DRAFT

RESOLUTION NO.

Expressing JPACT's concerns with the Metro Intergovernmental Relations Committee's proposed study of merging Metro with the Tri-County Metropolitan Transportation District of Oregon (Tri-Met).

Whereas, the region's success in transportation has been achieved through cooperation among state, regional, and local governments; and

Whereas, JPACT's responsibilities include advising the Metro Council on transportation matters, and

Whereas, Metro will be considering a study of merger with Tri-Met, as proposed by their Intergovernmental Relations Committee; and

Whereas, the Intergovernmental Relations Committee proposal does not include the involvement of JPACT, local governments, or other interest groups; and

Whereas, the committee has not adequately informed representatives of JPACT and local governments on the purpose and scope of the Tri-Met merger study; and

Whereas, JPACT has responsibility for regional transportation planning, including transit and highway systems; and

Whereas, local government comprehensive plans and the Regional Transportation Plans depend on a successful transit system; and

Whereas, the region's transportation focus at this time is to achieve funding for the Westside LRT Project, the region's number one priority; and

NOW, THEREFORE, BE IT RESOLVED by the Joint Policy Advisory Committee on Transportation that any proposed Tri-Met merger study be conducted by JPACT with the involvement of other interest groups; and

BE IT FURTHER RESOLVED, that any consideration of this matter recognize the priority of the Westside LRT Project.

July 11, 1990
Comm. Earl Blumenauer

STAFF REPORT

Agenda Item No. _____
Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 90-1315 FOR THE PURPOSE OF ADOPTING THE FY 1991 TO POST 1994 TRANSPORTATION IMPROVEMENT PROGRAM AND THE FY 1991 ANNUAL ELEMENT

Date: August 21, 1990 Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

The Transportation Improvement Program (TIP) and FY 1991 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 program for FY 1991. The FY 1991 program reflected herein is a first step in establishing actual priorities for FY 1991. 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.

- A process to address regional transportation priorities and funding issues related to them has been implemented by JPACT in the form of Resolution No. 89-1035. The resolution represents a major milestone in reaching a consensus among jurisdictions in the Portland region on how to fund key transportation priorities. Termed Transportation 2000, it represents an important starting point for seeking implementation of the proposals by the Legislature, affected boards and commissions and ultimately by the voter.

To implement the Transportation 2000 program, priorities must be established to guide specific funding decisions--now and in the future. Criteria for setting these priorities will be as follows:

A. Improvements that correct severe existing traffic problems will have top priority.

B. Improvements that correct traffic problems anticipated in the next decade and improvements that correct access capacity deficiencies that constrain development areas during the next decade will have next priority.

C. Regional corridor improvements will give priority to options which reduce costs by increasing people-moving capacity. Those options include ramp metering, signal improvements, access control and high occupancy vehicle lanes.

D. Large projects will be broken into manageable parts so that the most critical part is given priority for construction.

E. Consideration should be given to the region "reserving" a portion of available funds in order to be able to provide needed transportation improvements which quickly respond to economic development opportunities.

High Capacity Transit Studies (Resolution No. 90-1179) -- Because of the large amount of LRT 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 LRT system and financial limitations dictate that careful consideration be given to defining regional priorities before committing to construction. As such, the organizational structure presented in this resolution follows the following overall principles:

A. The process focuses on LRT issues after the Westside to Hillsboro project which is designated the region's number one priority.

B. Decisions regarding financing and regional priorities will be done in the context of the priorities already set which call for the decision on the next corridor after the Westside to be finalized through a coordinated I-205/Milwaukie study.

C. Committees are combined where significant overlap of issues or alternatives exist; separation is recommended to maintain the focus of the correct set of committee members in their area of interest.

D. Overall policy oversight is provided through the existing JPACT and IRC Transportation Policy Committee structure rather than a new committee.

E. Membership on individual committees is targeted only to those affected.

F. The scope of work for an Alternatives Analysis/DEIS is significantly greater than Systems Planning and requires a higher level of management oversight. As such, a "Planning Management Group" is recommended for AA/DEIS work in addition to Technical Advisory Committees.

G. A regional LRT Finance Committee is proposed to make recommendations affecting the priority and financing strategy for each corridor relative to one another. This committee will have a balanced regionwide membership to make recommendations on regionwide priorities and trade-offs.

H. Decision-making is focused on Oregon and Washington jurisdictions for decisions pertinent to their area with a significant need for bi-state coordination on issues affecting I-5 North from Portland to Vancouver and I-205 North from Gateway to Portland International Airport and beyond as well as to review financing and priority decisions on each corridor before adoption.

- Approximately $20.5 million of Interstate Transfer funding is programmed for FY 1991. Additional federal appropriations for the highway portion are estimated to be $10.9 million for FY 1991 plus carryover funding from prior years adequate to fully fund the program.

- Some $8.5 million of UMTA Section 3 "Trade" funds are programmed in FY 1991, of which $0.3 million have been earmarked for shelters and information/communication equipment and $8.2 million for the Transit Mall Extension North. Allocation of "Trade" funds is intimately related to the Transit Development Plan (TDP) being refined by Tri-Met.

- The maximum allowable use of UMTA Section 9 funds for FY 1991 operating assistance is included (estimated to be $4.8 million -- $4.4 million apportionment and $0.4 million carryover from FY 90) which is in excess of that for FY 90.

The Section 9 program is projected in the TIP on a continuing basis through post 1994 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 B.

- 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 was based on the federal pro-rata share of the costs included in the 1987 Interstate Cost Estimate for the added lanes on I-205 between Foster Road (milepost 17.79) and Marine Drive (milepost 24.88). The amount made available by this action 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.

TPAC has reviewed this annual update and recommends approval of Resolution No. 90-1315.

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, 1990 through September 30, 1991. 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 1991 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 in April 1987, and $16,366,283 from the recent I-205 bus-lane withdrawal. The additional withdrawal values can only be applied to transit projects. At the end of the federal fiscal year, unbuilt FY 1990 projects will automatically shift to FY 1991.

The FY 1991 Interstate Transfer Program of approximately $14.3 million represents the full funding need and this, together with the projects that slip from FY 1990, is not in excess of the level of funding the region can anticipate. The noted amount is earmarked wholly for FHWA highway projects. Priorities will be established from among the full FY 1990 and FY 1991 programs later in the year based upon a closer estimate of funding revenues. Projects not funded in FY 1991 because of insufficient funds will be delayed; however, they will be considered for implementation in the event additional FY 1991 funds become available, or for funding in FY 1992.

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:

Project	From	To
City of Portland		
Marine Drive Widening -- Construction	1991	1992
Convention Center Area Transit Highway Improvements	P1994	1992
N.W. 23rd Avenue/Burnside -- R/W	1990	1991
Multnomah County		
242nd Avenue - 23rd to Division	1990	1991
I-84 - 223rd Connector (207th) P.E.	1990	1992

Clackamas County

Beavercreek Road Extension		
-- R/W	1990	1991
-- Construction	1991	1992
Johnson Creek Boulevard - Linwood to 82nd		
-- PE	1990	1991

New Projects

Hawthorne Bridge Ramps (LRT Study)	$ 5,000
Johnson Creek Boulevard - 32nd to 45th	1,000,000
Harrison Street PE	50,000
Johnson Creek Boulevard - Linwood to 82nd PE	50,000
45th Avenue	50,000
Hall/McDonald Intersection (augments FAU)	31,713
Scholls Ferry - Murray to Fanno Creek (augments FAU)	815,140

Deleted Projects

Jennifer Extension PE	$ 36,167
SE 98th Avenue Extension	77,010
SE 84th Avenue Extension	37,145
SE 122nd Avenue	75,000
Hall/Burnham Signal (state-funded)	31,713

Airport Way

The City of Portland has revised the breakout of the overall project to improve accountability and scheduling. Previously, there had been three projects in the TIP; these have now been revised to the following:

Airport Way Unit Design, I-205 to 181st Avenue
Airport Way Embankment
Airport Way, I-205 to 138th Avenue, Unit I
Airport Way Units II and III, NE 138th Avenue to 181st Avenue
Airport Way, Three Structures, 158th Avenue to 181st Avenue
Airport Way Wetland Mitigation, NE 158th Avenue to 181st Avenue

McLoughlin Corridor

New estimates have been developed for the McLoughlin Corridor Project:

Unit I	R/W	$ 8,092,000	
	Const	11,900,000	
	Reserve	598,825	
	Total	20,590,825	Interstate Transfer
Unit II	Const	9,500,000	Access Oregon Hwy.
Unit IIIA	R/W	420,000	
	Const	4,380,000	
	Total	4,800,000	Access Oregon Hwy.
PE		1,496,785	Interstate Transfer
Total Project Cost		$36,387,610	

Some $22.1 million of Interstate Transfer funds has 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.

McLoughlin Corridor Reserve

The McLoughlin Reserve was established in March 1986 through Resolution No. 86-632. That resolution allocated $20.8 million to McLoughlin Highway Improvements; $1,000,000 to a Milwaukie Corridor DEIS; and $3,281,000 to the McLoughlin Reserve, of which $100,000 was sub-allocated to the Southeast Corridor Study. The intent of the reserve when it was established was to fund projects resulting from the Southeast Corridor Study, further LRT studies in the Milwaukie Corridor, or other improvements in the corridor consistent with the McLoughlin Corridor Improvement Program. One of those projects -- Harrison/42nd/King -- was funded from the McLoughlin Reserve by a separate resolution in March 1989. That project was awarded $178,500, leaving the reserve its current unobligated balance of $3,002,610.

Resolution No. 89-1135 allocated the remaining $3,002,610 McLoughlin Interstate Transfer Reserve to seven projects. The projects are:

Project	Cost
Johnson Creek Boulevard (32nd Avenue to 45th Avenue)	$1,000,000
Harrison Street (Highway 224 - 32nd Avenue)	$ 50,000 - P.E. Only
Johnson Creek Boulevard (Linwood Avenue to 82nd Avenue)	$ 50,000 - P.E. Only
45th Avenue (Harney to Glenwood)	$ 50,000 - P.E. Only
LRT Studies in Milwaukie Corridor	$ 560,000
Hawthorne Bridge LRT study	$ 5,000
McLoughlin Corridor Highway	$1,287,610
	$3,002,610

Regional Reserve

Resolution No. 90-1200 calling for transfer of all remaining funds in the Interstate Transfer Regional Reserve was adopted January 25, 1990. Distribution of the funds was made to the following projects:

Banfield Freeway	$ 608,820
Banfield LRT	1,000,000
Convention Center Area	2,000,000
Light Rail Vehicles	1,444,844
	$ 5,053,664

The City of Portland will use diverse funding sources in the implementation of the Convention Center Area project and will finalize all other required City of Portland budget actions and actions required to form local improvement districts and urban renewal districts.

Overall Program Status

The current status of the Interstate Transfer Program through June 30, 1990 is:

	Highway	Transit	Total
Total Program	$341,935,129	$175,815,358	$517,750,487
Past Obligations	301,079,688	151,519,107	452,598,795
Balance	40,855,441	24,296,251	65,151,692
Appropriations to date	324,015,850	155,824,707	479,840,557
Appropriations to go	17,919,279	19,990,651	37,909,930

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

I-205 Buslane Withdrawal	$16,366,283
Highway to Transit Transfers	
Planning (FAU/FAIX Exchange)	$ 318,978
McLoughlin LRT Studies (McLoughlin Reserve)	560,000
LRT Capital Grant (Regional Reserve)	1,000,000
LRV Purchase (Regional Reserve)	1,444,844
Tri-Met Reserve (LRT Signals Residual)	246,952
	$19,937,057

A revised Interstate Substitute Cost Estimate has been prepared for 1990. This revised estimate will be used in apportioning FY 1991 for substitute highway and transit projects. Metro has submitted the following estimate to USDOT:

	Current Cost-to-Complete	Proposed Cost-to-Complete
Transit	$ 4,075,591	$19,671,669
Highway	29,691,014	18,238,258

This transit/highway split includes the following programmed amounts:

I-205 Buslane Withdrawal	$16,366,283
Light Rail Vehicles	6,050,990
McLoughlin LRT AA/DEIS	1,560,000
	$23,977,273

URBAN MASS TRANSPORTATION ADMINISTRATION PROGRAMS

JPACT, in May 1989, approved a series of recommendations concerning federal actions required for transit funding. Among the items approved was an UMTA funding proposal for fiscal years 1990 through 1994 with provision that specific TIP amendments to implement the program would later follow.

The proposal in its entirety was incorporated in last year's Annual Report. Recent revisions to Section 3 Discretionary, Section 3 Trade, and Section 9 programs have been implemented through Resolution No. 90-1254 and through the resolution adopting this annual report. Changes from last year's report are highlighted as follows:

Section 3 Discretionary

- Bus Purchases -- $4.2 million has been scheduled for FY 1990, and $10.0 million for FY 1993. The FY 1993 funds will be held until EPA/Alternative Fuel issues are resolved. The $4.2 million in conjunction with match monies will purchase, at today's prices, 36 30-foot replacement buses with lifts.

- 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.

- Project Breakeven -- This has been reduced to $8.0 million of Section 3 funding for FY 1990. This is in addition to $5.5 million of previous Section 3 (1989) appropriations and will complete Project Breakeven. The Section 9 portion of the project in the amount of $1.4 million has been deleted, thus making Section 3 Discretionary the sole source for funding the project. Funding for the project will allow acquisition of land by Tri-Met, which in turn will be leased

back to private interests at commercial rates for private development. Lease revenues and new farebox revenues will help defray the operating costs of the existing MAX route.

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.

Section 3 "Trade" Funding

These are funds committed through a $76.8 million Section 3 "Letter of Intent." 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	$48,391,120
Projects programmed for grant applications next several years	
1990	
Standard Buses	$10,000,000
1991	
Parts and Equipment	200,000
North Mall Extension	8,200,000
Information/Communication Equipment	100,000
1992	
Route Terminus Sites	250,000
Sunset Transit Center	5,270,000
Parts and Equipment	980,000
Contingency	8,880
Special Needs Mini-Buses	2,390,000
Information/Communication Equipment	1,010,000
	$28,408,880
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 $28.4 million.

Tri-Met has requested an extension of the schedule for funding the remaining balance in the Letter of Intent, and the FY 1988 Conference Report contains specific language requesting a four-year extension. UMTA has concurred in the request for an extension of the Letter of Intent schedule. The revised extended schedule is as follows:

FY 1990	$10.0 million
FY 1991	$ 8.5 million
FY 1992	$ 9.9 million

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. 90-1254 as proposed by Tri-Met with FY 1991 emphasis on the following projects:

Metro Planning	$ 150,000
Light Rail Vehicle Purchase	11,131,374
Hillsboro Alternatives Analysis	800,000
Westside PE and FEIS	610,400
Section 9 Operating Program (Up to 50% Funding) For period from July 1, 1990 to June 30, 1991	4,841,744
TOTAL	$17,533,518

Revisions to last year's Section 9 program were necessary in order to develop the 1991 program:

a. Allocate more funding ($11.1 million) toward the purchase of LRVs;

b. Delay funding for LRV air conditioning retrofit, Ruby Junction storage track and double tracking of LS-1 to allow the LRV procurement to be funded in FY 91 ($9.9 million); and

c. Reflect higher estimate of Section 9 funding available each year based on the actual FY 90 apportionment.

Section 9 Program Status

Last year's TIP documented the overall level of funding expected in the Section 9 program of $110,801,215. This 1991 Annual Report incorporates a $2.1 million estimated increase based on the following revenue assumptions:

Appropriations:

Year	Amount
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
	$ 91,361,190
Less Obligations	$ 80,728,515
Forecast:	
Carryover	$ 10,632,675
1991	10,941,744
1992	10,575,270
Total Program	$112,878,204
New STA Anticipated:	
1993	$ 10,000,000
Post 1993	10,000,000
	$ 20,000,000
Grand Total	$132,878,204

Special Transportation

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

One new special transportation project for 1990 was added to the TIP totaling $160,000 and covering the purchase of vehicles and equipment:

3	Station wagons	$ 16,464
4	10-16 Passenger vans	67,688
2	10-16 Passenger buses	72,000
1	Wheelchair lift	3,568
	Telephone disability dispatch	280
		$160,000

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 1990 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. 90-1296 endorsed Tri-Met's participation in a Section 6 study for the implementation analysis of a Flexible Operations and Command and Control System. The West German version to be studied integrates several fixed-route transit and flexible-route paratransit transportation services using highly innovative techniques.

UMTA Funds	$54,000
Tri-Met Funds	36,000
	$90,000

Bus Purchases

The 1990 Annual Report covered the purchase of 92 buses using Section 3 Discretionary funds of $4.2 million and Section 3 Trade funds of $10.0 million. This 1991 Annual Report reflects an upward revision to 108 buses with no change in Section 3 Discretionary and Trade budgets.

Section 3 Discretionary		$ 4,200,000
36	30-foot standards with lifts	
Section 3 Trade (includes)		10,000,000
62	40-foot standards with lifts	
2	40-foot natural gas with lifts	
7	30-foot standards with lifts	
Section 9		140,000
1	40-foot standard with lift (unused grant balance)	
	Total	$14,340,000

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

Light Rail Vehicle Purchases

Resolution No. 90-1254 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. The following funding sources and amounts were endorsed in the resolution:

Section 9	$11.13 million
Interstate Transfer	6.05
Federal-Aid Urban	0.85
	$18.03 million

To provide the level necessary for LRV procurement, Tri-Met allocated its entire remaining Interstate Transfer allocation to the LRV plan through the following actions:

Project	Old Status	New Status
Bus Acquisition Reserve	$2,100,000	$ 0
Banfield LRT Capital Grant	1,000,000	0
Bus Purchase - Standards	1,259,194	0
Tri-Met Reserve	246,952	
LRV Purchase	1,444,844	6,050,990
TOTAL	$6,050,990	$6,050,990

Additional to the above is $850,000 of FAU funds allocated to the City of Portland. In exchange for use of these funds, an equal amount of local funds will be provided for use by the City for street construction near the Convention Center.

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 (42.46%) of the funds with the remainder going to the region.

