturbed with the addition of LRT. A new traffic barrier would be provided between the LRT and the traffic. The Exclusive Busway/HOV System would have a painted barrier and not a physical barrier due to lack of feasible lane space.

The Gateway area is considered a main transfer station. They have envisioned having the cars go from Clark County into this area and then switching ends of the car to proceed into downtown Portland. This area has a high potential of heavy competition of scheduled other lines. The other

option is to return these cars to Clark County and have a transfer at this point to go downtown.

#### **IV. Portland HCT Activities**

##### **A. Westside/Hillsboro LRT Update**

Andy Cotugno presented a handout of a bar chart displaying the different corridors, their current status, and projected time line activities. He stated the Hillsboro LRT Alternatives Analysis is underway and a Draft Environmental Impact Statement is anticipated by the middle of 1991 to the spring of 1992.

##### **B. Milwaukie/I-205 Preliminary AA**

They have proposed doing a Pre Alternatives Analysis Study. With a Preliminary Scope of Work having been refused by UMTA, they are working on a detailed Scope of Work to provide a basis for getting UMTA approval to start that process some time this spring.

#### **V. Next Meeting**

The next meeting date was suggested for July 11, 1991, in Portland on the regular JPACT meeting date.

#### **VI. Adjourn**

Dave Sturdevant stated his appreciation for the opportunity to share the HCT activities that are going on in the Clark County area. David Knowles thanked everyone for their hospitality. The meeting was adjourned at 9:05 a.m.

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 91-1501 FOR THE PURPOSE OF AMENDING THE FY 92 UNIFIED WORK PROGRAM TO INCLUDE THE I-5/I-205 PORTLAND/VANCOUVER PRELIMINARY ALTERNA- TIVES ANALYSIS WORK ELEMENT

Date: August 28, 1991

Presented by: Andrew Cotugno

## PROPOSED ACTION

This resolution would amend the FY 92 Unified Work Program to include the I-5/I-205 Portland/Vancouver Preliminary Alternatives Analysis. The following actions would follow adoption of this resolution:

1. Development of a detailed Work Plan for the Preliminary Alternatives Analysis by Metro, IRC and C-TRAN with assistance of a Technical Advisory Committee.
2. Submission of a grant application to the Washington State Department of Transportation for High Capacity Transit Development funds to finance portions of the project.
3. Development of Intergovernmental Agreements, including detailed scopes of work and budget agreements for expenditures and local match requirements.
4. Development of a consultant scope of work, and solicitation and selection of a planning consultant to perform elements of the project work as outlined in the detailed work plan.
5. Establishment of an Expert Review Panel and Citizen's Advisory Committee to provide independent evaluation and comment on the study's assumptions, methodologies, and alternatives being considered.
6. Identification of the transportation problems within the corridor, development of study guidelines and methodologies, and development of Transportation Systems Management (TSM) and high capacity transit (HCT) alternatives that respond to those problems.
7. Screening of alternatives into a handful of most promising alternatives within each corridor.
8. Evaluation and selection of a priority corridor based upon the alternatives within each corridor using local criteria.
9. Development of a corridor financial strategy, consistent with the regional HCT financing plan.

with the regional HCT financing plan.

10. Development of an action plan for mid and long-term transit development in the remaining corridor.

TPAC has reviewed this FY 92 Unified Work Program amendment and recommends approval of Resolution No. 91-1501.

#### FACTUAL BACKGROUND AND ANALYSIS

The Portland region is currently completing the preparation of a Final Environmental Impact Statement and Preliminary Engineering for the Westside Project. It is also preparing an Alternatives Analysis and Draft Environmental Impact Statement for the Hillsboro Corridor, an extension to the Westside Corridor.

In order to prepare additional HCT corridors for advancement into Alternatives Analysis, the region is undertaking three systems-level planning studies. First, the Unified Work Program (UWP) includes the I-205/Milwaukie Preliminary Alternatives Analysis, to select the region's next priority corridor to advance into Alternatives Analysis. The study will identify the transportation problems within the corridors, develop and screen TSM and HCT alternatives within the two corridors, and, based upon the performance of the alternatives and other local criteria, select a priority corridor. Products of the study will be an application to UMTA for advancement into AA, the development of a corridor financial strategy, and an action plan for transit development in the mid and long-term in the remaining corridor.

The second study to be undertaken is also included within the FY 92 UWP. The Regional High Capacity Transit study will prepare a system-wide financial plan for the long-term development of HCT in the region. It will also update HCT corridor travel demand forecasts to the year 2010, and prioritize remaining HCT corridors and extensions. Finally, the study will evaluate HCT alignment options within the Portland CBD, concentrating on operations, transit ridership, travel times, costs and urban design issues.

The third HCT transit study is this proposed I-5/I-205 Portland/Vancouver Preliminary Alternatives Analysis. Since adoption of the FY 92 UWP, JPACT and the Metro Council have adopted a resolution authorizing initiation of the I-5/I-205 Portland/Vancouver Preliminary AA to be conducted in coordination and on a concurrent schedule with the I-205/Milwaukie Preliminary AA.

In order to clearly define areas of coordination between these three studies, the Project Management Group described below is charged with developing for JPACT:

1. A description of how the three studies will be integrated;

2. A description of the process to develop an integrated financing plan for implementation of High Capacity Transit; and
3. A delineation of key decisions and the role of JPACT and other jurisdictions in making those decisions.

The proposed work plan for the I-5/I-205 Portland/Vancouver Preliminary Alternatives Analysis as described in this UWP amendment includes the following key areas of activity:

#### Administration

The project will include general administration of the project and planning consultants. It will include regular meetings with a Technical Advisory Committee, a Citizen Advisory Committee, and a Project Management Group (PMG). The PMG will be shared with the I-205/Milwaukie Preliminary AA. Policy oversight of the study will be provided by JPACT and the IRC Transportation Policy Committee. A public involvement plan will be implemented that will include regular staff presentations and public comment to the CAC, a project newsletter, and public meetings and presentations. An Expert Review Panel (ERP) will be formed, in compliance with Washington State HCT development account regulations, in order to provide independent review of the study assumptions, methodologies and alternatives. The ERP will be shared with the I-205/Milwaukie Preliminary AA.

#### Data Development

Previous and concurrent HCT and transportation studies within the corridors will be reviewed. Data on the travel patterns and demographic characteristics of the corridors will be prepared and summarized. Finally, a draft statement of the transportation problems within the two corridors will be developed.

#### Methodologies and Guidelines

A local evaluation methodology and criteria will be prepared. The methodology and criteria will provide a structure for the local screening of alternatives and the selection of a priority corridor. Guidelines will be developed or refined for the development of facility and operations plans for the alternatives to be considered. Methodologies for determining capital and operating costs, forecasting travel demand, financial analysis, and evaluating various local criteria will be developed.

#### Development and Screening of Alternatives

Using the facility and operation guidelines, alternatives will be developed that respond to the identified transportation problems within the two corridors. Then, using the local evaluation methodology and criteria, the alternatives will be screened to a handful of most promising alternatives within each corridor.

### Evaluation of Corridors

The screened alternatives will be mapped and defined to a greater level of detail to allow capital and operating costs, travel demand estimates, transportation impacts, financial analysis and assessment of a variety of local criteria to be prepared. Conceptual engineering will be prepared at significant sites that have exceptionally high costs, significant engineering problems, or major trade-offs between facility and operations designs.

### Priority Corridor

Using the information developed on the two corridors, including the performance of the alternatives, a priority corridor will be selected. The a final problem statement will be developed, the small set of promising alternatives will be refined, indicators of cost effectiveness will be prepared, a corridor and system-wide financial plan will be finalized, and a scope and budget for AA will be prepared. A key objective of this task will be the coordination of a priority corridor decision for the I-5/I-205 Portland/Vancouver Preliminary AA with the I-205/Milwaukie Preliminary AA.

### Prepare Action Plan for the Other Corridor

For the remaining corridor, a mid and long-term transit development plan will be developed. It will include plans for capital and service improvements, and a financial strategy to fund those improvements consistent with the systemwide financial plan.

### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 91-1501.