This ratio varies each year to coincide with population changes in the City and the region. The agreed-upon procedure 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.

A series of resolution actions to the FAU program have affected the funding split between the City of Portland and the region. Resolution No. 90-1200 called for the following TIP amendments which correspondingly changed the split:

1. Hawthorne Bridge Transition project now includes LRT compatibility in structure design of replacement transition structure.

    a. P.E. to determine preferred LRT alignment on the Hawthorne Bridge and cost to retrofit the entire Hawthorne Bridge for LRT (including consideration of bridge fatigue) as compared to the cost of a new LRT bridge: $100,000

    b. Reserve for construction in the event P.E. concludes LRT compatibility can be included: $190,000

2. Metro Transportation Planning -- to be included in FY 91 and 92 Unified Work Program (see deleted projects below): $300,000

These FAU allocations were recommended to come proportionately from the City of Portland Contingency and the Regional FAU Reserve as follows:

Portland	(42.4%)	$250,160
Region	(57.6%)	339,840
		$590,000

As in the past, funding for Metro Transportation Planning is predicated on equal funding commitments from ODOT, Tri-Met and the region.

Resolution No. 90-1254 transferred $850,000 from the City to the region (Tri-Met) as follows:

City Reserve	-	$116,064
Convention Center Road Improvements	-	733,936
Tri-Met LRV Purchase		$850,000

This action deleted the City Convention Center Road Improvement Project from the TIP because its implementation will be done using local funds.

Exhibit A reflects these allocations and includes housekeeping functions as well as new projects under the FAU program. New FAU projects for the region which have been allocated funding using jurisdictional reserves or project surpluses to augment other funding sources are:

. NW 185th - Rock Creek Boulevard to T.V. Highway	$ 378,500
. Beavercreek Road Extension (Red Soils)	135,000
. Scholls Ferry Road - Murray to Fanno Creek	2,393,997

Pre-existing FAU projects in the region which utilize additional funding allocations are:

. Lower Boones Ferry Road	$ 250,000
. Railroad Avenue/Harmony Road	50,000
. Cornelius Pass Road	21,500

Some projects in the region using FAU funds which have been deleted from last year's Annual Report are:

- Sunrise Corridor P.E. - other funds available
- NW 185th Avenue - Walker Road to Sunset Highway - funds transferred to Scholls Ferry Road
- Murray Boulevard - uses MSTIP funding
- Hall Boulevard - Allen to Greenway - uses MSTIP funds; funds transferred to Scholls Ferry Road
- Metro Planning - FAU funds exchanged for FAIX funds

The City of Portland receives a "fair and equitable" allocation as a percentage of the Portland Urbanized Area. This allocation and projection for FY 1991 are reflected in the City's portion of Exhibit A. Two new FAU projects have been programmed for the City:

. Airport Way Units II and III (exchange for Metro Planning FAU funds)	$300,000
. Development Reserve (supports development of projects)	856,013

Two City of Portland Projects were deleted:

- Convention Center Transit/Highway Improvements - now uses local funds; funds transferred to Tri-Met LRV purchase
- Regional Rail Program - funds transferred to other City projects in need

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 has undergone review for the purpose of identifying changing priorities in light of a changing revenue picture. The updated version is expected to be published shortly.

Metro has initiated the process to establish priorities for the development of a unified recommendation for modernization projects of regional scope to the Oregon Transportation Commission for inclusion in the updated ODOT Six-Year Program. This process incorporates the previous prioritization efforts conducted for the 1989-1994 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.

It is expected that changes to the program in the TIP will be required after the Six-Year Program is updated.

Regional Priorities and the Six-Year Highway Improvement Program

Resolution No. 89-1134A established the region's priorities for needed highway improvements on the State Highway System to be

included for funding in the 1991-1996 Oregon Department of Transportation (ODOT) Six-Year Highway Program. The resolution addressed project priorities classified as:

- Interstate
- Access Oregon
- Other State Funding

To begin implementing the regional 10-year transportation program contained in the adopted Regional Transportation Plan (RTP), priorities must be established to guide specific funding decisions, now and during the course of the 10-year period. A major source of funds for the improvements necessary on the State Highway System within the region is the ODOT Six-Year Program, which has been updated to provide funding for projects to be implemented during 1991-1996.

The highway and transit improvements required to provide an adequate level of service on the region's transportation system have been identified as part of the recently adopted RTP Update. Many of the improvements are projects needed on the State Highway System. Criteria were developed by the Joint Policy Advisory Committee on Transportation (JPACT) to evaluate these necessary improvements so that a set of regional priorities could be determined and forwarded in testimony before the Oregon Transportation Commission (OTC) to be included in the Six-Year Program update. These criteria consisted of technical measures of current and 1998 congestion levels, vehicle hours of delay (current and 1998), accident rates, economic development factors, and overall cost/benefit in terms of expected year 2005 vehicle usage (see Attachment A). Point values were assigned for each criterion, and the projects were ranked in each category of Six-Year Program funding: Interstate projects; Access Oregon (see below) projects; and other state-funded projects. Overall recommendations for inclusion in the Six-Year Program update combining previously ranked projects and new proposals were then made using a combination of the technical ratings and subjective factors such as timing and relationship to other projects.

Access Oregon is a recently added category of project funding in the ODOT Six-Year Plan process. Beginning in 1990, the OTC plans to focus approximately $150 million in new revenues on projects to modernize routes which significantly contribute to the economic health of the state while providing access to tourist destinations. As currently proposed by ODOT, the Access Oregon and Interstate routes cover all of the major radial corridors in this region (from I-84 to U.S. 26 east; McLoughlin Boulevard and the Sunrise Corridor; the Western Bypass and Highway 99W; I-5, I-84; and U.S. 30) **except** the Sunset Highway (U.S. 26 West). The Sunset Highway is the only major radial corridor that would not qualify for either Interstate funds or Access Oregon funds. It

is strongly recommended that the Sunset Highway, obviously important from an economic standpoint as the access route to the growing employment base in Washington County and recreationally important as the major metropolitan area route to Tillamook (via Highway 6) and Seaside, be included as either an Access Oregon route or a very high priority for funding from "other" state highway funds. To that end, Sunset Highway improvements have been included in both the Access Oregon priorities and the Other State Fund priorities.

In addition to the specific project recommendations, two more generalized priorities were formulated in the process:

1. That the state should pursue the establishment of an "operations fund" for each region to be used for intersections and related operations-type improvements, especially in light of the reduction in HES funding levels; and

2. That the funding for management technique projects on the freeway system (ramp metering, incident management, etc.) should be pursued. These techniques are often inexpensive and can be a major factor in the more effective use of existing freeway capacity.

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 LRT 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 construction being strong 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 light rail 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 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 the second segment from 185th Avenue to Hillsboro has been requested for Alternatives Analysis. Both studies will evaluate short termini to assist in making the final decision on the scope of construction.

- I-205/Milwaukie Corridor -- The corridor from downtown Portland to Milwaukie has been designated the next corridor after the Westside since 1979 when the Westside was advanced to Alternatives Analysis. There is interest in advancing this corridor to Alternatives Analysis accordingly. In addition, advantage has been taken in our ability to withdraw the I-205 buslanes and initiating Alternatives Analysis in this corridor. Because of the partial overlap in how these corridors serve Clackamas County, this is viewed as one study to determine which segments should ultimately proceed to Alternatives Analysis, Preliminary Engineering and construction and which segments should be considered for federal funding. Not all the segments are expected to be constructed in the short term.

- Bi-State Corridors -- The Portland region has agreed with Clark County, Washington, to do Systems Planning for LRT in the I-5 and I-205 Corridors across the Columbia River between Oregon and Washington. This is being studied in lieu of a controversial third highway bridge proposal. Although the FY '90 Appropriations Bill permits initiation of Alternatives Analysis in the I-5/I-205 Corridor to Clark County, Washington, it is not our intent to do so at this time.

- Regional LRT System -- The Regional Transportation Plan defines a long-range vision for an LRT system in the

Portland region. Further local planning is underway, particularly by the City of Portland and Metro, to refine this vision, determine the viability of LRT 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 LRT in these corridors.

In summary, the region's LRT priorities are clear -- the Westside Corridor to Hillsboro is the number one priority and we wish to initiate Alternatives Analysis in the I-205/Milwaukie Corridor to determine which segments should proceed to Preliminary Engineering and construction after the Westside Corridor. These priorities are being followed for purposes of seeking federal funds, state matching funds and imposition of a local option vehicle registration fee for matching funds at the regional level.

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. 90-1235.

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 FY 1991.

Air Quality

The TIP is in conformity with the Oregon State Implementation Plan (SIP) for Air Quality adopted in 1982. Updates to the carbon monoxide and ozone plans demonstrate attainment of both

standards by 1988. 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 (PNRS #_____).

Federal Transportation Funding

An overview of current federal funding has been provided in the form of Attachment A to the staff report. The overview summarizes the federal funding sources, match, eligibility, and approval requirements necessary to procure federal funds.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 90-1315.

ATTACHMENT A
Federal Transportation Funding

Funding Source	Amount Federal/State/Local Match	Eligibility	Approval Requirements
Interstate (FHWA)	$24 m. per year statewide 92/8	For completion of previously approved segments of the Interstate system.	Six-Year Program/TIP
Interstate - 4R	$38 m. per year statewide 92/8	For rehabilitation and modernization of 718-mile Interstate system throughout Oregon (urban and rural).	Six-Year Program/TIP
Primary (FHWA)	$35 m. per year statewide 88/12	For rehabilitation and modernization of 4,926 miles of major state highways throughout Oregon (urban and rural); by OTC policy, 60 percent ($21 m.) is for rehabilitation; 40 percent ($14 m.) is for modernization.	Six-Year Program/TIP
Urban (FHWA)	$7 m. per year statewide, including: - $1.6 m. Portland - $2.2 m. Portland region 88/6/6	For rehabilitation and modernization of 1,022 miles of arterials and collectors in the Portland region; eligible to be transferred to bus or rail facilities or vehicles.	TIP/OTC
Bridge Replacement (FHWA)	$10 m. per year statewide 80/10/10	For rehabilitation and replacement of deficient bridges; selected on the basis of statewide bridge sufficiency rating; 15-35 percent of funds to be spent on roads off the Federal-Aid System (not arterials or collectors).	Six-Year Program/TIP
Safety (FHWA)	$5 m. per year	For the elimination of hazardous conditions and railroad crossings.	Six-Year Program/TIP
Interstate Transfer (FHWA or UMTA)	$518 m. in 15 years; $37.9 m. left to appropriate from Congress 85/15	For any transit or highway capital improvement on state highways, arterials, collectors (except Interstate), including bus and rail facilities and vehicles. Priority commitment of Regional Reserve for I-505 and Banfield final costs.	TIP
Section 9 (UMTA)	$10.5 m. per year to Tri-Met 50/50 80/20	Up to $4.8 m. per year for operations assistance at 50/50. Balance ($5.7 m. per year) intended for routine capital purposes at 80/20 (such as equipment, bus replacement and minor capital improvements) but is very flexible and can be used for rail purposes. Available to Portland region on a formula basis.	TDP/TIP
Section 3 (UMTA)	75/25	Available on a discretionary, competitive basis for major capital improvements, including fleet expansion, stations, park-and-ride lots, garages and LRT. LRT funding subject to following defined process and meeting cost-effectiveness standards.	TDP/TIP
Section 3 Letter of Intent (UMTA)	$76.8 m. at $12 m./year $48.4 m. - grants received $28.4 m. - programmed 80/20	"Letter of Intent" approved by Congress and awarded to Portland region in 1982 for funding in 1982-1992. Provided as a commitment to "bus only" improvement program in exchange for regional "trade" of Interstate Transfer funds.	TIP/TDP
Section 16(b)(2) (UMTA)	$320,000 per year statewide 80/20	Available to private, non-profit corporations only for capital improvements required to serve elderly and handicapped. Funds are available on a statewide basis and awarded competitively by ODOT. Applicant provides local match. Proposed service in Portland region must be service that cannot be provided by Tri-Met LIFT Program.	OTC/TIP

ATTACHMENT B

POLICY ON PRIVATE ENTERPRISE PARTICIPATION IN THE URBAN MASS TRANSPORTATION PROGRAM

TRI-MET DOCUMENTATION OF COMPLIANCE FOR FY 91

INVOLVEMENT OF THE PRIVATE SECTOR

Projects included in the FY 91 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 are still under consideration for the UMTA Entrepreneurial Services Program, along with several internally generated proposals.

Tri-Met offered no RFP's for the provision of transportation service during the last year but did contract with Buck Medical Services for the central dispatch, and vehicle maintenance

portion of special transportation service. In August 1990, Tri-Met will issue RFP's for Elderly and Disabled Service and fixed-route services which are presently contracted to private industry. These contracts will be worth approximately 2 million dollars per year.

IMPEDIMENTS TO 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 a door for further discussions toward resolving impediments to competition.

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	$32,412.5	$30,279.4	$331,015.9	$82,008.8	$413,024.7	$1,652,099	$51.91	$1,239,074 - $1,354,721
12	Barbur/Sandy	$451,306.4	$261,358.7	$62,905.6	$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	$24,080.4	$22,021.4	$272,812.6	$67,589.1	$340,401.7	$1,361,607	$62.56	$1,021,205 - $1,116,517
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	$8,375.8	$8,258.0	$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-Lombard	$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	$25,825.3	$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	$22,237.0	$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-Boring	$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	$51.78	$56,847,777 - $62,153,514

Attachment B

A. Range of Savings from Contracted Services

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

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* Based on current contracts with private providers.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE FY 1991 TO POST 1994 TRANSPORTATION IMPROVEMENT PROGRAM AND THE FY 1991 ANNUAL ELEMENT	))))	RESOLUTION NO. 90-1315 Introduced by Rena Cusma, Executive Officer

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 1990 Annual Element projects may not be obligated by the end of FY 1990 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 1991 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, 1990, be automatically reprogrammed for FY 1991 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 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 Attachment B 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 1991 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 Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____, 1989.

_____
Tanya Collier, Presiding Officer

WHP:mk
90-1315.RES
08-28-90

Exhibit A

Staff Report 102

TRANSPORTATION IMPROVEMENT PROGRAM

Proposed Program for Fiscal Years 1991 to Post 1994

Effective October 1, 1990

D R A F T

September 1, 1990

Metropolitan Service District

Interstate Transfer Programs

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
Regional Projects								
***1 Finaled Vouchered Projects								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 Completed Projects not Vouchered								
Pre Eng	18,072,533	0	0	0	0	0	0	18,072,533
Rt-of-Way	20,108,606	0	0	0	0	0	0	20,108,606
Constr	126,578,595	0	0	0	0	0	0	126,578,595
Operating	75,000	0	0	0	0	0	0	75,000
Reserve	0	0	0	0	0	0	0	0
Total	164,834,734	0	0	0	0	0	0	164,834,734
***3 RESERVE FOR OREGON DEPARTMENT OF TRANSPORTATION (ODOT)								
Reserve	0	0	0	0	0	0	125,883	125,883
Total	0	0	0	0	0	0	125,883	125,883
***4 BANFIELD TRANSITWAY-HIGHWAY FUNDS								
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
***5 METRO PLANNING								
Pre Eng	1,914,854	171,500	150,000	0	0	0	0	2,236,354
Reserve	0	0	0	0	0	0	21,805	21,805
Total	1,914,854	171,500	150,000	0	0	0	21,805	2,258,159
***6 MCLOUGHLIN BOULEVARD LRT ALTERNATIVES ANALYSIS AND DEIS(T)								
Reserve	0	0	0	0	0	0	1,360,000	1,360,000
Sys Study	0	0	0	0	0	0	200,000	200,000
Total	0	0	0	0	0	0	1,560,000	1,560,000

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
Regional Projects (Continued)								
7 MCLOUGHLIN BLVD PHASE I-TACOMA OVERPASS AND HARRISON/RIVER RD*******134**77-159a**04872*FAP26***1R*********4****								
Rt-of-Way	8,092,000	0	0	0	0	0	0	8,092,000
Constr	0	0	11,900,000	0	0	0	0	11,900,000
Reserve	0	0	0	0	0	0	598,825	598,825
Total	8,092,000	0	11,900,000	0	0	0	598,825	20,590,825
8 YEON/VAUGHN/NICOLAI/WARDWAY AND ST HELENS ROAD RECONSTRUCTION*******269**79-038***00129*VAR0****726********0****								
Pre Eng	2,291,482	0	0	0	0	0	0	2,291,482
Reserve	0	0	0	0	0	0	14,055	14,055
Total	2,291,482	0	0	0	0	0	14,055	2,305,537
9 TRI-MET RIDESHARE PROGRAM*******295**80-313***02151*VAR0****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
10 LIGHT RAIL VEHICLE PURCHASE********695**9-*******00000*OR*0****na*********0****								
Non-Hwy Cp	0	0	6,050,990	0	0	0	0	6,050,990
Reserve	0	0	0	0	0	0	0	0
Total	0	0	6,050,990	0	0	0	0	6,050,990
11 NW YEON AVE-NW ST HELENS RD TO NW NICOLAI********733**79-038***00364*FAPJ****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	163,247	163,247
Total	12,249,731	0	0	0	0	0	163,247	12,412,978
12 NW ST HELENS RD-NW KITTRIDGE TO NW 31ST AVE********734**79-038***00367*FAU9296*726********4****								
Rt-of-Way	189,550	0	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	114,896	114,896
Total	1,869,190	0	0	0	0	0	114,896	1,984,086
13 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	346,825	346,825
Total	1,001,675	0	0	0	0	0	346,825	1,348,500