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE )	RESOLUTION NO. 91-1501
FY 92 UNIFIED WORK PROGRAM TO )	
INCLUDE THE I-5/I-205 PORTLAND/ )	Introduced by
VANCOUVER PRELIMINARY ALTERNA- )	David Knowles, Chair
TIVES ANALYSIS )	Joint Policy Advisory Commit-
	tee on Transportation

WHEREAS, The FY 92 Unified Work Program was adopted by Resolution No. 91-1407; and

WHEREAS, The region is undertaking preliminary alternatives analysis within the I-205 and Milwaukie Corridors; and

WHEREAS, The region is undertaking the Regional High Capacity Transit Study; and

WHEREAS, The Intergovernmental Resource Center and C-TRAN are completing the Clark County High Capacity Transit system planning studies; and

WHEREAS, The State of Washington has funds within the High Capacity Transit Development account for HCT corridor planning; and

WHEREAS, JPACT and Metro Council have adopted Resolution No. 91-1456 calling for a Preliminary Alternatives Analysis to be conducted within the I-5 North and I-205 North corridors between Portland and Clark County, in coordination and on a concurrent schedule with the I-205/Milwaukie Preliminary Alternatives Analysis; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service

District does hereby amend the FY 92 Unified Work Program to include the I-5/I-205 Portland/Vancouver Preliminary Alternatives Analysis as reflected in Exhibit A.

2. That this work program and policy conclusions shall be coordinated with actions in the I-205/Milwaukie Preliminary Alternatives Analysis and in Clark County, Washington.

ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_\_ day of \_\_\_\_\_, 1991.

Tanya Collier, Presiding Officer

ACC:LPS:bc



## Proposed Draft Unified Work Program Amendment

### I-5/I-205 PORTLAND/VANCOUVER PRELIMINARY ALTERNATIVES ANALYSIS

#### PROGRAM DESCRIPTION

To select and prepare a North priority corridor and to determine whether it should advance into a federal or locally sponsored Alternatives Analysis simultaneous with or following a Southeast Corridor Alternative Analysis. Comparative analysis of potential transit demand in the I-205 North and I-5 North corridors. Identification of the transportation problems within the corridors and development of a range of alternatives that respond to those problems. Screening those alternatives to a handful of promising alternatives. Development or refinement of design and operations standards for Transportation Systems Management (TSM), high occupant vehicle (HOV), busway and light rail transit alternatives. Conceptual engineering analysis for critical elements within the corridors, such as river crossings and major interchanges. Development of a work program for the AA/DEIS as appropriate.

#### RELATION TO PREVIOUS WORK

In May 1991, the Joint Policy Advisory Committee on Transportation endorsed a proposal to undertake a locally funded Preliminary Alternatives Analysis study for the I-5 Corridor from downtown Portland to Vancouver and other parts of Clark County and the I-205 corridor into Clark County. JPACT further directed that this I-5/I-205 Portland/Vancouver Preliminary Alternatives Analysis be completed on a concurrent schedule with the I-205/Milwaukie Preliminary Alternatives Analysis. A systems analysis of the I-205 and I-5 corridors within Clark County is currently in process under the direction of the Intergovernmental Resource Center. This current study includes a preliminary study of expanded bus, HOV lanes, busway and LRT alternatives and transit travel demand within the corridors, including a feasibility study of converting the I-205 bridge crossing of the Columbia River to include LRT or a dedicated busway. C-TRAN and the City of Portland are also participating in a study of the I-5 bridge crossing the Columbia River. Metro and the Intergovernmental Resource Center (IRC) are participating in another study, the Bi-State Study, which will determine the anticipated travel demand, both transit and highway, across the Columbia River, and whether additional capacity is justified beyond that planned for in the Regional Transportation Plan.

## OBJECTIVES

The I-5/I-205 Portland/Vancouver Preliminary Alternatives Analysis is intended to culminate in a decision on whether to advance one of those corridors into Alternatives Analysis. The work program for the study will be designed to provide the technical information needed by the region to make this decision.

Following are the tasks that will be completed within the study:

- Overall project management responsibility, including the coordination of technical, citizen and policy advisory committees;
- Identify transportation problems and needs within the corridor;
- Develop and refine TSM, busway, transitway, HOV lane and LRT design and operation guidelines; <sup>1</sup>
- Develop and implement a citizen involvement program and staffing a Citizen Advisory Committee;
- Initiate and maintain an expert peer group review for the study; <sup>1</sup>
- Document the background information on population, employment and travel trends within the corridors;
- Prepare the ridership estimates for each corridor and all alternatives under consideration;
- Assess the land use impacts and development potential associated with the potential alternatives within each corridor;
- Identify the impact of LRT, busway and TSM alternatives on highway demand and congestion, and costs of improvements associated with highway projects;
- Determine the operating and capital costs for each alternative;
- Determine the interrelationship between the corridors;
- Assess the significant environmental and traffic impact of the alternatives;

---

<sup>1</sup> To be jointly funded with the I-205/Milwaukie Preliminary Alternatives Analysis

- Develop a financial strategy for the corridor consistent with the systemwide financial plan to be developed within the Regional HCT study;
- Determine the preliminary cost effectiveness of the alternatives and corridors;
- Determine whether to initiate a federally or locally sponsored Alternatives Analysis and select the corridor to enter into Alternatives Analysis;
- Refine mode and alignment alternatives within the priority corridor;
- Prepare a conceptual work program, cost estimates and schedule for Alternatives Analysis;

These tasks are a multi-year effort, to be completed in FY 92-93. The project has previously been endorsed by JPACT. This work program description is intended as a general overview. A full scope of work and budget will be prepared for approval prior to initiation of the study.

#### PRODUCTS/MILESTONES

- Present detailed Work Plan to IRC Transportation Policy Committee and JPACT for approval and to UMTA for review and comment - October/November 1991.
- Work program approved - November/December 1991.
- Consultant contract approved - February 1992.
- Selection of a priority corridor - March/April 1993.
- Completion of Study - July 1993.

#### EXPENSES

Personal Services:  
 Materials and Services:  
     Computer (M&S)  
 Capital Outlay:  
 Transfers:  
 Contingency: \_\_\_\_\_

#### REVENUES

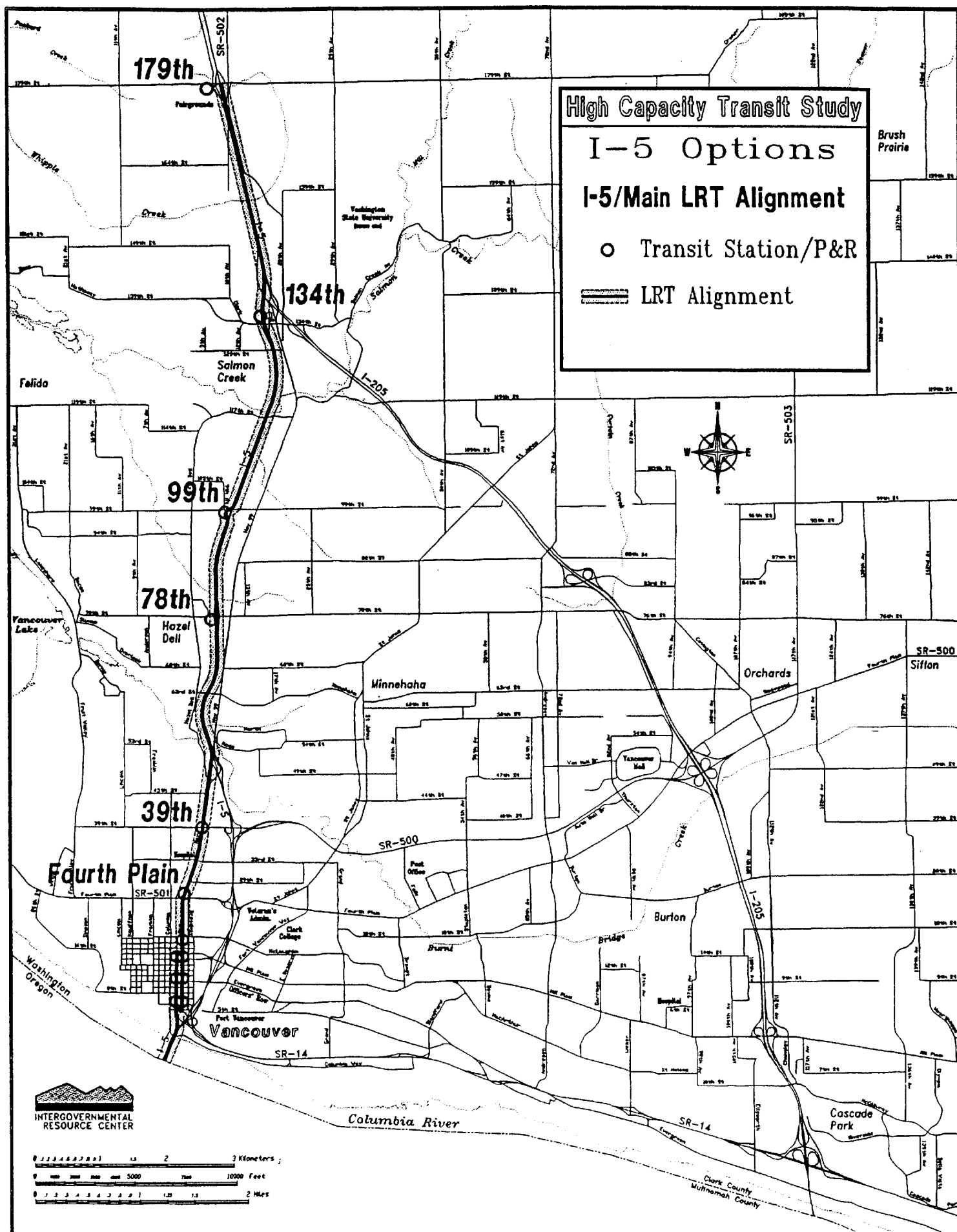
# C-TRAN

## HIGH CAPACITY TRANSIT - I-5 CORRIDOR

On September 19, 1989, C-TRAN contracted with the Intergovernmental Resource Center (IRC) to conduct System Planning Level Studies which would examine transportation service levels in selected corridors to determine if consideration of planning for High Capacity Transit service was justified. One of the corridors selected for the System Planning Level examination was the I-5 Bi-State corridor. The I-5 Bi-State corridor was identified as the mileage on I-5 from downtown Portland to 179th Street in Clark County. The catalyst for examining this corridor was the recognition that traffic volumes were growing at rates higher than previously anticipated. It was noted that the growth rates in traffic being experienced by the I-5 corridor had placed it at a pre-I-205 bridge utilization level and that it was already routinely failing at peak hour.

The System Planning Level Study was to address specific questions regarding the I-5 Bi-State corridor including anticipated traffic growth, interchange impacts on traffic flow, projected transit ridership by mode, projected transit capital and operating costs by mode, logical alignments, and land use impacts. On August 13, 1991, C-TRAN received the study results from IRC. The study indicated that the projected growth of traffic on the I-5 Bi-State corridor would result in levels of service deteriorating to unacceptable levels before any improvement of any type could be implemented. The study also indicated that the placement of a high number of interchanges at the north and south ends of the I-5 bridge resulted in extensive "merge/weave" actions in traffic, which contributed to the congestion which was being experienced in the area surrounding the interstate bridge. The study identified two (2) alignments (attached) as being the most logical for the rail alternative. The study outlined capital and operating costs by mode and projected ridership by mode (attached). The study identified the changes in housing and employment levels in the I-5 corridor which would be required for light rail transit to be effective (attached).

Currently, the Comprehensive Land Use plans of Clark County and the City of Vancouver do not identify the establishment of density levels in the I-5 Bi-State corridor which would be necessary for light rail transit to be effective. The City of Vancouver and Clark County are currently revising their plans in accordance with the Growth Management Act of 1990. If higher density levels are identified and achieved in the revised plans, the ridership levels which could be expected to occur would meet federal requirements for implementation of a light rail transit alternative. The current I-5 Bi-State corridor ridership meets the threshold ridership requirements of the Urban Mass Transportation Administration for further consideration of light rail as a viable option for mobility improvement.



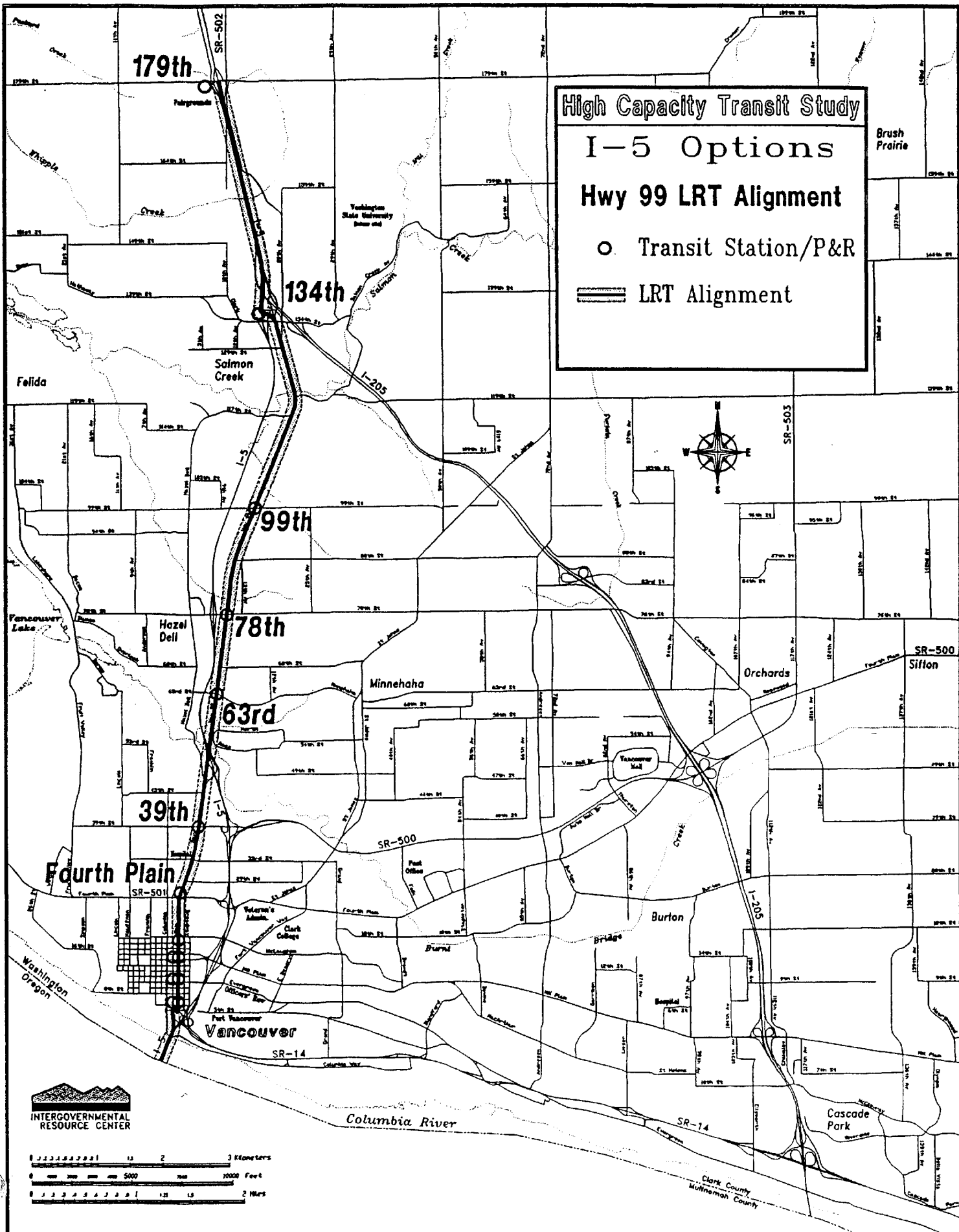
# High Capacity Transit Study

## I-5 Options

### Hwy 99 LRT Alignment

○ Transit Station/P&R

▬ LRT Alignment



**PRELIMINARY  
HCT OPTIONS COST AND RIDERSHIP COMPARISONS  
(IN MILLIONS OF \$\$)**

	I-5 OPTIONS					I-205 OPTIONS					4th Plain
	Expand Bus	HOV	Busway	LRT I-5	LRT Hwy 99	Expand Bus	HOV	Busway	LRT I-205	LRT 112th	LRT
<b>MILES</b>	9.0	7.7	9.0	9.9	10.8	12.5	12.5	13.2	11.9	12.3	5.8
<b>CAPITAL COSTS<sup>1</sup></b>	4.0	45.8	183.2	284.8	271.2	4.0	54.2	140.9	275.8	323.1	198.4
<b>CAPITAL COSTS PER MILE</b>	N/A	6	20	29	25	N/A	5	11	23	26	\$34
<b>OPERATING COSTS<sup>2</sup></b>	1.5	1.5	5.2	5.6	6.0	1.7	1.7	5.2	6.0	7.1	5.6
<b>RIDERSHIP</b>	1,900 <sup>3</sup>	1,900 <sup>3</sup>	6,300 <sup>3</sup>	24,750 <sup>4</sup>	23,950 <sup>4</sup>	6,950 <sup>5</sup>	6,950 <sup>5</sup>	10,250 <sup>5</sup>	15,700 <sup>5</sup>	14,500 <sup>5</sup>	4,500 <sup>6</sup>