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Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
Regional Projects (Continued)								
14 FRONT-YEON CONNECTION********738**79-038***00586*FAU9300*726********0****								
Rt-of-Way	1,003,071	0	0	0	0	0	399,075	1,402,146
Constr	4,614,922	0	0	0	0	0	0	4,614,922
Reserve	0	0	0	0	0	0	677,732	677,732
Total	5,617,993	0	0	0	0	0	1,076,807	6,694,800
15 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	9,831	9,831
Total	183,459	0	0	0	0	0	9,831	193,290
16 NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM********802**84-016***02358*VAR0****726********0****								
Pre Eng	142,035	0	0	0	0	0	0	142,035
Reserve	0	0	0	0	0	0	70,465	70,465
Total	142,035	0	0	0	0	0	70,465	212,500
17 SUNSET HIGHWAY RAMP METERING********827**10231****02235*FAP27***47********67****								
Pre Eng	40,000	0	0	0	0	0	0	40,000
Constr	300,535	0	0	0	0	0	0	300,535
Reserve	0	0	0	0	0	0	429,465	429,465
Total	340,535	0	0	0	0	0	429,465	770,000
Total Regional	235,622,994	171,500	18,100,990	0	0	0	4,556,466	258,451,950

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
City of Portland Projects								
18 Finaled 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
19 Completed Projects not Vouchered********1*0000000*00000**********								
Pre Eng	3,070,966	0	0	0	0	0	0	3,070,966
Rt-of-Way	1,432,739	0	0	0	0	0	0	1,432,739
Constr	30,222,674	0	0	0	0	0	0	30,222,674
Operating	32,519	0	0	0	0	0	0	32,519
Reserve	0	0	0	2,000,000	0	0	0	2,000,000
Total	34,758,898	0	0	2,000,000	0	0	0	36,758,898
20 MCLOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION********153**80-081***02345*VAR0****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
21 ST HELENS ROAD RECONSTRUCTION-WEST CITY LIMITS TO NW KITTRIDGE********271**79-067***02107*FAP1****2W*********5****								
Pre Eng	197,665	0	0	0	0	0	0	197,665
Constr	0	52,335	0	0	0	0	0	52,335
Total	197,665	52,335	0	0	0	0	0	250,000
22 MARINE DRIVE WIDENING TO FOUR LANES-I5 TO RIVERGATE********298**79-056***00458*FAU9962*120********2****								
Pre Eng	1,624,265	0	0	0	0	0	0	1,624,265
Rt-of-Way	5,525,000	0	0	0	0	0	0	5,525,000
Constr	0	0	0	8,151,500	0	0	0	8,151,500
Reserve	0	0	0	0	0	0	500,735	500,735
Total	7,149,265	0	0	8,151,500	0	0	500,735	15,801,500
23 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	1,290,336	0	0	0	0	0	-61,892	1,228,444
Total	1,787,432	0	0	0	0	0	-61,892	1,725,540

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated 1990	1991	1992	1993	1994	Post 1994	Authorized

City of Portland Projects
(Continued)

24 SW BERTHA BLVD-SW VERMONT TO BARBUR BLVD********515**84-078***02535*FAU9420*726********0****							
Pre Eng	138,915	30,000	0	0	0	0	168,915
Rt-of-Way	16,150	0	0	0	0	-4,000	12,150
Constr	1,277,992	53,000	0	0	0	11,922	1,342,914
Total	1,433,057	83,000	0	0	0	7,922	1,523,979
25 NW 23RD AVE/BURNSIDE********626**10093****00733*FAU9326*726********0****							
Pre Eng	95,624	104,041	0	0	0	0	199,665
Rt-of-Way	0	0	127,500	0	0	0	127,500
Constr	0	0	312,000	0	0	0	312,000
Total	95,624	104,041	439,500	0	0	0	639,165
26 NW 21ST/22ND-THURMAN TO FRONT********630**10126****00743*FAU9317*726********0****							
Pre Eng	112,710	0	0	0	0	-29,295	83,415
Rt-of-Way	0	0	19,975	0	0	0	19,975
Constr	0	0	880,868	0	0	0	880,868
Total	112,710	0	900,843	0	0	-29,295	984,258
27 NW INTERSECTION IMPROVEMENTS-22 LOCATIONS********631**10017****00545*VAR0****726********0****							
Pre Eng	33,000	24,132	0	0	0	0	57,132
Rt-of-Way	0	8,500	0	0	0	0	8,500
Constr	0	0	280,508	0	0	0	280,508
Total	33,000	32,632	280,508	0	0	0	346,140
28 CITYWIDE SIGNAL SYSTEM ANALYSIS********660**80-042***00620*VAR0****726********0****							
Pre Eng	1,039,873	0	0	0	0	0	1,039,873
Constr	2,698,297	0	176,203	0	0	0	2,874,500
Total	3,738,170	0	176,203	0	0	0	3,914,373
29 82ND AVENUE-DIVISION TO CRYSTAL SPRINGS-UNITS 1 & 2********730**79-049***00700*FAU9713*68********4****							
Pre Eng	632,967	0	0	0	0	0	632,967
Rt-of-Way	2,125,000	0	0	0	0	-1,062,500	1,062,500
Constr	1,200,510	0	0	0	0	0	1,200,510
Total	3,958,477	0	0	0	0	-1,062,500	2,895,977

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Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
City of Portland Projects (Continued)								
30 AIRPORT WAY UNIT DESIGN-I205 TO 181ST AVE********858**84-022a**05001*FAU9964*726********0****								
Pre Eng	1,131,129	0	- 170,629	0	0	0	0	960,500
Total	1,131,129	0	- 170,629	0	0	0	0	960,500
31 AIRPORT WAY EMBANKMENT********859**84-022b**05002*FAU9964*726********0****								
Pre Eng	0	0	0	0	0	0	0	0
Constr	2,915,142	0	- 808,142	0	0	0	0	2,107,000
Total	2,915,142	0	- 808,142	0	0	0	0	2,107,000
32 AIRPORT WAY-I205 TO 138TH AVE-UNIT I********860**84-022a**05001*FAU9964*726********0****								
Constr	3,719,396	0	- 197,396	0	0	0	0	3,522,000
Total	3,719,396	0	- 197,396	0	0	0	0	3,522,000
33 AIRPORT WAY UNITS II AND III-NE 138TH AVE TO 181ST AVE(5/5)********861**84-022c**03384*FAU9964*726********0****								
Pre Eng	0	0	0	0	0	0	0	0
Rt-of-Way	0	0	0	0	0	0	0	0
Constr	0	0	0	5,394,950	0	0	0	5,394,950
Reserve	0	0	0	0	0	0	0	0
Pending	0	0	0	0	0	0	-1,827,179	-1,827,179
Total	0	0	0	5,394,950	0	0	-1,827,179	3,567,771
34 AIRPORT WAY-THREE STRUCTURES-158th AVE TO 181ST AVE(3/5)********918**84-022c**03384*FAU9964*726********0****								
Constr	0	2,295,000	0	0	0	0	0	2,295,000
Total	0	2,295,000	0	0	0	0	0	2,295,000
35 AIRPORT WAY WETLAND MITIGATION-NE 158TH AVE to 181ST AVE(4/5)********920**84-022c**03384*FAU9964*726********0****								
Constr	0	0	223,550	0	0	0	0	223,550
Total	0	0	223,550	0	0	0	0	223,550
Total City of Portland	88,020,407	2,567,007	972,947	15,546,450	0	0	-2,472,209	104,634,602

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
Multnomah County Projects								
36 Finaled Vouchered Projects********0*0000000*00000**********CLOSED								
Pre Eng	184,980	0	0	0	0	0	0	184,980
Rt-of-Way	87,463	0	0	0	0	0	0	87,463
Constr	5,751,147	0	0	0	0	0	0	5,751,147
Total	6,023,590	0	0	0	0	0	0	6,023,590
37 Completed Projects not Vouchered********1*0000000*00000**********								
Pre Eng	333,143	0	0	0	0	0	0	333,143
Rt-of-Way	1,184,307	0	0	0	0	0	0	1,184,307
Constr	1,993,534	0	0	0	0	0	0	1,993,534
Reserve	0	0	0	0	0	0	0	0
Total	3,510,984	0	0	0	0	0	0	3,510,984
38 242ND AVENUE-23RD STREET TO DIVISION STREET (GRESHAM)********138**85-053***03687*FAU9877*726********0****								
Pre Eng	109,199	0	0	0	0	0	0	109,199
Constr	554,361	0	240,674	0	0	0	0	795,035
Total	663,560	0	240,674	0	0	0	0	904,234
39 257TH AVE IMPROVEMENT & EXTENSION-COLUMBIA HWY TO STARK ST********139**80-048***00546*FAU9883*726********0****								
Pre Eng	193,822	0	0	0	0	0	0	193,822
Rt-of-Way	752,971	0	0	0	0	0	0	752,971
Constr	2,325,237	0	0	0	0	0	0	2,325,237
Reserve	0	0	0	0	0	0	50,000	50,000
Total	3,272,030	0	0	0	0	0	50,000	3,322,030
40 221ST AVENUE-POWELL THROUGH JOHNSON CREEK BRIDGE-(1 & 2)********214**78-012***00590*FAU9867*726********0****								
Pre Eng	274,787	0	0	0	0	0	0	274,787
Rt-of-Way	250,835	0	0	0	0	0	0	250,835
Constr	2,269,449	0	0	0	0	0	0	2,269,449
Reserve	0	0	0	0	0	0	50,000	50,000
Total	2,795,071	0	0	0	0	0	50,000	2,845,071
41 SANDY BLVD CORRIDOR-99TH AVE TO 162ND AVE********244**78-049***00118*FAU9326*59********11****								
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	- 725	470,898
Total	561,084	0	0	0	0	0	- 725	560,359

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Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
Multnomah County Projects (Continued)								
42 MT HOOD AT BIRDSDALE(POWELL/190TH INTERSECTION IMPROVEMENT)293**77-064***00366*FAP24***26********10****								
Pre Eng	358,670	0	0	0	0	0	0	358,670
Rt-of-Way	571,693	0	0	0	0	0	0	571,693
Constr	1,404,287	0	0	0	0	0	0	1,404,287
Reserve	0	0	0	0	0	0	104,324	104,324
Total	2,334,650	0	0	0	0	0	104,324	2,438,974
43 BURNSIDE ST-STARK TO 223RD AVE(BANFIELD FUNDED: STARK TO 199TH)********294**76-034***00132*FAU9822*726********0****								
Rt-of-Way	222,417	0	0	0	0	0	0	222,417
Constr	1,766,968	0	0	0	0	0	0	1,766,968
Reserve	0	0	0	0	0	0	52,984	52,984
Total	1,989,385	0	0	0	0	0	52,984	2,042,369
44 HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT(#2757C)********506**84-097***02914*FAU9366*726********0****								
Constr	0	0	0	1,745,728	0	0	0	1,745,728
Sys Study	0	0	0	0	0	0	0	0
Total	0	0	0	1,745,728	0	0	0	1,745,728
45 SE STARK STREET-242ND AVENUE TO 257TH AVENUE********837**10206****02036*FAU9810*726********0****								
Pre Eng	16,594	0	0	0	0	0	25,906	42,500
Constr	1,316,520	0	0	0	0	0	0	1,316,520
Total	1,333,114	0	0	0	0	0	25,906	1,359,020
46 SE STARK STREET-221ST AVENUE TO 242ND AVENUE********844**85-054***03686*FAU9810*726********0****								
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	0	127,704	127,704
Total	1,763,095	0	0	0	0	0	127,704	1,890,799
47 I84-223RD CONNECTOR(207TH)********864**89-025***05149*FAU9867*726********0****								
Pre Eng	0	0	0	100,000	0	0	0	100,000
Reserve	0	0	0	531,374	0	0	0	531,374
Total	0	0	0	631,374	0	0	0	631,374
Total Multnomah County	24,246,563	0	240,674	2,377,102	0	0	410,193	27,274,532

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
Clackamas County Projects								
48 Finaled Vouchered Projects********0*0000000*00000**********CLOSED								
Pre Eng	311,529	0	0	0	0	0	0	311,529
Rt-of-Way	184,790	0	0	0	0	0	0	184,790
Constr	4,001,053	0	0	0	0	0	0	4,001,053
Reserve	0	0	0	0	0	0	23,659	23,659
Pending	0	0	0	0	0	0	0	0
Total	4,497,372	0	0	0	0	0	23,659	4,521,031
49 Completed Projects not Vouchered********1*0000000*00000**********								
Pre Eng	673,580	0	0	0	0	0	0	673,580
Rt-of-Way	933,966	0	0	0	0	0	0	933,966
Constr	2,632,812	0	0	0	0	0	0	2,632,812
Reserve	0	0	0	0	0	0	0	0
Total	4,240,358	0	0	0	0	0	0	4,240,358
50 HIGHWAY 212 IMPROVEMENTS (I205 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	4,922,912	0	0	0	0	0	0	4,922,912
Reserve	0	0	0	0	0	0	90,271	90,271
Total	8,288,917	0	0	0	0	0	90,271	8,379,188
51 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	-55,996	1,111,424
Rt-of-Way	5,077,369	0	0	0	0	0	-2,869	5,074,500
Constr	16,396,748	0	0	0	0	0	- 416,676	15,980,072
Total	22,641,537	0	0	0	0	0	- 475,541	22,165,996
52 STATE STREET CORRIDOR(OR43)-TERWILLIGER TO LADD********133**77-068***00139*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	17,626	903,719
Total	1,710,477	0	0	0	0	0	17,626	1,728,103

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized

Clackamas County Projects
(Continued)

53 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
54 SE 98TH EXTENSION-LAWNFIELD TO MATHER********492**85-052***03625*FAU9725*703********0****								
Pre Eng	77,010	0	0	0	0	0	0	77,010
Pending	0	0	0	0	0	0	-77,010	-77,010
Total	77,010	0	0	0	0	0	-77,010	0
55 SE 84TH AVE EXTENSION-SOUTHERLY TERMINUS TO LAWNFIELD********497**85-048***03624*FAU9722*703********0****								
Pre Eng	37,145	0	0	0	0	0	0	37,145
Reserve	0	0	0	0	0	0	0	0
Pending	0	0	0	0	0	0	-37,145	-37,145
Total	37,145	0	0	0	0	0	-37,145	0
56 82ND DRIVE-HWY 212 TO GLADSTONE/I205 INTERCHANGE********578**10051A***00500*FAU9653*703********0****								
Pre Eng	405,874	200,698	0	0	0	0	0	606,572
Rt-of-Way	965,600	0	0	0	0	0	0	965,600
Constr	0	2,832,995	0	0	0	0	0	2,832,995
Total	1,371,474	3,033,693	0	0	0	0	0	4,405,167
57 RAILROAD AVENUE/HARMONY ROAD-82ND/SUNNYSIDE REALIGNMENT-UNIT II********764**10037****00660*FAU9702*703********0****								
Pre Eng	69,937	0	0	0	0	0	0	69,937
Rt-of-Way	454,750	0	0	0	0	0	0	454,750
Constr	540,025	0	0	0	0	0	0	540,025
Reserve	0	0	0	0	0	0	108,017	108,017
Total	1,064,712	0	0	0	0	0	108,017	1,172,729
58 RAILROAD AVENUE/HARMONY ROAD PHASE IV-SUNNYBROOK EXTENSION********769**86-083***04180*FAU9736*703********0****								
Pre Eng	24,990	0	73,165	0	0	0	0	98,155
Rt-of-Way	0	0	0	157,060	0	0	0	157,060
Total	24,990	0	73,165	157,060	0	0	0	255,215
59 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	406,045	0	0	0	0	0	0	406,045
Constr	1,183,071	0	0	0	0	0	0	1,183,071
Reserve	0	0	0	0	0	0	49,374	49,374
Total	1,713,727	0	0	0	0	0	49,374	1,763,101

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
60 HIGHWAY 43 @ MCKILLICAN/BOOD AVENUE WIDENING********853**10252****00976*PAU9565*3*********jj*****								
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
61 BEAVERCREEK RD EXT(RED SOILS)-BEAVERCREEK RD TO WARNER-MILNE********855**10249****02375*PAU9742*703********0*****								
Pre Eng	140,046	0	0	0	0	0	0	140,046
Rt-of-Way	0	0	200,000	0	0	0	0	200,000
Constr	0	0	0	154,214	0	0	0	154,214
Total	140,046	0	200,000	154,214	0	0	0	494,260
62 JOHNSON CREEK BLVD-32ND AVENUE TO 45TH AVENUE********902**********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
63 HARRISON STREET-HIGHWAY 224 TO 32ND AVENUE********904**0-********0*****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
64 JOHNSON CREEK BLVD-LINWOOD AVENUE TO 82ND AVENUE********905**0-********0*****fau9704*703********0*****								
Pre Eng	0	0	50,000	0	0	0	0	50,000
Total	0	0	50,000	0	0	0	0	50,000
65 45TH AVENUE-HARNEY TO GLENWOOD********906**0-********0*****tbd0*****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
Total Clackamas County	47,001,607	3,033,693	323,165	311,274	0	0	835,983	51,505,722

Clackamas County Projects
(Continued)

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
Washington County Projects								
66 Finaled Vouchered Projects********0*0000000*00000**********CLOSED								
Pre Eng	212,501	0	0	0	0	0	0	212,501
Rt-of-Way	329,293	0	0	0	0	0	0	329,293
Constr	13,056,943	0	0	0	0	0	0	13,056,943
Reserve	0	0	0	0	0	0	22,518	22,518
Total	13,598,737	0	0	0	0	0	22,518	13,621,255
67 Completed Projects not Vouchered********1*0000000*00000**********								
Pre Eng	2,721,288	0	0	0	0	0	0	2,721,288
Rt-of-Way	9,531,374	0	0	0	0	0	0	9,531,374
Constr	18,328,766	0	0	0	0	0	0	18,328,766
Reserve	0	0	0	0	0	0	0	0
Total	30,581,428	0	0	0	0	0	0	30,581,428
68 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE********121**79-076***00376*FAP79***144*******69****								
Pre Eng	506,912	0	0	0	0	0	0	506,912
Rt-of-Way	1,934,681	0	0	0	0	0	0	1,934,681
Constr	6,944,864	0	0	0	0	0	0	6,944,864
Reserve	0	0	0	0	0	0	1,095,842	1,095,842
Total	9,386,457	0	0	0	0	0	1,095,842	10,482,299
69 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	0	155,945
Rt-of-Way	185,300	0	0	0	0	0	0	185,300
Constr	2,665,471	0	0	0	0	0	1,000	2,666,471
Reserve	0	0	0	0	0	0	-18,706	-18,706
Total	3,006,716	0	0	0	0	0	-17,706	2,989,010
70 GREENBURG ROAD AT TIEDEMAN AVENUE-SIGNAL********725**86-037***04115*FAU9207*734********1****								
Pre Eng	11,349	0	0	0	0	0	3,271	14,620
Constr	25,380	0	0	0	0	0	0	25,380
Total	36,729	0	0	0	0	0	3,271	40,000