<sup>1</sup> Includes ROW Costs

<sup>2</sup> Annual Costs

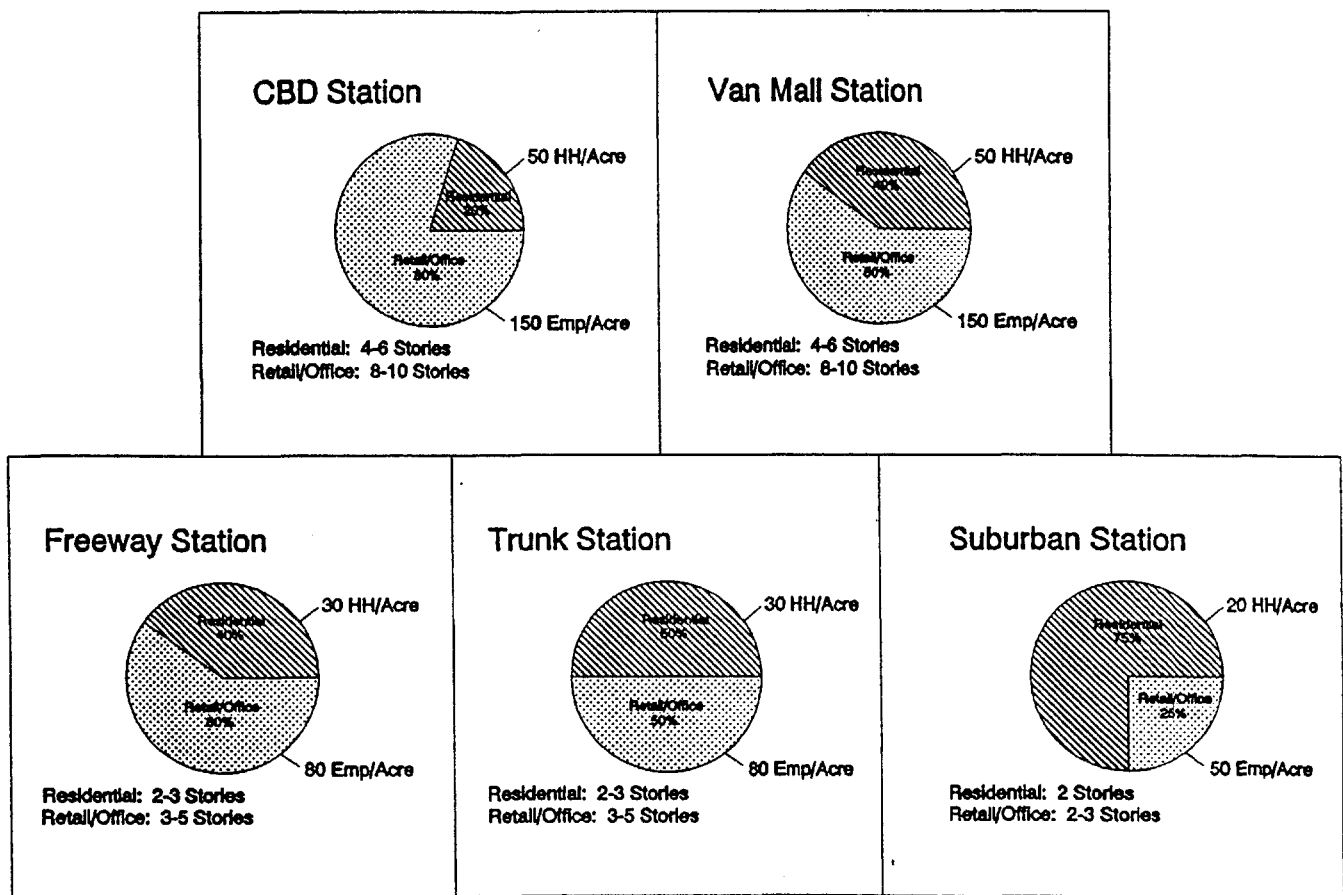
<sup>3</sup> To Downtown Vancouver

<sup>4</sup> To Downtown Portland

<sup>5</sup> To Gateway Transit Center

<sup>6</sup> To McLoughlin and Main Street

# LRT STATION LAND USE AND DENSITY ASSUMPTIONS



## **LRT LAND USE CHANGE BY CORRIDOR**

### **I-205 LRT**

<u>Corridor</u>	<u>2010</u>		<u>2020</u>		<u>Change</u>	
	<u>Housing</u>	<u>Employ</u>	<u>Housing</u>	<u>Employ</u>	<u>Housing</u>	<u>Employ</u>
I-205	1,527	4,534	9,200	21,550	7,673	17,016
112th Ave.	2,808	6,861	15,200	29,300	12,392	22,439

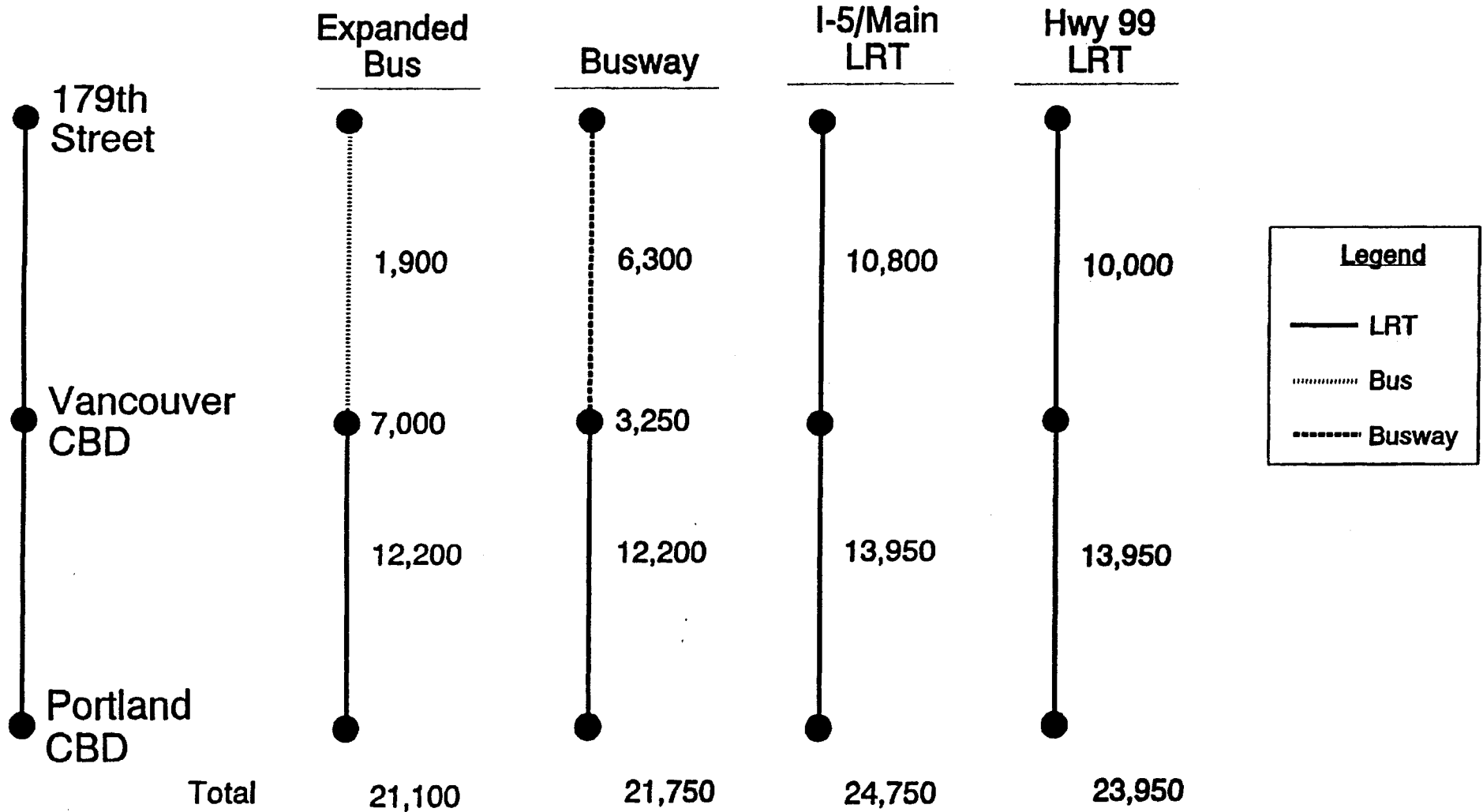
### **I-5 LRT**

<u>Corridor</u>	<u>2010</u>		<u>2020</u>		<u>Change</u>	
	<u>Housing</u>	<u>Employ</u>	<u>Housing</u>	<u>Employ</u>	<u>Housing</u>	<u>Employ</u>
I-5	2,901	9,422	10,625	44,050	7,724	34,628
HWY 99	3,328	9,859	12,125	45,300	8,797	35,441



# I-5 HCT Corridor All Day 2010 Ridership Comparisons

## I-5 Corridor



**Agenda Materials For**

**Item No. 5**

**INTERNAL CLARK COUNTY HCT STUDY**

## **C-TRAN**

### **HIGH CAPACITY TRANSIT - FOURTH PLAIN CROSS-COUNTY CONNECTION**

On September 19, 1989, C-TRAN contracted with the Intergovernmental Resource Center (IRC) to conduct System Planning Level Studies, which would examine transportation service levels in selected corridors to determine if consideration of planning for High Capacity Transit service, including light rail transit, was justified. One of the corridors identified for System Planning Level examination was the Fourth Plain corridor which could serve as a cross-county connection between the major north/south corridors (I-5/I-205). The specific corridor which was examined encompassed Fourth Plain from downtown Vancouver to Vancouver Mall. The length of this corridor is 5.8 miles.