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
Washington County Projects (Continued)								
71 SCHOLLS FERRY ROAD/HALL BOULEVARD INTERSECTION********								
Pre Eng	131,632	0	0	0	0	0	-46,292	85,340
Rt-of-Way	314,660	0	0	0	0	0	0	314,660
Constr	650,865	0	0	0	0	0	- 388,865	262,000
Total	1,097,157	0	0	0	0	0	- 435,157	662,000
72 WASHINGTON COUNTY RESERVE********								
Reserve	0	0	0	0	0	0	251,266	251,266
Total	0	0	0	0	0	0	251,266	251,266
73 CORNELIUS PASS ROAD-SUNSET HIGHWAY TO CORNELL ROAD********								
Constr	0	75,000	0	0	0	0	0	75,000
Total	0	75,000	0	0	0	0	0	75,000
74 OR210-SCHOLLS FERRY RD-MURRAY BLVD TO FANNO CREEK********								
Constr	0	0	815,140	0	0	0	0	815,140
Total	0	0	815,140	0	0	0	0	815,140
Total Washington County	57,707,224	75,000	815,140	0	0	0	920,034	59,517,398

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description	Estimated Expenditures by Federal Fiscal Year							
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
I-205 Withdrawal Funding Projects								
75 I-205 BUSLANES WITHDRAWAL RESERVE(T)********907**86-103***01227*TRA205**64********18****								
Reserve	0	0	0	0	0	0	16,366,283	16,366,283
Total	0	0	0	0	0	0	16,366,283	16,366,283
Total I-205 Withdrawal Funding	0	0	0	0	0	0	16,366,283	16,366,283

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
Report Total							
452,598,795	5,847,200	20,452,916	18,234,826	0	0	20,616,750	517,750,487

Urban Mass Transportation Administration Programs

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Urban Mass Transportation Administration Program

Project Description

	Estimated Obligated	Grant Award by Federal Fiscal Year Anticipated	1991	1992	1993	1994	Post 1994	Authorized
Urban Mass Transportation Administration-Sect 3								
***1 Finaled Vouchered Projects					0*0000000*00000			
Constr	377,274	0	0	0	0	0	0	377,274
Non-Hwy Cp	30,250,587	0	0	0	0	0	0	30,250,587
Other	136,398	0	0	0	0	0	0	136,398
Total	30,764,259	0	0	0	0	0	0	30,764,259
***2 Completed Projects not Vouchered					1*0000000*00000			
Pre Eng	262,500	0	0	0	0	0	0	262,500
Rt-of-Way	300,000	0	0	0	0	0	0	300,000
Constr	1,727,550	0	0	0	0	0	0	1,727,550
Other	209,949	0	0	0	0	0	0	209,949
Total	2,499,999	0	0	0	0	0	0	2,499,999
***3 BOS PURCHASES					154	0	00000**OR**03-	
Non-Hwy Cp	0	4,188,618	0	0	10,000,000	0	0	14,188,618
Supt Serv	0	11,382	0	0	0	0	0	11,382
Total	0	4,200,000	0	0	10,000,000	0	0	14,200,000
***4 BANFIELD LRT CAPITAL GRANT-(FFA)					434	68	00000**OR**03-0025	
Non-Hwy Cp	66,815,675	0	0	5,789,528	0	0	0	72,605,203
Total	66,815,675	0	0	5,789,528	0	0	0	72,605,203
***5 PROJECT BREAKEVEN					895	0	00000**OR	
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								
	100,079,933	17,700,000	0	5,789,528	10,000,000	0	0	133,569,461

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Urban Mass Transportation Administration Program

Project Description	Estimated Obligated	Grant Award by Federal Fiscal Year Anticipated	1991	1992	1993	1994	Post 1994	Authorized
Urban Mass Transportation Administration-Trade								
6 Completed Projects not Vouchered******1*0000000*00000**********								
Pre Eng	655,832	0	0	0	0	0	0	655,832
Rt-of-Way	1,293,897	0	0	0	0	0	0	1,293,897
Constr	29,924,308	0	0	0	0	0	0	29,924,308
Non-Hwy Cp	473,909	0	0	0	0	0	0	473,909
Total	32,347,946	0	0	0	0	0	0	32,347,946
7 BUS PURCHASES******154**********0********00000**OR**03-0038*********								
Non-Hwy Cp	4,608,408	9,471,349	0	0	0	0	0	14,079,757
Supt Serv	0	528,651	0	0	0	0	0	528,651
Total	4,608,408	10,000,000	0	0	0	0	0	14,608,408
8 TIGARD PARK-AND-RIDE******435**********5********04821**FAI*03-0035*********								
Pre Eng	0	36,000	0	0	0	0	0	36,000
Constr	0	232,000	0	0	0	0	0	232,000
Total	0	268,000	0	0	0	0	0	268,000
9 PARK AND RIDE LOT ENGINEERING(3)-MILW/OC/TIG******453**********0********0******OR**03-0035*********								
Pre Eng	295,494	- 259,494	0	0	0	0	0	36,000
Total	295,494	- 259,494	0	0	0	0	0	36,000
10 TRANSIT TRANSFER PROJECT*******576**********0********0******OR**03-0035*********								
Pre Eng	205,183	37,873	0	0	0	0	0	243,056
Constr	789,245	422,127	0	0	0	0	0	1,211,372
Total	994,428	460,000	0	0	0	0	0	1,454,428
11 ROUTE TERMINUS SITES*******685**********0********00000**OR**********								
Non-Hwy Cp	0	0	0	250,000	0	0	0	250,000
Total	0	0	0	250,000	0	0	0	250,000
12 NORTH TERMINAL FACILITY*******686**********0********0******OR**03-0035*********								
Pre Eng	36,000	44,000	0	0	0	0	0	80,000
Rt-of-Way	688,000	- 208,000	0	0	0	0	0	480,000
Constr	316,000	244,000	0	0	0	0	0	560,000
Total	1,040,000	80,000	0	0	0	0	0	1,120,000

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Urban Mass Transportation Administration Program

Project Description

	Estimated Obligated	Grant Award by Federal Fiscal Year Anticipated	1991	1992	1993	1994	Post 1994	Authorized
Urban Mass Transportation Administration-Trade (Continued)								
13 BEAVERTON PARK-AND-RIDE STATION 701 0 00000 OR 03-0035								
Pre Eng	99,200	0	0	0	0	0	0	99,200
Rt-of-Way	236,000	-75,729	0	0	0	0	0	160,271
Constr	500,800	- 140,000	0	0	0	0	0	360,800
Total	836,000	- 215,729	0	0	0	0	0	620,271
14 SUNSET TRANSIT CENTER AND PARK-AND-RIDE STATION 702 0 00000 OR 03-0027								
Pre Eng	320,435	0	0	0	0	0	0	320,435
Rt-of-Way	2,780,800	0	0	0	0	0	0	2,780,800
Constr	0	0	0	5,220,000	0	0	0	5,220,000
Supt Serv	0	0	0	50,000	0	0	0	50,000
Total	3,101,235	0	0	5,270,000	0	0	0	8,371,235
15 SUPPORT SERVICES...RELOCATION & APPRAISAL COSTS/COST ALLOCATION 707 0 0 OR 03-0035								
Other	648,321	-34,290	0	0	0	0	0	614,031
Total	648,321	-34,290	0	0	0	0	0	614,031
16 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC 776 0 00000 OR								
Non-Hwy Cp	0	0	200,000	980,000	0	0	0	1,180,000
Total	0	0	200,000	980,000	0	0	0	1,180,000
17 BEAVERTON TRANSIT CENTER 806 0 00000 OR 03-0027								
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
18 TRANSIT MALL EXTENSION NORTH 822 9341 0 OR 03-0035								
Pre Eng	352,000	622,400	0	0	0	0	0	974,400
Constr	0	0	8,000,000	0	0	0	0	8,000,000
Supt Serv	0	0	200,000	0	0	0	0	200,000
Total	352,000	622,400	8,200,000	0	0	0	0	9,174,400
19 SECTION 3 TRADE CONTINGENCY 825 0 0 OR 03-0027								
Other	872,774	- 639,513	0	8,880	0	0	0	242,141
Total	872,774	- 639,513	0	8,880	0	0	0	242,141

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Urban Mass Transportation Administration Program

Project Description	Estimated Grant Award by Federal Fiscal Year							
	Obligated	Anticipated	1991	1992	1993	1994	Post 1994	Authorized
Urban Mass Transportation Administration-Trade (Continued)								
20 SPECIAL NEEDS TRANSPORTATION MINI-BUSES********897**********0********00000**OR**********								
Non-Hwy Cp	0	0	0	2,390,000	0	0	0	2,390,000
Total	0	0	0	2,390,000	0	0	0	2,390,000
21 INFORMATION/COMMUNICATION EQUIPMENT********898**********0********00000**OR**********								
Non-Hwy Cp	0	0	100,000	1,010,000	0	0	0	1,110,000
Total	0	0	100,000	1,010,000	0	0	0	1,110,000
Total Urban Mass Transportation Administration-Trade	48,391,120	10,000,000	8,500,000	9,908,880	0	0	0	76,800,000

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Urban Mass Transportation Administration Program

Project Description

	Estimated Obligated	Grant Award by Federal Fiscal Year Anticipated	1991	1992	1993	1994	Post 1994	Authorized
Urban Mass Transportation Administration-Sect 9								
**22 Pinaled Vouchered Projects					0*0000000*00000			
Other	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
**23 Completed Projects not Vouchered					1*0000000*00000			
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	7,768,830	0	0	0	0	0	0	7,768,830
Non-Hwy Cp	15,273,854	0	0	0	0	0	0	15,273,854
Other	6,033,137	0	0	0	0	0	0	6,033,137
Total	30,444,667	0	0	0	0	0	0	30,444,667
**24 METRO PLANNING					126	0	00000**VAR	
Pre Eng	402,800	0	150,000	150,000	150,000	0	0	852,800
Total	402,800	0	150,000	150,000	150,000	0	0	852,800
**25 PURCHASE OF ARTICULATED BUSES					455	0	00000**OR	
Non-Hwy Cp	0	0	0	0	12,200,000	0	0	12,200,000
Total	0	0	0	0	12,200,000	0	0	12,200,000
**26 BUS PURCHASE-EIGHT 30-FOOT BUSES					478	0	0******OR**90-X019	
Non-Hwy Cp	1,152,000	-1,152,000	0	0	0	0	0	0
Total	1,152,000	-1,152,000	0	0	0	0	0	0
**27 BANFIELD PARK AND RIDES					675	84	00000**FAI	
Other	0	0	0	0	0	800,000	0	800,000
Total	0	0	0	0	0	800,000	0	800,000
**28 LIGHT RAIL VEHICLE PURCHASE					695	0	00000**OR	
Non-Hwy Cp	0	0	11,131,374	0	0	0	0	11,131,374
Total	0	0	11,131,374	0	0	0	0	11,131,374

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Urban Mass Transportation Administration Program

Project Description

	Estimated Grant Award by Federal Fiscal Year							
	Obligated	Anticipated	1991	1992	1993	1994	Post 1994	Authorized

Urban Mass Transportation Administration-Sect 9
(Continued)

**29 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC					776	0	0	OR**90-X019
Non-Hwy Cp	11,112,061	0	0	850,000	870,000	0	0	12,832,061
Total	11,112,061	0	0	850,000	870,000	0	0	12,832,061
**30 SPECIAL NEEDS TRANSPORTATION(INCL SNT INFO SYSTEM)					777	0	00000	OR
Non-Hwy Cp	1,144,690	1,152,000	0	0	0	0	0	2,296,690
Total	1,144,690	1,152,000	0	0	0	0	0	2,296,690
**31 HILLSBORO ALTERNATIVES ANALYSIS/DEIS (UWP)					783	90-	0	OR**90-X031
Non-Hwy Cp	518,400	0	800,000	0	0	0	0	1,318,400
Total	518,400	0	800,000	0	0	0	0	1,318,400
**32 WESTSIDE PE AND FEIS(UWP)					786	0	00000	OR**90-X026
Non-Hwy Cp	3,867,808	0	610,400	0	0	0	0	4,478,208
Total	3,867,808	0	610,400	0	0	0	0	4,478,208
**33 SECTION 9 CAPITAL RESERVE					823	0	00000	OR
Reserve	0	0	0	0	0	-15,759,100	0	-15,759,100
Total	0	0	0	0	0	-15,759,100	0	-15,759,100
**34 SECTION 9 OPERATING PROGRAM					824	0	00000	OR**90-X028
Operating	32,086,090	0	4,841,744	4,475,270	0	0	0	41,403,104
Total	32,086,090	0	4,841,744	4,475,270	0	0	0	41,403,104
**35 LIGHT RAIL VEHICLES-AIR CONDITIONING RETROFIT					896	0	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
**36 RUBY JUNCTION STORAGE TRACK					899	0	00000	OR
Constr	0	0	0	0	0	1,030,000	0	1,030,000
Total	0	0	0	0	0	1,030,000	0	1,030,000
**37 WESTSIDE RAIL INITIATIVES					900	0	00000	OR
Other	0	0	0	0	0	960,000	0	960,000
Total	0	0	0	0	0	960,000	0	960,000

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Urban Mass Transportation Administration Program

Project Description

	Estimated Grant Award by Federal Fiscal Year							
	Obligated	Anticipated	1991	1992	1993	1994	Post 1994	Authorized
Urban Mass Transportation Administration-Sect 9 (Continued)								
38 LINE SECTION DOUBLE TRACKING********						901********0********00000**OR**********		
Constr	0	0	0	0	0	6,970,000	0	6,970,000
Total	0	0	0	0	0	6,970,000	0	6,970,000
Total Urban Mass Transportation Administration-Sect 9	80,728,516	0	17,533,518	5,475,270	13,220,000	-4,079,100	0	112,878,204

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Urban Mass Transportation Administration Program

Project Description	Estimated Grant Award by Federal Fiscal Year						
Obligated	Anticipated	1991	1992	1993	1994	Post 1994	Authorized
Report Total							
229,199,569	27,700,000	26,033,518	21,173,678	23,220,000	-4,079,100	0	323,247,665

Federal-Aid Urban Programs

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

	Estimated Expenditures by Federal Fiscal Year							
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
City of Portland Projects								
1 Finaled Vouchered Projects**0*0000000*00000*****CLOSED								
Pre Eng	1,573,743	0	0	0	0	0	0	1,573,743
Rt-of-Way	401,968	0	0	0	0	0	0	401,968
Constr	6,376,238	0	0	0	0	0	0	6,376,238
Non-Hwy Cp	131,555	0	0	0	0	0	0	131,555
Operating	217,108	0	0	0	0	0	0	217,108
Total	8,700,612	0	0	0	0	0	0	8,700,612
2 Completed Projects not Vouchered**1*0000000*00000*****								
Pre Eng	697,716	0	0	0	0	0	0	697,716
Constr	1,214,537	0	0	0	0	0	0	1,214,537
Total	1,912,253	0	0	0	0	0	0	1,912,253
3 ARTERIAL STREET 3R PROGRAM**43**89-033a**05383*VAR0****726********0****								
Pre Eng	26,309	5,371	0	0	0	0	0	31,680
Constr	944,811	-56,490	0	0	0	0	0	888,321
Reserve	0	0	0	0	0	0	0	0
Total	971,120	-51,119	0	0	0	0	0	920,001
4 CITY OF PORTLAND FAU CONTINGENCY**44**0-*******00000*VAR0****726********0****								
Reserve	0	0	0	0	0	0	2,911,564	2,911,564
Pending	0	0	0	0	0	0	22,331	22,331
Total	0	0	0	0	0	0	2,933,895	2,933,895
5 WILLAMETTE GREENWAY TRAIL PROGRAM**575**10018****00240*VAR0****726********0****								
Pre Eng	61,500	0	0	0	0	0	0	61,500
Rt-of-Way	0	0	0	0	0	0	0	0
Constr	0	0	330,000	0	0	0	0	330,000
Total	61,500	0	330,000	0	0	0	0	391,500
6 AIRPORT WAY UNITS II AND III-NE 138TH AVE TO 181ST AVE(5/5)**861**84-022c**03384*FAU9964*726********0****								
Reserve	0	0	0	0	0	0	300,000	300,000
Total	0	0	0	0	0	0	300,000	300,000

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Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated 1990	1991	1992	1993	1994	Post 1994	Authorized

City of Portland Projects
(Continued)

7 NW 9TH AVENUE IMPROVEMENTS-GLISAN TO FRONT*******868** 89-020**05123*FAU9983*726********0****							
Pre Eng	0	0	0	0	0	0	0
Constr	372,304	7,696	0	0	0	0	380,000
Total	372,304	7,696	0	0	0	0	380,000
8 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS-OLESON RD TO BARBUR BLVD*******869**89-022***05127*FAU9404*726********0****							
Pre Eng	14,760	69,720	0	0	0	0	84,480
Constr	0	0	563,306	0	0	0	563,306
Total	14,760	69,720	563,306	0	0	0	647,786
9 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS-9TH AVE TO 82ND AVE*******870**89-021***05126*FAU9822*726********0****							
Pre Eng	18,284	52,116	0	0	0	0	70,400
Rt-of-Way	0	143,440	0	0	0	0	143,440
Constr	0	0	285,375	0	0	0	285,375
Total	18,284	195,556	285,375	0	0	0	499,215
10 INTERSECTION IMPROVEMENT PROGRAM********871**89-023***05125*FAUVAR**726********0****							
Pre Eng	11,059	- 259	0	0	0	0	10,800
Constr	0	0	97,200	0	0	0	97,200
Total	11,059	- 259	97,200	0	0	0	108,000
11 CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM********872**89-028***05200*VARVAR**726********0****							
Pre Eng	38,552	-3,752	0	0	0	0	34,800
Constr	0	0	313,200	0	0	0	313,200
Total	38,552	-3,752	313,200	0	0	0	348,000
12 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
Total	0	0	800,000	0	0	0	800,000
13 HOLLADAY AVE-UNION AVE TO NE 9TH AVE(GREELEY-BANFIELD)********890**84-024C**04958*FAU9903*726********0****							
Constr	0	89,320	0	0	0	0	89,320
Total	0	89,320	0	0	0	0	89,320