On August 13, 1991, C-TRAN received the results of the System Planning Level examination. The finding of the study (attached) indicated that it would cost approximately \$198.4 million to construct a cross-county light rail connection on Fourth Plain. When completed, the total ridership in the Fourth Plain corridor segment would be approximately 4,500 daily passengers. Currently, the Fourth Plain corridor operates with bus frequencies of 15 minutes and has an average daily ridership of 1,764. C-TRAN projects that bus ridership will be at 3,000 daily passengers at the time that the LRT option will be implemented.

**PRELIMINARY**  
**HCT OPTIONS COST AND RIDERSHIP COMPARISONS**  
 (IN MILLIONS OF \$\$)

	I-5 OPTIONS					I-205 OPTIONS					4th Plain
	Expand Bus	HOV	Busway	LRT I-5	LRT Hwy 99	Expand Bus	HOV	Busway	LRT I-205	LRT 112th	LRT
<b>MILES</b>	9.0	7.7	9.0	9.9	10.8	12.5	12.5	13.2	11.9	12.3	5.8
<b>CAPITAL COSTS<sup>1</sup></b>	4.0	45.8	183.2	284.8	271.2	4.0	54.2	140.9	275.8	323.1	198.4
<b>CAPITAL COSTS PER MILE</b>	N/A	6	20	29	25	N/A	5	11.	23	26	\$34
<b>OPERATING COSTS<sup>2</sup></b>	1.5	1.5	5.2	5.6	6.0	1.7	1.7	5.2	6.0	7.1	5.6
<b>RIDERSHIP</b>	1,900 <sup>3</sup>	1,900 <sup>3</sup>	6,300 <sup>3</sup>	24,750 <sup>4</sup>	23,950 <sup>4</sup>	6,950 <sup>5</sup>	6,950 <sup>5</sup>	10,250 <sup>5</sup>	15,700 <sup>5</sup>	14,500 <sup>5</sup>	4,500 <sup>6</sup>

<sup>1</sup> Includes ROW Costs

<sup>2</sup> Annual Costs

<sup>3</sup> To Downtown Vancouver

<sup>4</sup> To Downtown Portland

<sup>5</sup> To Gateway Transit Center

<sup>6</sup> To McLoughlin and Main Street

# C-TRAN

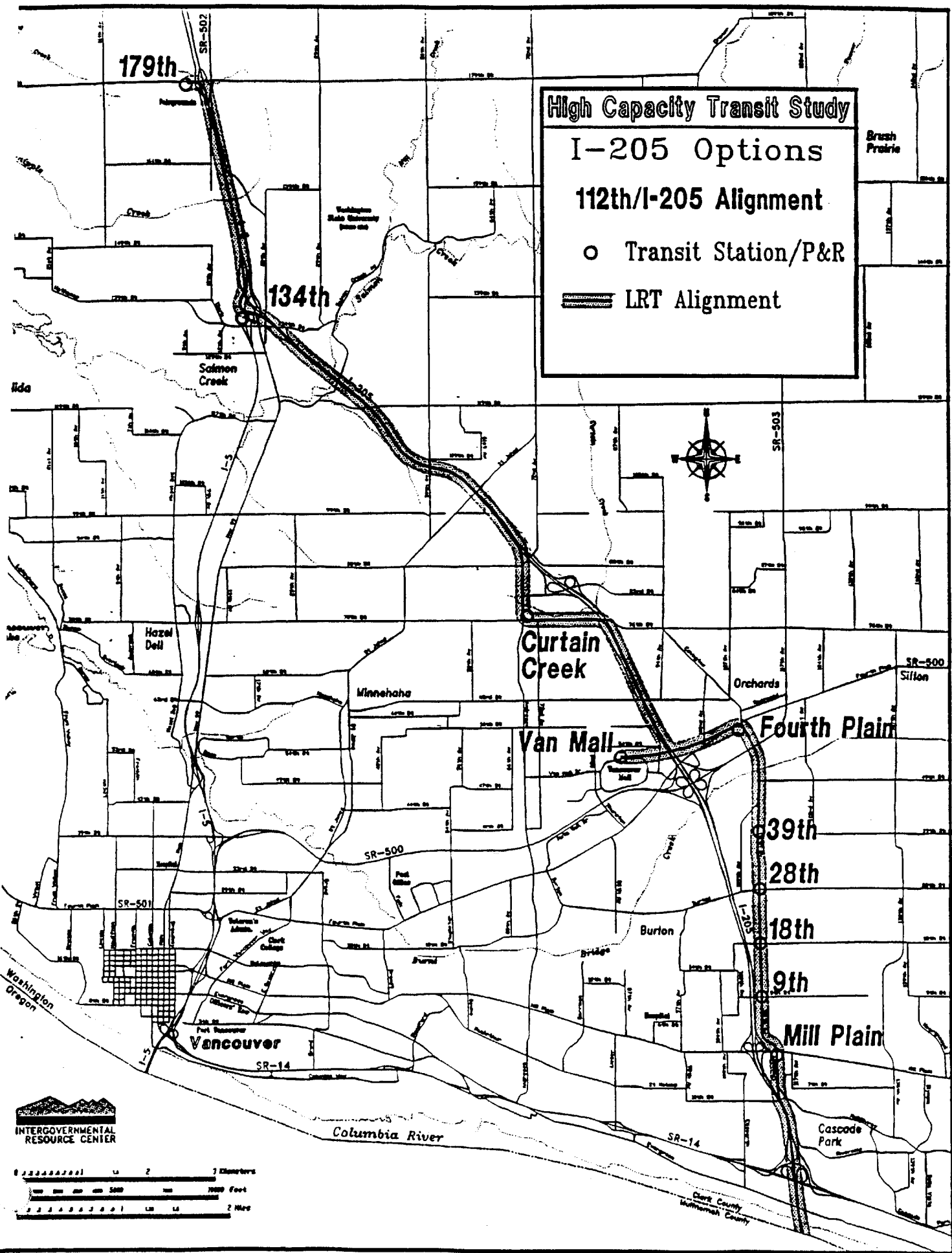
## HIGH CAPACITY TRANSIT - I-205 CORRIDOR