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

	Estimated Obligated	Expenditures by Federal Fiscal Year 1990	1991	1992	1993	1994	Post 1994	Authorized
City of Portland Projects (Continued)								
14 LLOYD BLVD-GRAND AVE TO NE 11TH AVE(GREELEY-BANFIELD)********891**84-024B**04959*FAU9902*726********0****								
Constr	124,755	7,509	0	0	0	0	0	132,264
Total	124,755	7,509	0	0	0	0	0	132,264
15 DEVELOPMENT RESERVE********919**0-*******00000*FAU*****726********0****								
Reserve	0	0	0	0	856,013	0	0	856,013
Total	0	0	0	0	856,013	0	0	856,013
Total City of Portland	12,225,199	314,671	2,389,081	0	856,013	0	3,233,895	19,018,859

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

	Estimated Expenditures by Federal Fiscal Year							
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
Multnomah County Projects								
16 Finaled Vouchered Projects********0*0000000*00000**********CLOSED								
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
17 Completed Projects not Vouchered********1*0000000*00000**********								
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
18 HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT(#2757C)********506**84-097***02914*FAU9366*726********0****								
Pre Eng	0	100,000	0	0	0	0	0	100,000
Reserve	0	0	0	190,000	0	0	0	190,000
Total	0	100,000	0	190,000	0	0	0	290,000
19 NORTH MAIN RECONSTRUCTION(GRESHAM)-DIVISION TO POWELL********541**88-014***04863*FAU9879*726********0****								
Pre Eng	55,383	0	0	0	0	0	0	55,383
Constr	417,030	11,587	0	0	0	0	0	428,617
Total	472,413	11,587	0	0	0	0	0	484,000
20 242ND AVENUE IMPROVEMENTS-23RD STREET TO DIVISION STREET********863**89-026***05571*FAU9877*726********0****								
Pre Eng	0	0	90,000	0	0	0	0	90,000
Constr	0	0	0	557,460	0	0	0	557,460
Total	0	0	90,000	557,460	0	0	0	647,460
21 I84-223RD CONNECTOR(207TH)********864**89-025***05149*FAU9867*726********0****								
Reserve	0	0	0	1,156,227	0	0	0	1,156,227
Total	0	0	0	1,156,227	0	0	0	1,156,227
Total Multnomah County	1,884,237	111,587	90,000	1,903,687	0	0	0	3,989,511

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
Clackamas County Projects								
22 Finaled Vouchered Projects********0*0000000*00000**********CLOSED								
Pre Eng	248,064	0	0	0	0	0	0	248,064
Rt-of-Way	74,366	0	0	0	0	0	0	74,366
Constr	2,449,968	0	0	0	0	0	0	2,449,968
Reserve	0	0	0	0	0	0	0	0
Total	2,772,398	0	0	0	0	0	0	2,772,398
23 Completed Projects not Vouchered********1*0000000*00000**********								
Pre Eng	73,546	0	0	0	0	0	0	73,546
Total	73,546	0	0	0	0	0	0	73,546
24 LOWER BOONES FERRY RD-MADRONA TO SW JEAN********68**80-104***00677*FAU9473*703********0****								
Pre Eng	207,290	0	0	0	0	0	0	207,290
Rt-of-Way	0	0	185,000	0	0	0	0	185,000
Constr	659,470	0	1,724,319	0	0	0	0	2,383,789
Reserve	0	0	0	0	0	0	0	0
Total	866,760	0	1,909,319	0	0	0	0	2,776,079
25 HARMONY ROAD-LAKE ROAD TO 82ND DRIVE********79**10051B***05017*FAU9702*703********0****								
Pre Eng	36,992	0	0	0	0	0	0	36,992
Reserve	0	0	0	0	0	0	171,071	171,071
Total	36,992	0	0	0	0	0	171,071	208,063
26 RAILROAD AVENUE/HARMONY ROAD-82ND TO MILWAUKIE CBD-UNIT I********553**10037****00705*FAU9702*ns*********0****								
Constr	83,929	0	0	0	0	0	50,000	133,929
Total	83,929	0	0	0	0	0	50,000	133,929
27 82ND DRIVE-HWY 212 TO GLADSTONE/I205 INTERCHANGE********578**10051B***00500*FAU9653*703********0****								
Rt-of-Way	404,911	476,046	0	0	0	0	0	880,957
Total	404,911	476,046	0	0	0	0	0	880,957
28 CLACKAMAS COUNTY FAU RESERVE********835**0********0*****VAR0****na*********0****								
Reserve	0	0	37,930	0	0	0	0	37,930
Total	0	0	37,930	0	0	0	0	37,930

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized

Clackamas County Projects
(Continued)

29 BEAVERCREEK RD EXT(RED SOILS)-BEAVERCREEK RD TO WARNER-MILNE********855**10249****02375*FAU9742*703********0****								
Constr	0	0	135,000	0	0	0	0	135,000
Total	0	0	135,000	0	0	0	0	135,000
30 SUNNYBROOK SPLIT DIAMOND PE********865**86-082***03346*FAU9736*64********14****								
Pre Eng	0	0	50,000	0	0	0	0	50,000
Total	0	0	50,000	0	0	0	0	50,000
31 MCLOUGHLIN BOULEVARD-HARRISON STREET THROUGH MILWAUKIE CBD********892**0000000**00000*FAP26***1R*********6****								
Reserve	0	0	0	0	0	0	933,000	933,000
Total	0	0	0	0	0	0	933,000	933,000
Total Clackamas County	4,238,536	476,046	2,132,249	0	0	0	1,154,071	8,000,902

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

	Estimated Obligated	Expenditures by Federal Fiscal Year 1990	1991	1992	1993	1994	Post 1994	Authorized
32 Finaled Vouchered Projects********						0*0000000*00000**********		
Pre Eng	513,692	- 558	0	0	0	0	0	513,134
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	- 558	0	0	0	0	0	1,673,140
33 Completed Projects not Vouchered********						1*0000000*00000**********		
Pre Eng	524,042	0	0	0	0	0	0	524,042
Rt-of-Way	2,525	0	0	0	0	0	0	2,525
Constr	775,975	0	0	0	0	0	0	775,975
Total	1,302,542	0	0	0	0	0	0	1,302,542
34 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY********					132**80-038***00139*FAU9022*734********0****			
Reserve	0	276,000	0	0	0	0	0	276,000
Total	0	276,000	0	0	0	0	0	276,000
35 BVTN/TUALATIN HWY AT SW BRIDGEPORT-SIGNAL/CHANNELIZE********					395**10251****02089*FAU9091*141********8****			
Constr	170,010	7,990	0	0	0	0	0	178,000
Total	170,010	7,990	0	0	0	0	0	178,000
36 WASHINGTON COUNTY RESERVE********					836**0********0*****VARO****na*********0****			
Reserve	0	0	0	0	0	0	25,277	25,277
Total	0	0	0	0	0	0	25,277	25,277
37 MAPLE STREET AT TUALATIN VALLEY HIGHWAY-SIGNAL********					866**89-016***0*****FAU9032*734********0****			
Constr	79,075	0	0	0	0	0	925	80,000
Total	79,075	0	0	0	0	0	925	80,000
38 CORNELIUS PASS ROAD-SUNSET HIGHWAY TO CORNELL ROAD********					867**89-029***0*****FAU9053*734********0****			
Constr	0	509,934	0	0	0	0	0	509,934
Total	0	509,934	0	0	0	0	0	509,934
Total Washington County	3,225,325	793,366	0	0	0	0	26,202	4,044,893

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

	Estimated Expenditures by Federal Fiscal Year							
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
Tri-Met Projects								
39 Finaled Vouchered Projects********0*0000000*00000**********CLOSED								
Constr	1,110,747	0	0	0	0	0	0	1,110,747
Non-Hwy Cp	126,395	0	0	0	0	0	0	126,395
Total	1,237,142	0	0	0	0	0	0	1,237,142
40 TRI-MET RIDESHARE PROGRAM********102**80-043***00000*VAR0****na*********0****								
Operating	681,184	77,556	79,287	53,178	0	0	0	891,205
Total	681,184	77,556	79,287	53,178	0	0	0	891,205
41 LIGHT RAIL VEHICLE PURCHASE********695**9-*******00000*OR*0****na*********0****								
Non-Hwy Cp	0	0	850,000	0	0	0	0	850,000
Total	0	0	850,000	0	0	0	0	850,000
Total Tri-Met	1,918,326	77,556	929,287	53,178	0	0	0	2,978,347

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
ODOT Projects								
42 Finaled Vouchered Projects********0*0000000*00000**********CLOSED								
Pre Eng	227,478	0	0	0	0	0	0	227,478
Rt-of-Way	94,226	0	0	0	0	0	0	94,226
Constr	812,390	0	0	0	0	0	0	812,390
Total	1,134,094	0	0	0	0	0	0	1,134,094
43 Completed Projects not Vouchered********1*0000000*00000**********								
Constr	121,714	0	0	0	0	0	0	121,714
Total	121,714	0	0	0	0	0	0	121,714
44 STATE STREET CORRIDOR(OR43)-TERWILLIGER TO LADD********133**77-068***00359*FAU9565*3*********6****								
Constr	0	0	0	0	0	0	22,000	22,000
Total	0	0	0	0	0	0	22,000	22,000
45 HIGHWAY 43 @ MCKILLICAN/HOOD AVENUE WIDENING********853**10252****00976*FAU9565*3*********11****								
Constr	77,413	0	0	0	0	0	1,353	78,766
Total	77,413	0	0	0	0	0	1,353	78,766
46 OR210-SCHOLLS FERRY RD-MURRAY BLVD TO FANNO CREEK********875**86-077***03290*FAU9234*143********7****								
Constr	0	0	2,393,997	0	0	0	0	2,393,997
Total	0	0	2,393,997	0	0	0	0	2,393,997
Total ODOT	1,333,221	0	2,393,997	0	0	0	23,353	3,750,571

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

	Estimated Expenditures by Federal Fiscal Year							
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
Regional Projects								
47 Finaled 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
Total	1,929,097	0	0	0	0	0	0	1,929,097
48 UNALLOCATED FEDERAL-AID URBAN FUNDS********114**0-*******00000*VAR0****na*********0****								
Reserve	0	0	0	0	0	0	340,697	340,697
Pending	0	0	0	0	0	0	30,263	30,263
Total	0	0	0	0	0	0	370,960	370,960
Total Regional	1,929,097	0	0	0	0	0	370,960	2,300,057

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
Metro Region Total							
14,528,742	1,458,555	5,545,533	1,956,865	0	0	1,574,586	25,064,281
Report Total							
26,753,941	1,773,226	7,934,614	1,956,865	856,013	0	4,808,481	44,083,140

Other Programs

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

State Highway Program

Project Description / Estimated Expenditures by Federal Fiscal Year	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
Federal-Aid Interstate Projects								
1 I5-EAST MARQUAM INTCHG-NB/SB/BANFIELD ACCESS (II)*******319**76-011***00596*FAI5****1********301**********								
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	0	24,380,000	0	0	0	0	24,380,000
Total	6,195,669	0	24,380,000	0	0	0	0	30,575,669
2 I5-EAST MARQUAM INTERCHANGE GRAND AVE/UNION AVE RAMPS (III)*******320**76-011***00597*FAI5****1********30**********								
Constr	0	0	0	0	19,320,000	0	0	19,320,000
Total	0	0	0	0	19,320,000	0	0	19,320,000
3 DEVELOPMENT PROJECTS*******394**86-064***03374*VARVAR**var******295**********								
Pre Eng	160,883	0	0	0	0	0	0	160,883
Total	160,883	0	0	0	0	0	0	160,883
4 I84-COLUMBIA RIVER HWY(238TH AVENUE)BRIDGE #A7097*******885**84-023***03327*FAI84***2*********16**********								
Constr	0	0	0	1,159,200	0	0	0	1,159,200
Total	0	0	0	1,159,200	0	0	0	1,159,200
5 I-84 COLUMBIA RIVER HIGHWAY-223RD AVENUE TO TROUTDALE*******922**********04738*FAI68***2*********15**********								
Constr	0	0	0	0	0	0	27,600,000	27,600,000
Total	0	0	0	0	0	0	27,600,000	27,600,000
Total Federal-Aid Interstate Projects	6,356,552	0	24,380,000	1,159,200	19,320,000	0	27,600,000	78,815,752

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

State Highway Program

Project Description

	Estimated Expenditures by Federal Fiscal Year							
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized

Federal-Aid Interstate 4R Projects

6 I205-AIRPORT WY TO COLUMBIA BLVD-WIDEN SB ON RAMP, ADD AUX LANE*******306**86-062***03270*FAI205**64********24**********								
Constr	0	0	460,000	0	0	0	0	460,000
Total	0	0	460,000	0	0	0	0	460,000
7 I205-WILLAMETTE RIVER BRIDGE ICE DETECTORS*******332**86-099***03280*FAI205**64********9**********								
Constr	0	0	0	0	0	0	119,600	119,600
Total	0	0	0	0	0	0	119,600	119,600
8 I205-COLUMBIA RIVER TO NE FAILING GRADING/LNDSCPG*******334**87-009***02511*FAI205**64********23**********								
Constr	0	0	0	0	920,000	0	0	920,000
Total	0	0	0	0	920,000	0	0	920,000
9 I5-NB CONNECTION TO SB I405(8958E)-DECK RESTORATION*******336**10217****01489*FAI5****1********303**********								
Pre Eng	18,400	0	0	0	0	0	0	18,400
Constr	0	0	0	0	0	875,840	0	875,840
Total	18,400	0	0	0	0	875,840	0	894,240
10 I205-GLENN JACKSON BRIDGE WATER MAIN/CALL SYSTEM********343**84-050***02455*FAI205**64********26**********								
Constr	0	0	506,000	0	0	0	0	506,000
Total	0	0	506,000	0	0	0	0	506,000
11 I5-SW TERWILLIGER CONNECTION(8199)-DECK RESTORATION********355**84-017***01506*FAI5****1********297**********								
Pre Eng	17,060	0	0	0	0	0	0	17,060
Constr	0	92,000	0	0	0	0	0	92,000
Total	17,060	92,000	0	0	0	0	0	109,060
12 I205-S BANFIELD TO SE STARK ST GRADING/LANDSCAPE********357**87-016***04021*FAI205**64********21**********								
Constr	0	0	0	0	1,012,000	0	0	1,012,000
Total	0	0	0	0	1,012,000	0	0	1,012,000
13 I5-SO TIGARD INTERCHANGE TO E PORTLAND FWY LANDSCAPING********358**84-046***01234*FAI5****1********286**********								
Pre Eng	34,120	0	0	0	0	0	0	34,120
Constr	0	0	0	0	0	644,000	0	644,000
Total	34,120	0	0	0	0	644,000	0	678,120

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

State Highway Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized

Federal-Aid Interstate 4R Projects
(Continued)

14 I5-TERWILLIGER BLVD INTERCHANGE OVERCROSSING/RAMPS********360**84-055***01945*FAU9383*1********297**********								
Constr	0	0	0	11,868,000	0	0	0	11,868,000
Total	0	0	0	11,868,000	0	0	0	11,868,000
15 I84-NE 181ST AVE TO 223RD AVE-WIDEN, NEW INTCHGS********372**84-023***00787*FAI84***2*********13**********								
Pre Eng	1,132,646	0	0	0	0	0	0	1,132,646
Constr	0	0	0	24,840,000	0	0	0	24,840,000
Total	1,132,646	0	0	24,840,000	0	0	0	25,972,646
16 I5-WILSONVILLE INTERCHANGE********375**86-055***02500*FAI5****1********284**********								
Constr	0	0	0	0	3,542,000	0	0	3,542,000
Total	0	0	0	0	3,542,000	0	0	3,542,000
17 I405-FREMONT BRIDGE AND RAMPS DECK RESTORATION********377**86-118***03326*FAI405**61*********3**********								
Constr	0	0	0	0	0	0	7,894,000	7,894,000
Total	0	0	0	0	0	0	7,894,000	7,894,000
18 I5-METRO AREA FREEWAY CALL BOXES AND VARIABLE MESSAGE SIGNING********379**87-012***02494*FAI5****1**********0**********								
Constr	0	0	0	0	0	0	920,000	920,000
Total	0	0	0	0	0	0	920,000	920,000
19 I5-STAFFORD RD INTERCHANGE********403**86-061***03271*FAI5****1********286**********								
Pre Eng	654,463	- 204,429	0	0	0	0	0	450,034
Rt-of-Way	2,003,941	0	0	0	0	0	0	2,003,941
Constr	0	0	0	0	0	6,946,000	0	6,946,000
Total	2,658,404	- 204,429	0	0	0	6,946,000	0	9,399,975
20 I5-I5/I205 INTERCHANGE********436**86-044***03273*FAI5****1********288**********								
Constr	0	0	699,200	0	0	0	0	699,200
Total	0	0	699,200	0	0	0	0	699,200
21 I5-INTERSTATE BRIDGE TO COLUMBIA BLVD PAVING********458**87-013***03696*FAI5****1********306**********								
Constr	0	0	0	0	0	1,380,000	0	1,380,000
Total	0	0	0	0	0	1,380,000	0	1,380,000

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

State Highway Program

Project Description

	Estimated Expenditures by Federal Fiscal Year							
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized

Federal-Aid Interstate 4R Projects
(Continued)

22 I205-SE STARK TO SE POWELL BLVD GRADING/LANDSCAPING********673**87-014***04020*FAI205**64********19**********								
Constr	0	0	0	828,000	0	0	0	828,000
Total	0	0	0	828,000	0	0	0	828,000
23 I205-OREGON CITY PARK-AND-RIDE LOT********674**80-008***00459*FAI205**64********9**********								
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	0	322,000	0	0	0	0	322,000
Total	30,893	36,800	322,000	0	0	0	0	389,693
24 I205-AIRPORT WAY INTERCHANGE IMPROVEMENTS********681**86-063***03373*FAI205**64********24**********								
Constr	0	0	4,324,000	0	0	0	0	4,324,000
Total	0	0	4,324,000	0	0	0	0	4,324,000
25 I205-AT SANDY BLVD WEST BOUND CONNECTION********682**86-058***04059*FAI205**64********24**********								
Pre Eng	38,548	0	0	0	0	0	0	38,548
Constr	0	0	360,000	0	0	0	0	360,000
Total	38,548	0	360,000	0	0	0	0	398,548
26 I5-UPPER BOONES FERRY TO I205 INTERCHANGE********876**84-127***02499*FAI5****1********289**********								
Pre Eng	145,230	164,595	0	0	0	0	0	309,825
Constr	0	0	3,128,000	0	0	0	0	3,128,000
Total	145,230	164,595	3,128,000	0	0	0	0	3,437,825
27 I5-AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION-UNIT 1********893**86-056***03277*FAI5****1********292**********								
Pre Eng	438,600	0	0	0	0	0	0	438,600
Constr	0	0	0	0	26,220,000	0	0	26,220,000
Total	438,600	0	0	0	26,220,000	0	0	26,658,600
28 I84-UPRR (GRAHAM ROAD) BRIDGE #6967 REPLACEMENT********911**********03342*FAU9883*2********18**********								
Constr	0	0	0	2,631,200	0	0	0	2,631,200
Reconn	0	0	0	88,000	0	0	0	88,000
Total	0	0	0	2,719,200	0	0	0	2,719,200
29 I5-I5/I205 INTERCHANGE AND UPPER BOONES FERRY/I-205 LUMINAIRES********923**********05667*FAI5****1********288**********								
Constr	0	0	460,000	0	0	0	0	460,000
Total	0	0	460,000	0	0	0	0	460,000
Total Federal-Aid Interstate 4R Projects								
	4,513,901	88,966	10,259,200	40,255,200	31,694,000	9,845,840	8,933,600	105,590,707

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

State Highway Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
Federal-Aid Primary Projects								
30 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING(III)386**10143c***01892*FAP27***47*******72**********								
Constr	0	0	0	0	0	1,170,000	0	1,170,000
Total	0	0	0	0	0	1,170,000	0	1,170,000
31 OR8-TV HIGHWAY PAVING/ILLUM-21ST TO SW 160TH AVE392**87-004***03652*FAP32***29*******5**********								
Constr	0	0	2,270,000	0	0	0	0	2,270,000
Total	0	0	2,270,000	0	0	0	0	2,270,000
32 DEVELOPMENT PROJECTS394**86-085***04820*VARVAR**var******295**********								
Pre Eng	0	120,000	72,000	0	0	0	0	192,000
Reconn	0	0	0	611,650	0	0	0	611,650
Total	0	120,000	72,000	611,650	0	0	0	803,650
33 US26-SYLVAN INTERCHANGE TO VISTA RIDGE(ZOO INTERCHANGE)410**84-014***00491*FAP27***47*******71**********								
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
Constr	0	0	0	0	0	0	7,300,000	7,300,000
Total	627,115	792,000	0	0	0	0	7,300,000	8,719,115
34 US26-SUNSET/HELVETIA ROAD INTERCHANGE PHASE 2416**87-018***03269*FAP27***47*******61**********								
Pre Eng	189,963	0	0	0	0	0	0	189,963
Constr	0	0	0	0	0	0	2,200,000	2,200,000
Total	189,963	0	0	0	0	0	2,200,000	2,389,963
35 US26-SUNSET/JACKSON ROAD OVERPASS-DEVELOPMENT425**84-040***00984*FAP27***47*******59**********								
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
36 HWY212-ROCK CREEK JCT TO MP 0.95-DEVELOPMENT450**84-045***00775*FAP74***174*******1**********								
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
37 US26-SUNSET/MURRAY INTERCHANGE567**84-039***00393*FAP27***47*******67**********								
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

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

State Highway Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated 1990	1991	1992	1993	1994	Post 1994	Authorized
Federal-Aid Primary Projects (Continued)							
38 OR8-TUALATIN VALLEY HIGHWAY-SHUTE PARK TO SE 21ST AVE-HILLSBORO********828**79-085b**05024*FAP32***29********11**********							
Constr	0	0	0	0	3,494,000	0	0	3,494,000
Total	0	0	0	0	3,494,000	0	0	3,494,000
39 NE LOMBARD/COLUMBIA BLVD VIA NE 60TH AVENUE********854**80-011***00835*FAU9917*123********9**********							
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
40 BEAVERTON/TUALATIN HWY AT PACIFIC HWY WEST-CHAN/SIG********877**84-052***00762*FAU9091*141********9**********							
Constr	0	0	0	0	220,000	0	0	220,000
Total	0	0	0	0	220,000	0	0	220,000
41 TUALATIN VALLEY HWY-HILLSBORO SIGNALS(13 LOCATIONS)********878**84-034***03334*FAP32***29********13**********							
Constr	0	0	686,400	0	0	0	0	686,400
Total	0	0	686,400	0	0	0	0	686,400
42 US26-BEAVERTON TO PORTLAND LRT AND HIGHWAY IMPROVEMENTS********888**88-033***04497*FAP27***47********67**********							
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
43 OR-217 BEAV/TIG HWY-SUNSET HWY TO I5-RAMP METERING********915**********FAP79***144********0**********							
Constr	0	0	0	396,000	0	0	0	396,000
Total	0	0	0	396,000	0	0	0	396,000
Total Federal-Aid Primary Projects	1,133,489	9,456,293	3,028,400	1,007,650	3,714,000	1,170,000	9,500,000	29,009,832

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

State Highway Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated 1990	1991	1992	1993	1994	Post 1994	Authorized
Highway Bridge Replacement Projects							
44 HAWTHORNE BRIDGE(#2757B) PHASE II-SERVICE LIFE EXTENSION********407**85-037***04069*FAU9366*726********0**********							
Pre Eng	95,960 0	0	0	0	0	0	95,960
Constr	0 0	1,240,000	0	0	0	0	1,240,000
Total	95,960 0	1,240,000	0	0	0	0	1,335,960
45 HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT(#2757C)********506**84-097***02914*FAU9366*726********0**********							
Pre Eng	248,240 0	0	0	0	0	0	248,240
Constr	0 0	0	1,040,000	0	0	0	1,040,000
Total	248,240 0	0	1,040,000	0	0	0	1,288,240
Total Highway Bridge Replacement Projects							
	344,200 0	1,240,000	1,040,000	0	0	0	2,624,200

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

State Highway Program

Project Description

	Estimated Expenditures by Federal Fiscal Year							
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
46 I205-SE LESTER AVENUE INTERCHANGE********365**86-120***01493*FAD9753*64********16**********								
Reserve	0	0	0	1,093,500	0	0	0	1,093,500
Total	0	0	0	1,093,500	0	0	0	1,093,500
47 US30-SW DOANE AVE TO SW BALBOA AVE-CHANNELIZATION********387**79-067***02107*FAP1****2W*********5**********								
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	0	540,000	0	0	0	0	0	540,000
Total	81,540	540,000	0	0	0	0	0	621,540
48 NE PORTLAND HIGHWAY AT 121ST-INSTALL SIGNAL/NEW CONTROLLER********521**86-002***04035*FAD9966*123*******12**********								
Pre Eng	21,915	0	0	0	0	0	0	21,915
Constr	0	0	108,000	0	0	0	0	108,000
Total	21,915	0	108,000	0	0	0	0	129,915
49 HAZARD ELIMINATION PROJECTS AT OR UNDER $100,000********522**85-078***03974*VARVAR**var********0**********								
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	342,550	117,000	464,220	0	0	0	1,394,030
Total	572,950	342,550	117,000	464,220	0	0	0	1,496,720
50 OR43-OSWEGO HIGHWAY AT PIMLICO DRIVE********879**84-100***00975*FAD9565*3*********10**********								
Pre Eng	61,515	0	0	0	0	0	0	61,515
Constr	0	0	252,000	0	0	0	0	252,000
Total	61,515	0	252,000	0	0	0	0	313,515
51 OR99E-S END ONE WAY COUPLET-TACOMA ST(PORTLAND)-MEDIAN BARRIER********886**85-020***02931*FAP26***1R*********1**********								
Pre Eng	61,596	0	0	0	0	0	0	61,596
Constr	543,293	0	1,080,000	0	0	0	0	1,623,293
Total	604,889	0	1,080,000	0	0	0	0	1,684,889
52 BASELINE ROAD AT 231ST AVENUE********917**00-000***00000*fau9028*734********0**********								
Constr	0	0	0	351,000	0	0	0	351,000
Total	0	0	0	351,000	0	0	0	351,000
Total Hazard Elimination System Projects								
	1,342,809	882,550	1,557,000	1,908,720	0	0	0	5,691,079

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Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1990

State Highway Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
State Modernization Projects								
53 MARINE DRIVE WIDENING TO FOUR LANES-I5 TO RIVERGATE********298**79-056***03395*FAU9962*120********2**********								
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
54 US26-SYLVAN INTERCHANGE TO VISTA RIDGE(ZOO INTERCHANGE)********410**84-014***03324*FAP27***47********71**********								
Constr	0	0	0	0	0	0	1,650,000	1,650,000
Total	0	0	0	0	0	0	1,650,000	1,650,000
55 US26-SUNSET/CORNELL ROAD INTERCHANGE********427**79-069***00779*FAP27***47********66**********								
Rt-of-Way	0	3,966,750	0	0	0	0	0	3,966,750
Constr	0	11,993,000	0	0	0	0	0	11,993,000
Total	0	15,959,750	0	0	0	0	0	15,959,750
56 OR210-SCHOLLS FERRY RD-MURRAY BLVD TO FANNO CREEK********875**86-077***03290*FAU9234*143********7**********								
Constr	0	0	970,000	0	0	0	0	970,000
Total	0	0	970,000	0	0	0	0	970,000
Total State Modernization Projects	0	15,959,750	970,000	6,405,000	0	0	1,650,000	24,984,750

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1990

State Highway Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated 1990	1991	1992	1993	1994	Post 1994	Authorized
57 METRO PLANNING********							
Pre Eng	273,949	135,065	0	0	0	0	409,014
Total	273,949	135,065	0	0	0	0	409,014
58 99W-PACIFIC HWY AT SW FISCHER ROAD SIGNAL********							
Constr	0	0	0	70,000	0	0	70,000
Total	0	0	0	70,000	0	0	70,000
59 DEVELOPMENT PROJECTS********							
Pre Eng	0	100,000	0	0	0	0	100,000
Total	0	100,000	0	0	0	0	100,000
60 STATE FINANCED PROJECTS AT OR UNDER $100,000********							
Constr	0	0	280,000	170,000	0	0	450,000
Total	0	0	280,000	170,000	0	0	450,000
61 BEAVERTON/TUALATIN HWY AT SW OAK-SIGNAL/LEFT TURN LANES********							
Constr	0	0	190,000	0	0	0	190,000
Total	0	0	190,000	0	0	0	190,000
62 US26-SUNSET/NW 185TH AVE INTERCHANGE********							
Constr	0	0	0	6,000,000	0	0	6,000,000
Total	0	0	0	6,000,000	0	0	6,000,000
63 CLACKAMAS PARK(PACIFIC EAST) BRIDGE NO. 1618********							
Constr	0	0	0	0	2,200,000	0	2,200,000
Total	0	0	0	0	2,200,000	0	2,200,000
64 HAZARD ELIMINATION PROJECTS AT OR UNDER $100,000********							
Constr	0	69,000	0	0	0	0	69,000
Total	0	69,000	0	0	0	0	69,000
65 OR210-SCHOLLS HWY AT SW JAMIESON ROAD-LT TURN REFUGE********							
Constr	0	0	0	150,000	0	0	150,000
Total	0	0	0	150,000	0	0	150,000

State Operations Projects

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1990

State Highway Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated 1990	1991	1992	1993	1994	Post 1994	Authorized

State Operations Projects
(Continued)

66 HALL BOULEVARD AT BURNHAM STREET-SIGNAL********728**85-033***03913*FAU9091*141********6**********

Constr	0	130,000	0	0	0	0	130,000
Total	0	130,000	0	0	0	0	130,000

67 PACIFIC HWY EAST/MCLOUGHLIN BLVD AT BOARDMAN AVE-5 PHASE SIGNAL********862**88-025***04941*FAP26***1E*********0**********

Constr	0	0	0	126,000	0	0	126,000
Total	0	0	0	126,000	0	0	126,000

68 OR43-PORTLAND SCL TO WESTLINN NCL-ROCKFALL/GM BARRIER********880**86-046***03733*FAU9565*3*********4**********

Rt-of-Way	0	5,000	0	0	0	0	5,000
Constr	0	150,000	0	0	0	0	150,000
Total	0	155,000	0	0	0	0	155,000

69 OR210-FANNO CREEK TO BEAVERTON/TIGARD HWY(TIGARD)********881**86-049***03908*FAU9234*143********9**********

Rt-of-Way	0	30,000	0	0	0	0	30,000
Constr	0	750,000	0	0	0	0	750,000
Total	0	780,000	0	0	0	0	780,000

70 OR210-SCHOLLS HWY AT DENNY RD-SIGNAL********882**86-052***02170*FAU9234*143********11**********

Constr	0	242,000	0	0	0	0	242,000
Total	0	242,000	0	0	0	0	242,000

71 US30-DOANE CREEK TO NW HODGE AVENUE GUARDRAIL********883**86-107***03932*FAP1*****2W*********7**********

Constr	0	0	0	157,000	0	0	157,000
Total	0	0	0	157,000	0	0	157,000

72 OR43-OSWEGO HIGHWAY AT JOLIE POINT ROAD********884**86-054***03939*FAU9565*3*********10**********

Constr	0	0	0	220,000	0	0	220,000
Total	0	0	0	220,000	0	0	220,000

73 NE PORTLAND HIGHWAY AT NE 181ST AVENUE-WIDENING********908**89-034***05583*FAU9966*123********15**********

Pre Eng	0	37,000	0	0	0	0	37,000
Rt-of-Way	0	105,000	0	0	0	0	105,000
Constr	0	373,000	0	0	0	0	373,000
Total	0	515,000	0	0	0	0	515,000

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1990

State Highway Program

Project Description

	Estimated Expenditures by Federal Fiscal Year							
	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized

State Operations Projects
(Continued)

74 OR224-CLACKAMAS HWY- RUSK RD TO LAWNFIELD********						910**********	04395*FAP74***171********3**********	
Constr	0	0	350,000	0	0	0	0	350,000
Total	0	0	350,000	0	0	0	0	350,000
75 OR-8 TV HWY-CANYON LANE TO WALKER ROAD-TRAFFIC SIGNALS********						912**********	FAP32***29********0**********	
Constr	0	0	0	240,000	0	0	0	240,000
Total	0	0	0	240,000	0	0	0	240,000
76 OR-99W PACIFIC HWY WEST AT 124TH AVENUE-SIGNAL/REALIGN********						914**********	FAP9****1W********13**********	
Constr	0	0	0	0	0	0	680,000	680,000
Total	0	0	0	0	0	0	680,000	680,000
77 OR-99W PACIFIC HWY WEST AT SW GAARDE-REALIGN********						916**********	05309*FAP9****1W********10**********	
Constr	0	0	180,000	0	0	0	0	180,000
Total	0	0	180,000	0	0	0	0	180,000
78 OR-213 CASCADE SOUTH-E PORTLAND FREEWAY TO HOLCOMB BOULEVARD********						921**********	05625*FAP78***160********0**********	
Constr	0	0	0	750,000	0	0	0	750,000
Total	0	0	0	750,000	0	0	0	750,000
Total State Operations Projects								
	273,949	701,065	2,425,000	7,380,000	503,000	2,200,000	680,000	14,163,014

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1990

State Highway Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated 1990	1991	1992	1993	1994	Post 1994	Authorized

Bikeways Projects

79 BIKEWAY PROJECTS********						384**86-033***03852*VARVAR**na	*********0**********	
Constr	28,000	556,644	200,000	200,000	300,000	0	0	1,284,644
Total	28,000	556,644	200,000	200,000	300,000	0	0	1,284,644
Total Bikeways Projects								
	28,000	556,644	200,000	200,000	300,000	0	0	1,284,644

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1990

State Highway Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
	Obligated 1990	1991	1992	1993	1994	Post 1994	Authorized
80 MCLOUGHLIN BLVD PHASE II-TACOMA TO HIGHWAY 224********136**77-159B**04873*FAP26***1E*********5**********							
Constr	0	0 9,500,000	0	0	0	0	9,500,000
Total	0	0 9,500,000	0	0	0	0	9,500,000
81 MCLOUGHLIN BLVD PHASE IIIA-UNION/GRAND VIADUCT TO HAROLD********140**77-159c**04874*FAP26***1E*********1**********							
Constr	0	0 0	0	4,800,000	0	0	4,800,000
Total	0	0 0	0	4,800,000	0	0	4,800,000
82 DEVELOPMENT PROJECTS********394**85-030***03331*VARVAR**var******295**********							
Pre Eng	0	0 0	0	0	0	42,240	42,240
Total	0	0 0	0	0	0	42,240	42,240
83 99W PACIFIC HWY WEST-GREENBORG TO TUALATIN RIVER********457**88-026***04342*FAP9****1W*********9**********							
Constr	0 1,900,000	0	0	0	0	0	1,900,000
Total	0 1,900,000	0	0	0	0	0	1,900,000
84 PACIFIC HIGHWAY WEST AT BDY/SCHOLLS-SIX CORNERS********463**88-040***04358*FAP9****1W********15**********							
Rt-of-Way	0	0 2,000,000	0	0	0	0	2,000,000
Constr	0	0 2,800,000	0	0	0	0	2,800,000
Total	0	0 4,800,000	0	0	0	0	4,800,000
85 WESTERN BYPASS-PHASE I-SUNSET HWY TO PACIFIC HWY********720**88-011***04457*VAR0****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
86 OR99W PACIFIC HWY WEST-PFAFFLE RD/COMMERCIAL STREET********887**86-085***04820*FAP9****1W*********8**********							
Constr	0	0 0	0	472,991	0	0	472,991
Total	0	0 0	0	472,991	0	0	472,991
Total Access Oregon Highway Projects	0 2,937,500	14,300,000	0	5,272,991	0	42,240	22,552,731

Access Oregon Highway Projects

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994 — Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1990

State Highway Program

Project Description

	Estimated Expenditures by Federal Fiscal Year						
Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
report total							
13,992,900	30,582,768	58,359,600	59,355,770	60,803,991	13,215,840	48,405,840	284,716,709

HIGHWAYS OF NATIONAL SIGNIFICANCE: JPACT Review of Preliminary Portland Urban Area Network for Illustrative Purposes

PROPOSED ACTION

JPACT review and approval, with comments, of a preliminary Portland urban area (Oregon portion) network of Highways of National Significance (HNS). The proposed HNS network, as mapped in Attachment A, will be forwarded to the state for their subsequent review and submission to FHWA. FHWA has requested that, for illustrative purposes, each state develop "basic" and "second level" HNS networks consistent with federal criteria and mileage allocations. The HNS network will then be reviewed by Congress as a potential funding program under the updated Surface Transportation Act (STA). Approval of the preliminary network does not reflect a JPACT endorsement of HNS, but allows the region to participate in this illustrative exercise. Attachment B, a letter to Bob Bothman from the JPACT Chair, outlines the region's specific concerns and is recommended for inclusion with our HNS submittal.