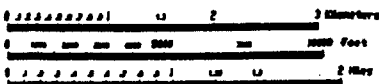
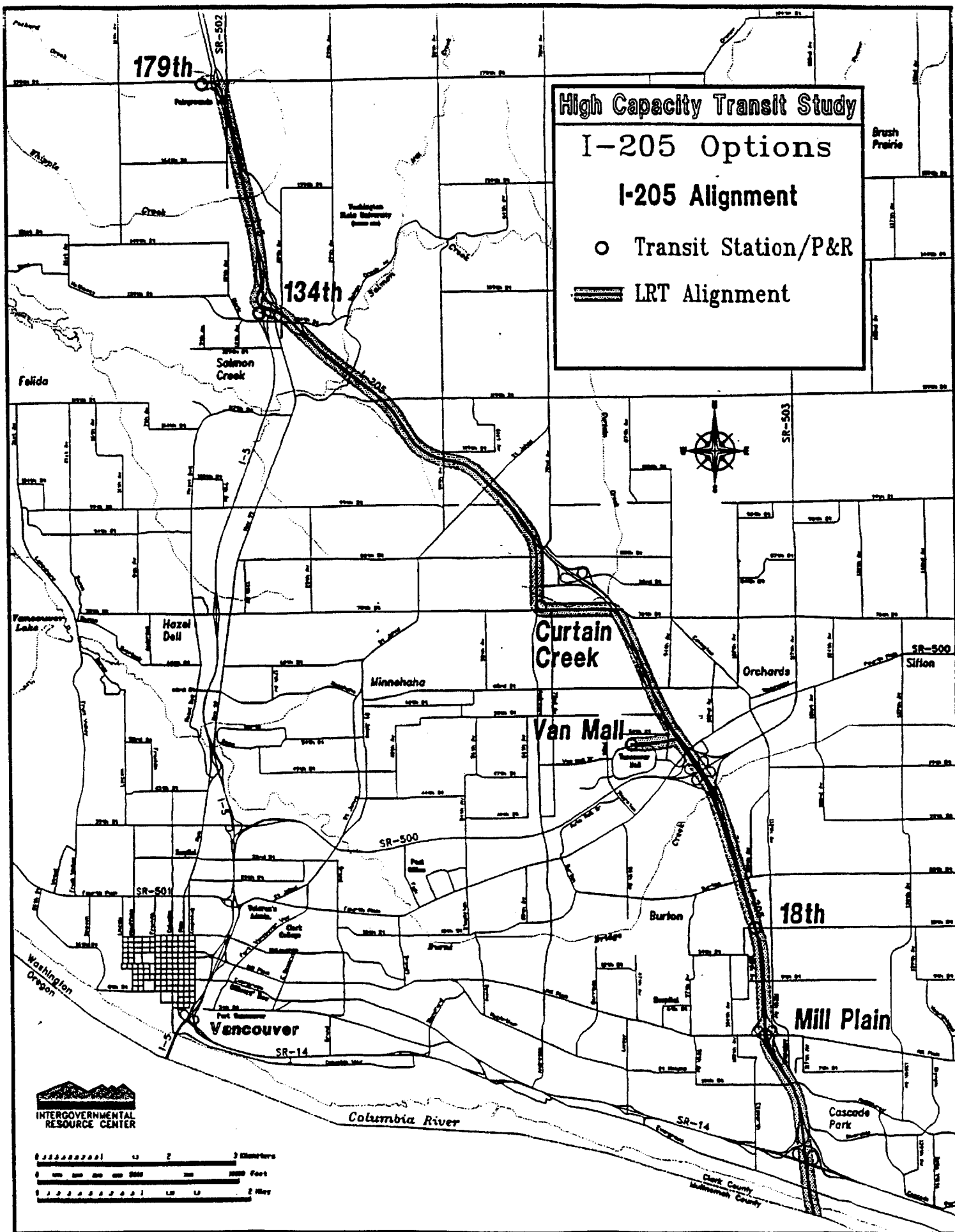
On September 19, 1989, C-TRAN contracted with the Intergovernmental Resource Center (IRC) to conduct System Planning Level Studies which would examine transportation service levels in selected corridors to determine if consideration of planning for High Capacity Transit service was justified. One of the corridors identified for System Planning Level examination was the I-205 Bi-State corridor. The I-205 Bi-State corridor was identified as the mileage on I-205 from a 179th Street northern terminus to a Gateway Transit Center southern terminus. The catalyst for examining this corridor was the recognition that traffic volumes were growing at rates higher than previously anticipated, and that both the I-5 and I-205 Bi-State corridors would reach capacity before 2010 if no actions were taken.

The System Planning Level Study was to address specific questions regarding the I-205 Bi-State corridor including bridge retrofitability, system connectivity, projected ridership by mode, projected cost by mode, logical alignments, and land use impacts. On July 9, 1991, C-TRAN received the study results from IRC. The study indicated that the I-205 bridge was retrofitable for either HOV lanes, busway lanes, or light rail tracks. Additionally, the study indicated that the system could connect with the Portland rail system with either the bus or rail alternatives. The study identified two (2) alignments as being most logical for the rail alternative (attached). The study also identified the cost of construction and operation of each alternative examined, and outlined the projected potential use (attached).

The light rail transit ridership projections included in the study were based upon the assumption that the land use plans would call for substantially increased densities in the station area locations along the selected alignment. In the absence of these densities potential ridership levels would not be realized. Current comprehensive land use plans do not identify the level of density occurring in the I-205 Bi-State corridor which would result in maximum light rail use. Attached to this staff report is an exhibit outlining the change in employment and housing which would need to occur for light rail transit to be effective. The Clark County Comprehensive Plan is currently being revised, and higher land use densities could be assigned to the I-205 Bi-State corridor if it was found to be appropriate to do so, and if the entire corridor was included within the urban growth/service boundary which must be established under the Growth Management Act of 1990.

9/10/91/jeb  
khc:hctoverv.iew





**PRELIMINARY  
HCT OPTIONS COST AND RIDERSHIP COMPARISONS**  
(IN MILLIONS OF \$\$)

	I-5 OPTIONS					I-205 OPTIONS					4th Plain
	Expand Bus	HOV	Busway	LRT I-5	LRT Hwy 99	Expand Bus	HOV	Busway	LRT I-205	LRT 112th	LRT
<b>MILES</b>	9.0	7.7	9.0	9.9	10.8	12.5	12.5	13.2	11.9	12.3	5.8
<b>CAPITAL COSTS<sup>1</sup></b>	4.0	45.8	183.2	284.8	271.2	4.0	54.2	140.9	275.8	323.1	198.4
<b>CAPITAL COSTS PER MILE</b>	N/A	6	20	29	25	N/A	5	11.	23	26	\$34
<b>OPERATING COSTS<sup>2</sup></b>	1.5	1.5	5.2	5.6	6.0	1.7	1.7	5.2	6.0	7.1	5.6
<b>RIDERSHIP</b>	1,900 <sup>3</sup>	1,900 <sup>3</sup>	6,300 <sup>3</sup>	24,750 <sup>4</sup>	23,950 <sup>4</sup>	6,950 <sup>5</sup>	6,950 <sup>5</sup>	10,250 <sup>5</sup>	15,700 <sup>5</sup>	14,500 <sup>5</sup>	4,500 <sup>6</sup>