BACKGROUND

1. HNS Purpose and Evolution

During deliberations regarding the updated Surface Transportation Act, a preliminary procedure to identify a system of Highways of National Significance has been recommended. The deliberations originated in the Spring of 1989 as a result of a cooperative effort between AASHTO and FHWA to update the National Highway Functional Classification System. After subsequent testimony before the House Public Works and Transportation Committee by AASHTO, the Committee leadership requested FHWA, in cooperation with AASHTO, the states and the metropolitan planning organizations (MPOs), to identify a preliminary HNS system for use by the Congress during 1990 and 1991 deliberations on new highway legislation. This exercise is intended to provide for Congress, for illustrative purposes, a preliminary HNS system.

The purpose of the HNS exercise is to identify a highway system of primary federal importance, beyond the current Interstate system, which would be eligible for Federal-Aid highway funds. The system would replace the current Interstate completion, Interstate 4R and primary programs. Additional background on the HNS system and program features are contained in Attachments C and D. Attachment C, "Summary of Highway Reauthorization Proposal as of June 22, 1990" explains the HNS program as well as other highway programs being considered for the proposed STA. The information supplements the material distributed at the May JPACT

meeting regarding the STA update and a proposed "Expanded Federal Transportation Program." The relationship between the proposed regional position and the HNS is discussed below in the Issues section.

Attachment D, "Guidelines for Identifying Preliminary Highways of National Significance" provides additional HNS background and describes HNS objectives, parameters, and selection criteria.

2. HNS Selection Criteria

As stated in Attachment D, "The HNS is intended to provide an interconnected system of existing and planned principal arterial routes which will serve major population centers, ports, airports, and international border crossings; meet national defense requirements (STRAHNET); and serve interstate and interregional travel for the foreseeable future." Consistent with this objective, FHWA recommends that the preliminary HNS should reflect the following national significance criteria recommended by AASHTO:

- Serve interstate and international commerce and travel;
- Provide for national defense needs;
- Enhance economic vitality and international competitiveness;
- Provide service to all portions of the nation; and
- Respond to changing population and travel patterns over time through an objective review process.

Required highway segments for HNS inclusion are the designated and proposed Interstate system and the Strategic Highway Network (STRAHNET) for national defense. The remaining system within urban areas should primarily include principal arterials consistent with the selection criteria.

This exercise consists of defining a potential HNS system at two levels, "basic" and "second," which directly correspond to vehicle miles of travel (VMT). Essentially, the levels are based on mileage accommodating 35 percent of total VMT on the basic level system and 40 percent of total VMT on the secondary level system. Basic and secondary levels have been established for both rural and urban areas and target level mileages allocated on a state-by-state basis. For urbanized areas, candidate routes are to be selected by the states and their MPOs.

3. Target Mileages

Based on the FHWA/AASHTO methodology, the state of Oregon received the following allocations:

OREGON HNS MILEAGE ALLOCATIONS

	Basic (35%) Level	Second (40%) Level
Urban	310 miles	424 miles
Rural	1,897 miles	2,576 miles

Based on the criteria, ODOT has developed basic and second level preliminary HNS systems for Oregon. The basic level includes the required Interstate and STRAHNET systems plus most Access Oregon Highways (AOH). The second level adds the remaining AOH facilities plus other selected state routes. With this system, all but 64 miles of the basic level and all but 173 miles of the secondary level allocations were utilized. For distribution of these residual miles, ODOT has suggested allocating all surplus mileage to the state's urban areas based on percentage of urban area population.

Consequently, current target levels for each urban area are as follows and include the ODOT preliminary system plus the redistributed residual miles.

HNS URBAN AREA TARGET ALLOCATIONS, BY REGION

	Basic (35%) Level	Second (40%) Level
Portland	165.96	255.78
Eugene	17.50	37.64
Salem	22.26	41.70
Medford	10.42	14.78
Total	216.14	349.90

(Note: The above totals do not include urban mileage allocated to small non-metropolitan urban areas.)

4. The Portland Region Preliminary HNS System

Attachment A shows a proposed preliminary HNS system for the Portland region. The system was developed as an exercise to meet FHWA HNS criteria and to examine a Portland system which utilizes targeted mileage amounts. Urban mileage is defined as being inside the region's adopted FAU boundary. Major findings of the exercise and caveats related to this system include:

- The mileage allocated to the Portland basic system accommodates the entire Regional Highway System as well as selected principal routes and major arterials as defined by the RTP. The system is substantially greater than the basic system identified by the state for the Portland region. However, the basic level system as shown equals just under 165 miles or within one mile of our target amount.

- The preliminary map shown as Attachment A only reflects planned routes to the extent these routes are reflected in approved environmental documents. In particular, the following routes are shown on the map:

  a. Extension of Marine Drive west of N. Portland Road;

  b. Connection of McLoughlin Boulevard to I-5 at the east end of the Marquam Bridge; and

  c. Connection of Bertha Boulevard to I-5.

  In addition, two proposed routes are shown on their existing alignments:

  a. The Mt. Hood Parkway from I-84 to U.S. 26; and

  b. The Sunrise Corridor from the Marquam Bridge along McLoughlin Boulevard and Highways 212 and 224 to the vicinity of SE 135th Avenue.

  A third proposed route, the Westside Bypass, is not shown at all on the map. To provide for additional mileage, TPAC originally considered a "reserve" concept where approximate mileage would be reserved from the regional allocation for proposed additions, including the Westside Bypass. It was the consensus of TPAC, however, that all regional mileage be allocated. It was further recommended that if a program is established based upon a system of Highways of National Significance, provision should be made for adding new routes to or revising existing alignments on the system once the planning and project development process determines the need for the changes.

- Consistent with the FHWA criteria, access to Portland International Airport and to the major port facilities is included on the basic level.

- The second level system accommodates many but not all of the principal routes and major arterials designated in the RTP. The second level system equals roughly 254 miles compared to our target amount of just under 256 miles.

. The nature of Portland's system (and, likely, other regions as well) does not allow itself to exactly match targeted mileage allocations. Generally, FHWA advocates an interconnected system devoid of "stubbed" links except for purposes of defense or commerce.

SCHEDULE

The state, in accordance with FHWA guidelines, has developed the following schedule for preliminary HNS system submittal.

1. August 16, 1990

   Meeting with MPOs to distribute urban maps, mileage summaries and mileage allocations.

2. September 3, 1990

   MPOs submit one copy of urban map showing Basic (35 percent) and Second (40 percent) levels.

3. September 14, 1990

   State compiles information and transmits three copies of HNS maps and fundamental route list to FHWA division office.

4. October 1, 1990

   MPOs submit detailed route lists to state.

5. November 30, 1990

   State submits detailed route lists for all levels to FHWA division office.

In addition, TPAC reviewed the system August 31 and JPACT will review for approval the proposed preliminary HNS system on September 13.

ISSUES/DISCUSSION

A number of issues or concerns have been raised regarding the proposed HNS system.

1. Application. FHWA has indicated that funds allocated through the HNS program will be limited to improvements on the HNS system. In addition, funding eligibility may be tied to requirements for locally adopted congestion management plans. These congestion management plans would likely include level-of-service standards for system operation. The concern is that the level-of-service standards would have to be met through the local implementation of the

congestion management plans prior to being eligible for HNS funds. Further, most actions to implement demand the congestion management plans may be limited to local funding.

2. Relationship to other programs. Some information on other highway, bridge, and operational programs is provided in Attachment C. However, it is unclear as to the level of funding available for HNS, other highway programs, or for transit programs. In addition, there is debate among the states regarding the size of the HNS and its relationship to a particular state's VMT, highway mileage, population, and fuel consumption.

3. A number of transportation or governmental organizations are opposed to the HNS program. These include the National Association of Regional Conferences, the Conference of Mayors, National Association of Counties, and the American Public Transit Association. Essentially, their position is for a federal funding program that would disperse the majority of funds on a geographic basis and allow flexible local allocation by program, facility, or purpose.

4. Regional Position. Based on previous discussions, TPAC/ JPACT reviewed but have not supported an HNS system. Questions remain with respect to the overall funding level, the development of flexible programs targeted at transit and local issues, and a resolution of outstanding issues regarding demand management, system size and others. The region also advocates federal acknowledgement and action reflecting the principle that urban mobility and congestion is a national problem affecting national economic vitality and international competitiveness and that incentives should be provided for effective land use planning.

5. Illustrative purpose. The current exercise is intended to be illustrative. It is unclear as to the weight an illustrative HNS system will carry through the next STA.

RECOMMENDATION

JPACT approval of a Portland region preliminary system of Highways of National Significance as shown on Attachment A, for illustrative purposes; and approval for submission to the State, Attachment B, a letter and comments from the JPACT Chair to Mr. Robert Bothman, Director of the Oregon Department of Transportation, outlining JPACT concerns and recommendations related to the HNS program.

MH:mk
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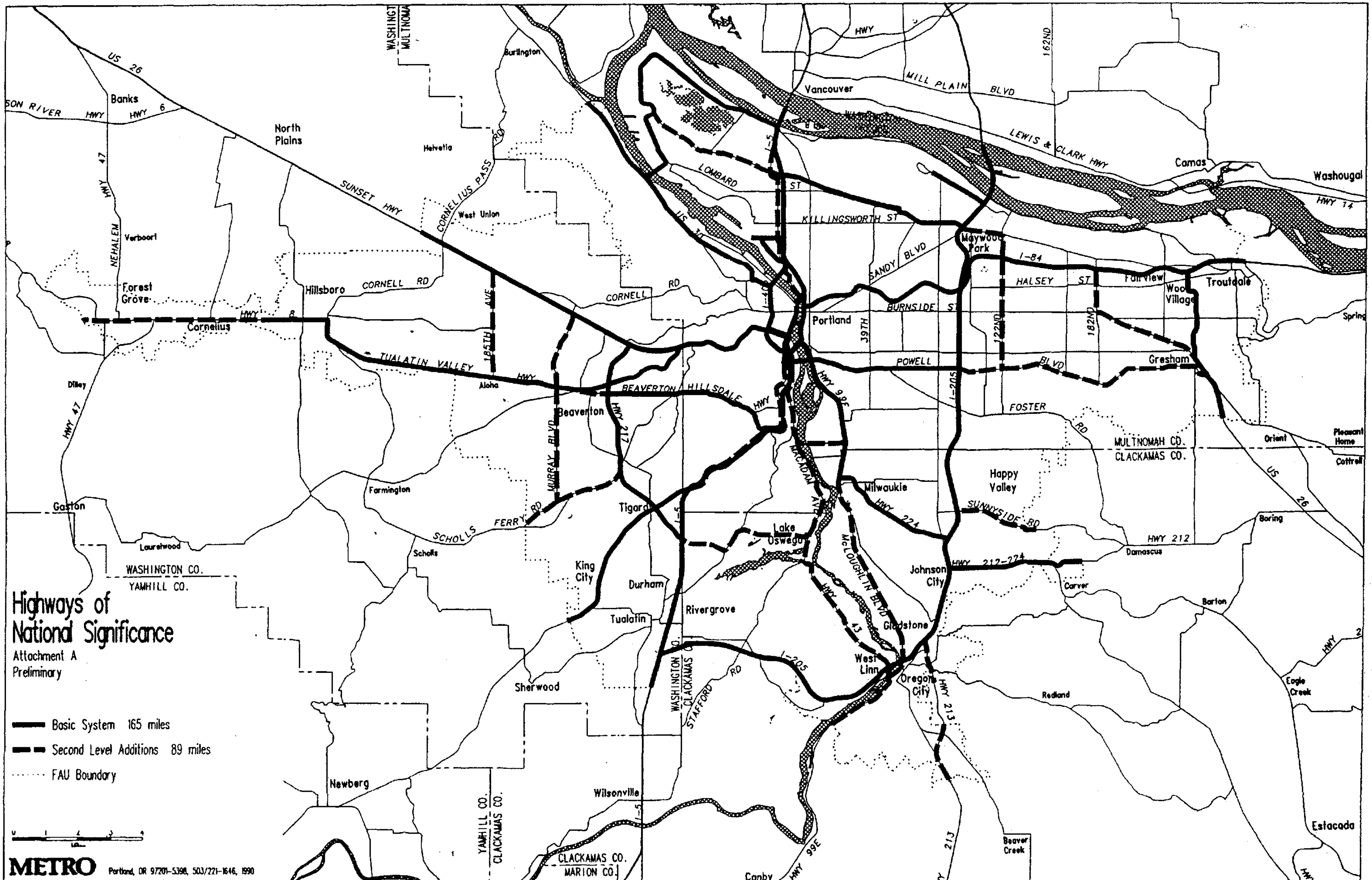
9-04-90



Highways of National Significance
Attachment A
Preliminary
Basic System 165 miles
Second Level Additions 89 miles
FAU Boundary
METRO
Portland, OR 97201-5398, 503/221-1646, 1990
Vancouver
Portland
Beaverton
Hillsboro
Forest Grove
Cornelius
Banks
North Plains
Tigard
Lake Oswego
Milwaukie
Gresham
Troutdale
Camas
Washougal
Happy Valley
Johnson City
Gladstone
West Linn
Oregon City
Tualatin
Durham
King City
Sherwood
Wilsonville
Newberg
Canby
Estacada
Gaston
Rivergrove
Maywood Park
Fairview
Wood Village
MULTNOMAH CO.
CLACKAMAS CO.
WASHINGTON CO.
YAMHILL CO.
MARION CO.

METRO

2000 SW First Avenue
Portland, OR 97201-5398
(503) 221-1646
Fax 241-7417

DRAFT

ATTACHMENT B

September 4, 1990

Mr. Robert Bothman, Director
Oregon Department of Transportation
Transportation Building, Room 135
Salem, Oregon 97310

Dear Bob:

In accordance with the directive from FHWA, we have submitted a preliminary "Highways of National Significance" system for the Portland metropolitan area (within the Federal-Aid Urban boundary). We are, however, concerned about designating such a system without fully understanding how the Surface Transportation Act will use such a system.

As currently proposed by FHWA, urban areas will not be properly equipped to deal with the growing problem of urban gridlock. This proposal puts the urban areas in the position of competing for funds statewide for improvements to their national highways even if alternative transit or arterial improvements are shown to be more cost-effective. Furthermore, there is no assurance that the state will choose to fund the requested national highway improvement or spend their funding elsewhere in the state.

Consideration should be given to other alternative approaches for the Surface Transportation Act. Urban mobility should be recognized as the primary objective in urban areas, not building national highways. In addition, urban areas should be given certainty as to the level of funding that will be provided to their area with sufficient flexibility to implement the transportation system most appropriate for their area.

More detailed comments are attached. We look forward to your support in pursuing these issues with FHWA and Congress. We request that you transmit these comments to FHWA with the submittal of the Highways of National Significance. We have submitted the map and the detailed listing to Mr. Royer under separate cover.

Sincerely,

George Van Bergen, Chair
Joint Policy Advisory Committee
on Transportation

Comments on FHWA Proposal for a System of "Highways of National Significance"

1. The national interest in the metropolitan areas throughout the country should be to attain a certain level of urban mobility, not to build a highway system of national significance. Achieving a desired level of mobility in an urban setting requires a comprehensive mix of highway, arterial, transit, bike and pedestrian improvements in conjunction with the transportation demand management and effective land use planning.

   The current FHWA proposal does not assure that the desired level of mobility will be accomplished. Rather, it assures that certain segments of "national highways" will be improved or added and it continues a funding bias in favor of these national highways at the expense of other modes.

2. The FHWA proposal for development of "Congestion Management Plans" in the urban areas is a good step in the right direction. It demonstrates that FHWA understands the importance of a comprehensive set of actions to meet a minimum level-of-service standard on the national highways. However, as proposed, the majority of funding to be provided through the Surface Transportation Act will be made available to the states to build and improve the Highways of National Significance while the localities are left with the requirement to implement the balance of the Congestion Management Plan with insufficient funding. Greater emphasis should be placed on providing funds to implement the full Congestion Management Plan rather than just the elements associated with improvements to the Highways of National Significance.