<sup>1</sup> Includes ROW Costs

<sup>2</sup> Annual Costs

<sup>3</sup> To Downtown Vancouver

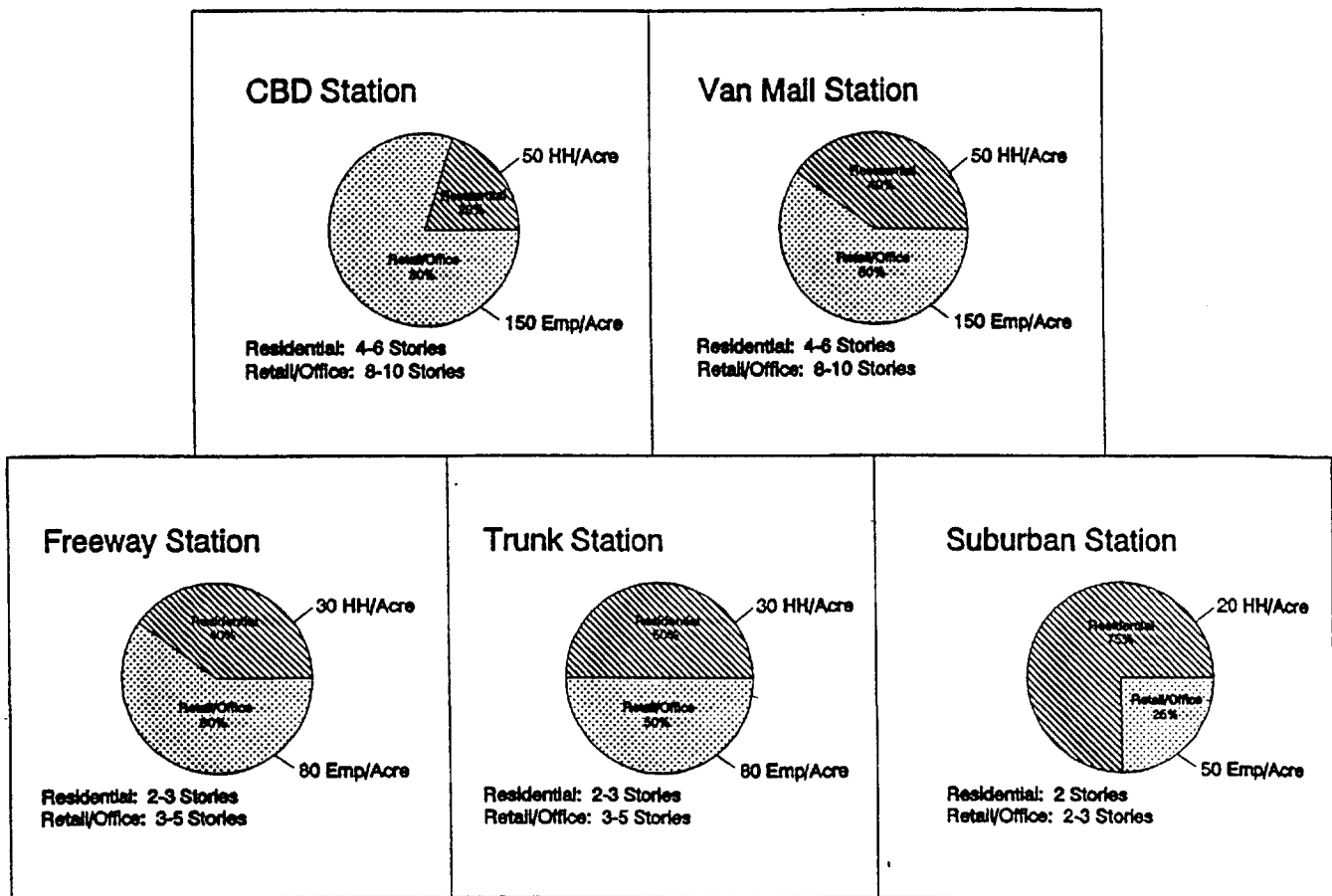
<sup>4</sup> To Downtown Portland

<sup>5</sup> To Gateway Transit Center

<sup>6</sup> To McLoughlin and Main Street



# LRT STATION LAND USE AND DENSITY ASSUMPTIONS



## LRT LAND USE CHANGE BY CORRIDOR

### **I-205 LRT**

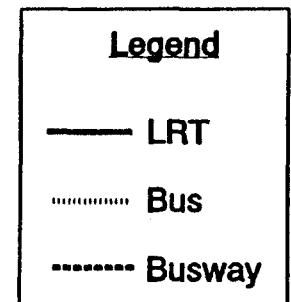
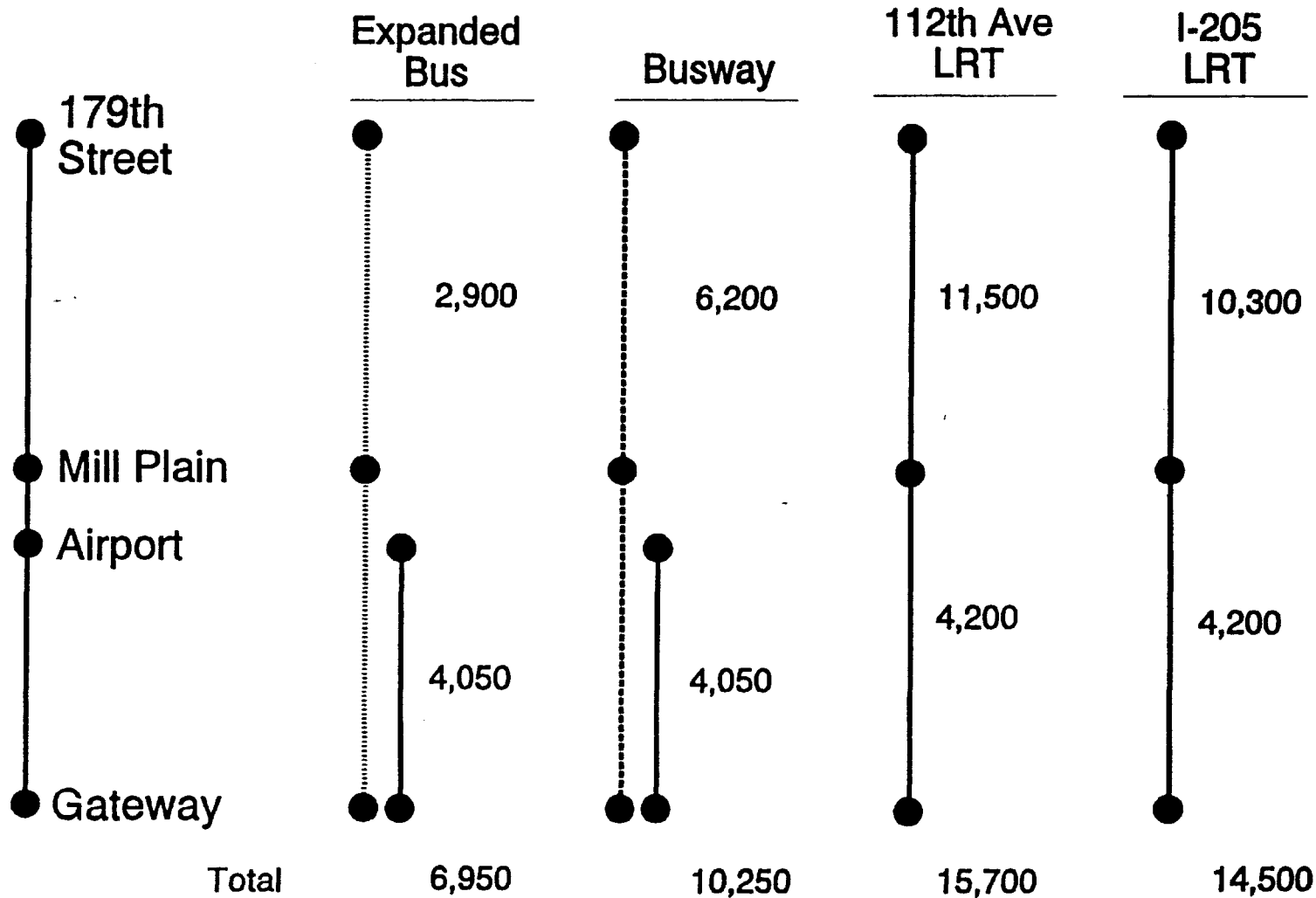
<u>Corridor</u>	2010		2020		Change	
	<u>Housing</u>	<u>Employ</u>	<u>Housing</u>	<u>Employ</u>	<u>Housing</u>	<u>Employ</u>
I-205	1,527	4,534	9,200	21,550	7,673	17,016
112th Ave.	2,808	6,861	15,200	29,300	12,392	22,439

### **I-5 LRT**

<u>Corridor</u>	2010		2020		Change	
	<u>Housing</u>	<u>Employ</u>	<u>Housing</u>	<u>Employ</u>	<u>Housing</u>	<u>Employ</u>
I-5	2,901	9,422	10,625	44,050	7,724	34,628
HWY 99	3,328	9,859	12,125	45,300	8,797	35,441

# I-205 HCT Corridor All Day 2010 Ridership Comparisons

## I-205 Corridor





**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Memorandum

**DATE:** August 28, 1991

**TO:** JPACT/Metro Council

**FROM:** Michael Hoglund, <sup>MH</sup>Transportation Planning Supervisor

**RE:** RTP and FY 92 TIP; "Interim Conformity" with Clean Air Act Amendments of 1990

The Clean Air Act Amendments of 1990 require all transportation projects to either conform with the Act or come from a conforming plan and program. In the case of the Portland metropolitan area, the conforming plan is the Regional Transportation Plan (RTP) and the conforming program is the Transportation Improvement Program (TIP).

Final conformity regulations for future year's use are required to be released by November 15, 1991. For this year (referred to as the Phase I interim period), EPA and USDOT have developed "interim conformity guidelines" which apply to both the RTP and this year's FY 92 to Post 1995 TIP. In order for the region to receive federal transportation funds after November 15, 1991, both the TIP and RTP must be reviewed and approved by EPA and USDOT for compliance with the interim conformity guidelines. Essentially, compliance requires a determination that both the RTP and TIP contribute to reductions in annual emissions in CO and ozone non-attainment areas. The Portland region is a non-attainment area for both pollutants.

Attachment A describes the process and schedule for RTP and FY 92 TIP interim conformity determinations. The objective is to have a conforming RTP and TIP by November 15. To do so requires submittal of the technical analyses and conformity determination to EPA and USDOT together with the adopted TIP by October 1. If the TIP is found to conform, we will proceed with our normal TIP adoption process and include in the final TIP published document a finding of interim conformity. If the initial analyses do not result in conformity, TIP and/or RTP amendments will be necessary. In that case, Metro staff will present amendments at the September 27 TPAC meeting. If amendments are necessary, a TPAC subcommittee will be convened to address the issues.

MH/bc  
Attachment

## ATTACHMENT A

### RTP, FY 92 TIP: Interim Conformity With CAAA Process, Format, Schedule

#### I. PROCESS

The following outline describes the methodology for determining interim conformity of the Portland Urbanized Area Transportation Improvement Program (TIP) for the fiscal years 1992 - post 1995 and the Regional Transportation Plan (RTP) with Clean Air Act Amendments of 1990. The methodology follows the recommended interim conformity guidelines as developed by the Environmental Protection Agency and the U.S. Department of Transportation. The methodology assumes that Metro and the Oregon Department of Transportation (ODOT), with assistance from the Department of Environmental Quality (DEQ), will be primarily responsible for the interim conformity determination.

Consistent with the interim conformity regulations, the outline describes both a qualitative and quantitative determination of conformity. The outline also describes how conformity will be integrated into TIP review and submittal and provides a conformity schedule.

#### A. Qualitative Analysis

The Interim Conformity Guidelines specify that a subjective analysis be performed to determine if the RTP and the proposed TIP generally enhance the implementation of any remaining Transportation Control Measures (TCMs) identified in currently adopted air quality State Implementation Plans (SIPs). To make a qualitative determination of compliance, Metro and ODOT will evaluate the following requirements.

1. Consistency with the Most Recent Mobile Source Emissions Estimates. RTP and TIP conformity will be based on the most recent emissions estimates (as conducted below in the quantitative analysis). The emission estimates, in turn, must be based on the most recent population, employment, travel and congestion estimates as determined by Metro. The qualitative analysis will include a finding consistent with this requirement.
2. No Negative Impacts on TCMs. In order to conform, Metro and ODOT must determine that the RTP and TIP does not "contradict in a negative manner" specific requirements of the SIP (e.g., neither the RTP or the TIP will state that SIP TCMs will not

be implemented or make it impossible to implement any SIP TCM).

3. Expeditious Implementation of TCMs. In order to conform, Metro and ODOT must determine that the RTP and TIP provide for, or have provided, for the expeditious implementation of SIP TCMs.

- a. Expeditious implementation generally means as soon as "practicable," but no longer than provided for the TCM in the original implementation plan schedule.
- b. The TIP must only include TCMs described in sufficient detail in the SIP. The determination of "sufficient" must be made "with the agreement of the air agencies involved." Metro and ODOT will seek DEQ compliance review for a finding related to this guideline.
- c. The TIP must include the status of each SIP TCM.
- d. The TIP must place a high priority on any remaining TCM and promote timely implementation of those measures.
- e. Failure to implement any TCMs must be addressed in future conformity determinations.
- f. Replacing SIP TCMs determined to be subsequently obsolete may only occur during SIP revisions.
- g. Emission reductions from new (replacement) TCMs must be equal or greater than those from outdated TCMs being replaced.

4. Qualitative Conformity Determination. In order to conform, Metro and ODOT must determine that the transportation plan (RTP) and TIP generally conform to the SIP by supporting the achievement and maintenance of the National Ambient Air Quality Standards (NAAQS) and are consistent with the above guidelines.

B. Quantitative Analysis

A finding of conformity with the interim guidelines for the CAAA requires that a quantitative analysis be conducted, if possible, for both the RTP and TIP. Such

a quantitative analysis is possible for the Portland metropolitan area.

To determine conformity, Metro and ODOT 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 the TIP and the RTP will decrease emissions in the future relative to emissions over the same period without the TIP or RTP baseline cases (i.e., a Build/No-Build comparison). Summarized below are the key analytical steps for quantitative interim conformity requirements as included in the guidelines and tasks identified by Metro and ODOT necessary to complete the steps.

1. Define the "New TIP" or RTP Scenario. Defined 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.

For the TIP, Metro and ODOT, with assistance from Tri-Met and the local cities and counties, will identify and define the applicable federal projects and any non-federal projects (Major Collector or higher) which may have system or emission impacts. For the RTP, the 2010 recommended network will be utilized (updated from 2005).

2. Define the Baseline Scenario. Defined as the "No-Build" situation consisting of the existing system, the completion of projects currently under construction, 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 listed in the Interim Guidelines).

Metro and ODOT are developing a "No-Build" scenario for 1990.

3. Perform the Emissions Impact Analysis. The difference in areawide emissions -- VOC (OZONE) and CO -- between the TIP Build and RTP with the No-Build scenarios should be estimated. The emissions

analyses "should use locally available transportation models and tools, and must be adequate to make a reasoned determination of whether the new (or build) TIP/RTP contributes to emission reductions." 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:

TIP

- 1993 - OZONE
- 1995 - CO
- 1996 - OZONE
- 2000 - CO

RTP

- 2010 - CO & OZONE

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

Metro and ODOT are developing Build and No-Build networks for emission comparisons for 1990, 1993, 1995 and 2000. For the RTP, the Build/No-Build comparison will be made for 2010. The analysis will utilize Metro's EMME/2 Travel Forecast Model and either MOBILE 4.0 or 4.1. The PC version of MOBILE 4.1, as provided to DEQ by EPA, may not be compatible for EMME/2 hardware (according to Howard Harris). If not, MOBILE 4.0 can be utilized. According to the interim guidelines, MOBILE 4.1 must be used on conformity TIP emissions analyses work that starts later than three months after release of MOBILE 4.1. Release of MOBILE 4.1 was in July. The region's conformity analyses work began late July/early August.

The future SIP update will utilize MOBILE 5.0 following its release. MOBILE 5.0 incorporates new federal tailpipe emission standards.

4. Determine Conformity. The TIP contributes to emissions reductions if emissions from the 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 Sections 176(c)(1)(B)(ii) of the Act (essentially, contribute to emission reductions).

## II. FORMAT

The TIP for 1992 to post 1995 will include a section stating conformity with the CAAA of 1990 base on interim conformity guidelines as developed by EPA and USDOT. The section will note conformity for the milestone and attainment years identified above. Technical analyses, including travel and emission forecasting associated with interim conformity determinations, will not be included in the FY 1992 TIP but will be submitted separately for EPA and USDOT review and approval. Separate submittal of the technical analyses will allow for this year's TIP development process to proceed on its regular schedule.

Similarly, the RTP, during the 1991 revision, will include a statement of interim conformity. Technical analyses will be forwarded to EPA and USDOT separately.

## III. SCHEDULE AND AMENDMENTS

### A. Schedule

After November 15, 1991, only those projects contained in conforming TIPs can be approved for funding by either UMTA or FHWA. However, in order to provide EPA and USDOT adequate time to review the technical analysis associated with interim conformity, information and findings must be forwarded on or about October 1, 1991. Consequently, Metro and ODOT will need to finish the technical analysis and determine conformity by that date.

In addition, the normal TIP submittal process includes a review and adoption process that begins with the Transportation Policy Alternatives Committee (TPAC) meeting on September 6, 1991 and concludes with Council adoption on September 26, 1991 and submittal to FHWA and UMTA by October 1, 1991. As currently scheduled, conformity analysis is lagging behind the regular TIP schedule. Consequently, until such time that the interim conformity schedule is able to "catch up" with the regular TIP submittal schedule, it is recommended both schedules proceed independently. As the procedures converge, the analysis and interim conformity determination will be integrated into the TIP. In the meantime, the TIP will include a section which assumes conformity (see also "Amendments", below).

The actual interim conformity schedule is as follows:



1. Quantitative Analysis

- a. Compile list of qualifying projects, including federally funded TIP projects and local projects of Major Collector or above. Complete August 11.
- b. Define capacities for each qualifying project. Complete August 23.
- c. Receive transit network information from Tri-Met. Complete August 26.
- d. Code networks. Base (1990), and Build/No-Build for TIP (ozone: 1993 and 1996; CO 1995 and 2000), and RTP (2010). Begin August 19; complete September 13.
- e. Receive emission factors from DEQ. Complete September 6.
- f. Run emissions model. Begin September 9; Complete September 18 (to allow for TPAC mailing; otherwise later).
- g. Quantitative conformity determination. September 18.

2. Qualitative Analysis. Complete September 12.

3. Reviews and Submittals

The following schedule provides for adequate local review of the interim conformity analyses and findings and enables the region to have an approved TIP on November 15, 1991. To do so, conformity findings need to be forwarded to EPA and USDOT prior to their final review and approval by JPACT and the Metro Council.

- a. TPAC: September 6 (Informational)
- b. TPAC: September 27 (Review)
- c. EPA/USDOT: October 1 (Submittal)
- d. EPA/USDOT: November 15, 1991 (Approval of Interim Conformity Findings)

B. Amendments

The FY 92 TIP is being reviewed and adopted assuming interim conformity compliance. If the TIP conforms, work will essentially be completed and the document submitted. If the analysis shows the TIP is not in conformance, then amendments enabling conformance will be presented at the September 27 TPAC meeting. The amendments will take the form of either new TCMs or modifications to the TIP elements or schedule. Consistent with the above schedule and to minimize delay, an amended TIP would still be submitted to EPA/USDOT on October 1. Amendments to the TIP would require JPACT and Metro Council review and adoption on October 10 and 24, respectively.

TIPC0827.ATT  
August 28, 1991