3. The preliminary map submitted for the Portland metropolitan area only reflects planned routes to the extent these routes are reflected in approved environmental documents. In particular, the following routes <u>are</u> reflected on the map:

   a. Extension of Marine Drive west of N. Portland Road.

   b. Connection of McLoughlin Boulevard to I-5 at the east end of the Marquam Bridge.

   c. Connection of Bertha Boulevard to I-5.

   If a program is established based upon a system of Highways of National Significance, provision should be made for adding new routes to the system once the planning and project development process determines the need for these routes. The following new routes are under consideration in the Portland metropolitan area but are <u>not</u> reflected on the map:

a. The Mt. Hood Parkway from I-84 to U.S. 26.

b. The Sunrise Corridor from I-205 to Highway 224 in the vicinity of SE 135th Avenue.

c. The Western Bypass between I-5 and the Sunset Highway.

If these are ultimately approved, it would be appropriate to add them to the system of Highways of National Significance.

4. The FHWA proposal for apportionment of funding to each state, based 70 percent on each state's share of total highway use of motor fuel, simply rewards those states that make the least effort to conserve energy. The more a state pursues an energy-efficient transportation system with greater emphasis on transit, bikes and walking, the more that state will be penalized in the apportionment formula.

BOTH0904.MM2
ACC:lmk
9-4-90

SUMMARY OF HIGHWAY REAUTHORIZATION PROPOSAL AS OF JUNE 22, 1990

NATIONAL HIGHWAY SYSTEM

- Purpose - To provide Federal-aid highway funds for a designated National Highway System, which is of primary Federal interest.

System

- The designated system will consist of the current Interstate plus logical additions to the Interstate, other rural principal arterials, urban freeways/urban other principal arterials that meet the eligibility criteria of the current primary system, and Strategic Highway Network (STRAHNET) mileage or Access America not included in the previous categories. This should result in a designated system of approximately 4 to 5 percent of the total U.S. public road mileage. Designation will be by the State in consultation with local officials with approval by the Secretary.

- Interstate Subsystem - Although there will be a single National Highway System, the existing Interstate highways will be identified as a subsystem and there will be provisions to add mileage to this Interstate subsystem that meets current Interstate design standards and must be connected to the Interstate subsystem. Such facilities will be eligible to display the Interstate shield.

- Access America Subsystem - A subsystem of roads on the National Highway System in rural areas that serve areas with populations of at least 10,000 will be identified. These areas must presently be more than 10 miles from an access controlled facility of at least 4 lanes. Currently there are 405 urban areas that fit this description, and all States would be represented. Inclusion of the Access America subsystem adds approximately 500 miles to the National Highway System.

- Strategic Highway Network - A subsystem of the National Highway System in rural and urban areas that is a key deterrent in US strategic defense policy. It provides defense access, continuity, and emergency capabilities for the movement of personnel and equipment in both peacetime and wartime. The Strategic Highway Network includes the Interstate subsystem and approximately 16,500 of non-Interstate highway. The non-Interstate network will be designated by the Secretary of Defense jointly with the Secretary of Transportation and the States. Inclusion of the

Strategic Highway Network adds approximately 1,800 miles to the National Highway System. STRAHNET connectors may also be included as determined by the Secretary of Defense and the Secretary of Transportation.

Program Features

- Replaces the current Interstate completion, Interstate 4R, and primary programs.

- Toll roads - The States may use their apportioned funds for improvements on any facility that is part of the designated system, including existing toll roads and for construction of new non-Interstate toll roads. In addition, States may combine federal-aid and toll financing to reconstruct existing free non-Interstate highways that do not have fully controlled access to add capacity and to change the character of the highways to fully controlled access highways. States would have the option of continuing tolls after the construction costs had been recovered; any excess revenues must be used for Title 23 purposes.

- States will be required to have in place a bridge management system, a pavement management system, a safety management system, and a congestion management system. The systems are required to include an inventory, priorities, and strategies to address the needs identified. Details will be developed through the regulatory process.

- In metropolitan areas over 200,000 population, the management systems shall be developed in cooperation with the Metropolitan Planning Organization within the framework of the Section 134 planning process. This cooperative process shall develop an areawide transportation improvement program from which National Highway System funded projects are selected by the State in cooperation with local officials.

- Operational improvements - States will be able to use funds at a 90 percent Federal share for capital improvements such as surveillance, motorist information, incident management, HOV preferential treatments, demand management, and spot geometric/traffic control modifications to alleviate specific bottlenecks and hazards. The 90 percent Federal share eligibility also applies to operational improvements on other public roads, except those functionally classified as local, if the improvement improves the level of service and enhances operations of a fully controlled access route on the NHS. (See Urban/Rural program also)

- Start-up costs of traffic management and control - States would be permitted to use funds at a 60 percent Federal share for start-up and administrative costs of integrated

traffic control systems, incident management programs and traffic control centers. Eligibility is restricted to a time period not to exceed two years, funds shall not be used in lieu of existing funds operating a facility, and the public agency using the funds must agree to continue operating, or be responsible for operating, the improvement at the end of the eligibility period. (See Urban/Rural program also)

- o Commercialization of Rest Areas - States would be permitted to enter into lease agreements with private concerns, following competitive procedures, to allow such concerns to provide services on fully access controlled facilities on the NHS.

- o Beltways and Bypasses - New construction or major reconstruction, serving areas over 200,000, shall be designed to provide for ultimate development as multilane, divided highways with separate roadways for through traffic, access to which is limited to interchanges with other NHS routes only.

- o Federal Share
  - The basic Federal share on the National Highway System is 75 percent. Operational improvements and 3R activities on fully access controlled facilities will have a Federal share of 90 percent. As noted above, the maximum Federal share for start-up costs of traffic management and control is 60 percent. The maximum Federal share for projects to convert existing free facilities to toll facilities or to construct new toll facilities will be 35 percent.

  - Sliding scale provisions, permitting an increase in the Federal share for States with large amounts of Federal lands, will apply except for start-up costs and toll projects.

- o Right of Way Acquisition
  - Preservation of potential future transportation corridors will be emphasized with an expanded right-of-way revolving fund that will provide loans to States at a rate which is equivalent to current Treasury bill rates. The fund will be available for NHS projects.

  - Amends statute to allow retroactive reimbursement of States for land acquired prior to FHWA approval. Any acquisitions made prior to Federal approvals must be accomplished with the requirements of the Uniform Act, Title VI, Section 4(f) and other Federal laws and shall not influence the need to construct a project or the selection of a specific location alternative.

- Takedowns -

  - Administrative takedown of up to 3 3/4 percent of authorization.

  - Takedown of 1/2 percent for Metropolitan Planning.

  - High Cost Interstate fund - $500 million takedown from the National Highway System funds for Fiscal Years 1993-95 to fund a special revolving fund for discretionary large-scale, access controlled projects, which increase capacity on either the Interstate or routes which directly connect to the Interstate.

- Availability - All apportionments under this program will be available for 2 years. Any funds not obligated by the State within the two year period will be released and be reapportioned to other States not releasing funds.

- Distribution of Funds - Apportionments will be based 70 percent on each State's share of total highway use of motor fuel and 30 percent on each State's share of total public road mileage. Also, minimum allocation will not be needed because it is expected that all States will get at least an 85 percent return of their user fee contributions.

URBAN/RURAL PROGRAM

- Purpose - Provide assistance to address national metropolitan and rural issues more effectively via a program with increased flexibility and minimal Federal requirements.

- Replaces current primary (minor arterial portion), urban and secondary, and several other categorical programs.

- Eligible facilities - Any public road except a road on the National Highway System or a road functionally classified as a local road. This would include roads and bridges on the current secondary and urban systems, and minor arterials on the primary system. Up to 10 percent of the funds may be used for Hazard Elimination or Rail-Highway Crossing projects on roads functionally classified as local. Transit capital costs in urban and rural areas will also be eligible. Operational improvements and start-up costs (see National Highway System for definition) would be eligible at the basic 60 percent Federal share. Funds could be used for development or improvement of scenic byways.

- Distribution Procedures - Formula would provide that each State receives the same percentage of amount to be apportioned as its percentage of contributions to the Highway Trust Fund.

Progress payments would be made to the States in a manner that would provide them funds as they are needed to meet costs incurred.

- o Federal Share - Matching ratio 60/40 except 35/65 for converting free facilities to toll facilities or to construct new toll facilities. No application of sliding scale.

- o Funds available until expended.

- o A State must certify that:
  - It is using a method of distributing funds that is fair and equitable over the period of the legislation to both rural and urban areas. Incorporated municipalities within urbanized areas of 200,000 or more must also be given fair and equitable treatment.

  - Projects meet environmental, uniform relocation, and Civil Rights laws.

  - Projects have been constructed and will be operated and maintained in accordance with State approved standards and procedures including safety.

- o Eliminates project approvals/agreements/inspections/programs (see General Provisions).

- o No sanctions except that future funding may be withheld if a State fails to certify that requirements will be adhered to.

- o State to provide Secretary an annual report on how funds have been used to improve transportation in the State. The Secretary may conduct such reviews of compliance with state procedures or projects as deemed necessary.

BRIDGE PROGRAM

- o Purpose - To provide special Federal-aid funds to assist the States in rehabilitating or replacing bridges.

- o The bridge program has two elements:

  1) An Apportioned Program that will apply to bridges on any public road with percentage requirements for the National Highway System, roads functionally classified as local and all other roads. There will be a revised apportionment process based on level of service. Eligibility expanded to include certain safety related deficiencies (eg. seismic retrofit) in bridges provided such deficiencies have been identified as high priority by the Secretary.

2) A Major Bridge Discretionary Program that will apply to high cost bridges on any road except those functionally classified as local. Minimum cost threshold for bridges on the National Highway System is $10 million, and for bridges not on the National Highway System and not functionally classified as local, the minimum cost threshold is $5 million. Any request for funding from this category must include a comprehensive assessment of the feasibility of constructing a toll bridge and the option of commingled funding.

- States would be required to have an ongoing bridge inspection and inventory system and a bridge management system for bridges on the NHS.

- The maximum Federal share for all bridge projects is 75 percent.

METROPOLITAN OPERATIONS PROGRAM

- Purpose - Provide special funding to encourage innovative immediate action solutions to congestion and air quality problems.

- Eligible activities are highway (including bicycle and pedestrian projects) and/or transit projects that would lead to achieving the National Ambient Air Quality standards. Highway projects may be on any road except those classified as local.

- Application for the funds to be made by a State transportation or highway agency with endorsement by a Metropolitan Planning Organization or similar region-wide organization.

- Funds will not be subject to any air quality sanctions.

- Matching ratio is 60/40 with no sliding scale.

- UMTA will have a parallel discretionary fund available for the same purposes.

RURAL DEVELOPMENT PROGRAM

(Note: The need for this element is being reevaluated; this program may be deleted.)

- Purpose - To provide special funding for economic development projects in rural areas, most particularly those in public lands states.

- States will be eligible for discretionary funds on the basis

of rural State average population density of up to 8 residents/square mile. Alternately, a State will be eligible if it meets the following criteria: 1) per capita income that is less than 85% of the US average for the last year data is available or 2) unemployment that is 20% greater than the US average for the last year data is available. (Based on current data, 19 States would qualify for funding under this program).

- Projects must be in rural areas on roads that are not on the National Highway System or on roads functionally classified as local.

- Matching ratio is 60/40 with no sliding scale.

CORRIDOR RAIL-HIGHWAY CROSSING PROGRAM

- Purpose - To increase the safety of both highway and rail traffic in major surface transportation corridors, and to expedite safe and efficient freight and passenger service in such corridors.

- The States may submit recommendations, which may be developed in cooperation with the railroads and local communities affected by the proposed improvements, for the selection of corridors. The Secretary will select not more than five corridors which must meet the criteria specified in law.

- Eligible activities are projects that improve safety at rail-highway crossings on any public road, and expedite safe and efficient rail passenger and freight service. The Secretary may give preference to the use of systems and devices that reduce the potential for train-vehicle collisions in innovative ways. A portion of the funds authorized may be used for planning grants to States applying for corridor designation for the costs of engineering and economic surveys or other investigations necessary for the identification and development of improvement plans for corridors.

- Funds will be allocated by the Secretary for projects in the selected corridors.

- Any project approved must be based on a comprehensive corridor planning process being carried out cooperatively between the State or States, their political subdivisions, and the railroads involved.

- Matching ratio is 60/40 with no sliding scale, except for planning grants which are 100 percent Federally funded.

SAFETY INCENTIVE PROGRAM

- A permanent safety incentive program for the purpose of reducing highway accidents and accident severity by strengthening State driver requirements and performance criteria. The program would be jointly managed by NHTSA and FHWA and would include in its scope the present NHTSA alcohol safety incentive grant programs (i.e., Section 408 and Section 410.)

- The eligibility criteria would be established in the statute, with some degree of flexibility provided to the Department through the establishment of implementing regulations. Incentive grant criteria would include:

  - Legal DWI limits set by law at .08 Blood Alcohol Content (.04 BAC for commercial drivers)

  - State laws requiring prompt license suspension for DWI convictions

  - Safety belt use laws

  - Motorcycle helmet use laws

  - License revocation laws for drug convictions

  - Public awareness and education programs for significant highway safety problem areas

  - State adoption of data collection and analysis procedures capable of identifying high risk users and conditions, and providing uniform statistics on driver, vehicle and highway crash characteristics

  - Statewide traffic fatality data showing an improving or significantly below average rate

  Criteria in all eight areas would be more precisely defined through Departmental regulations, to provide substantial interaction with the highway and highway safety community.

- Minimum eligibility for basic grants would be relatively modest in the early years, becoming increasingly stringent in later years.

  - By 1992 (prior to the issuance of Departmental implementing regulations) a State would need a safety belt use law or an effective DWI suspension and sentencing laws.

- By 1993 and thereafter, a State would need to satisfy an increasing number of the criteria to remain eligible. States will be able to significantly increase the amount of their incentive grant by implementing the criteria ahead of the minimum schedule.

o Distribution of the annual incentive grants to qualifying States will be based on the same formula as the Urban/Rural program, ie., relative share of contributions to the Highway Trust Fund. States exceeding the minimum requirements will receive a supplemental amount. A qualifying State will receive no less than $500,000.

o At least one-third of each State's grant shall go to the Governor's State highway safety agency to be used for activities authorized by Section 402 or activities defined by the 18 guidelines. The remaining funds are available for any activities authorized by the highway/highway safety statutes and would go to the State highway agency.

RESEARCH AND TECHNOLOGY

o Purpose - To provide an expanded level of funding necessary to make the United States a leader in improvements in highway productivity by incorporating more advanced technology in the construction and operation of highways.

o The program will be divided into the following three components:

1) Highway Research and Development - to focus on research in the areas of highway safety, motor carrier safety, pavements and structures, motor carrier productivity/competitiveness, right-of-way and environment, and policy and planning.

2) Intelligent Vehicle-Highway Systems - to increase safety and mobility through a program and a cooperative alliance of Federal, State, local governments, private sector, and academia to develop and deploy advanced technologies in the US highway system and vehicle. Includes the following activities: Advanced Traffic Management Systems, Advanced Driver Information Systems, Commercial Vehicle Operations, and Advanced Vehicle Control Systems.

3) Long Term Pavement Performance - to continue the program initiated under the Strategic Highway Research Program (SHRP). The program will support State highway agencies and Canadian plans to establish a pavement performance data base for North America.

- Technology Transfer activities would continue to provide technical assistance training at the State, local and international levels; identify transportation technology needs, develop products to meet those needs, and facilitate use of the products both nationally and internationally. (Funding will continue to be provided through appropriation acts.)

- Local training provided by the National Highway Institute will be expanded to include urban transportation education and training program (UTAP) as well as a rural transportation education and training program (RTAP). (Funded through appropriation acts.)

- Establishment of new National Highway Institute Centers for Excellence in Highway Technology for new technology training to all elements of the highway community, both national and international.

MOTOR CARRIER SAFETY ASSISTANCE PROGRAM

- The Motor Carrier Safety Assistance program is continued with minor modifications.

- In order to reduce the paperwork burden on Interstate motor carriers and enhance their productivity, States will be required to join the International Registration Plan and the International Fuel Tax Agreement. States' authority to require interstate carriers to register their operating authority will be preempted.

OTHER PROGRAMS/PROVISIONS

- The following program categories are continued with minor modifications: Emergency Relief; Federal Lands; and 402 Safety and 403 Development Programs.

- An International Transportation program is established to support international highway and transportation activities to increase FHWA interaction with developed countries and to expand training and technology transfer activities with developing countries in Latin America, Asia, Africa and Eastern Europe.

- Certification Acceptance threshold is set at $1 million for National Highway System and Bridge projects with a provision permitting the Secretary to establish other criteria.

- Design/build would be allowed as an experimental program with a report to Congress.

PLANNING

- Highway Planning and Research, currently funded by a 1 1/2% set aside of apportioned funds, will be separated into a planning component and a research component. For Highway Planning, 1 1/4% of each State's apportionment for the National Highway System and Bridge programs will be earmarked. For Highway Research, 1/2% of each State's apportionment for the NHS and Bridge programs will be earmarked.

- Metropolitan Planning (PL) will be funded by a one-half percent takedown of the National Highway System funds and the apportioned Bridge funds. This is consistent with current law.

- In areas over 200,000 the Metropolitan Planning Organization will cooperate with the State in the development of management systems for the area.

- Projects on the National Highway System in urbanized areas with populations over 200,000 must be based on a Section 134 planning process.

- Projects in areas below 200,000 population must be selected in consultation with local officials.

- Federal share is 75 percent.

GENERAL PROVISIONS

Eliminate/Repeal

- Programs
  - Urban Program
  - Secondary Program
  - Parts of the Primary
  - Safety Construction
  - Strategic Highway Research Program (SHRP)
  - Optional Highway Planning and Research (PR)
  - Economic Growth Center Highways
  - Traffic Operations Improvements
  - Access Highways . . . on Certain Lakes
  - Minimum Allocation
  - Great River Road
  - Priority Primary Routes
  - Public Lands Highways

- Systems
  - Federal-aid Urban
  - Federal-aid Secondary
  - Federal-aid Primary

- Requirements
  - Speed limit monitoring
  - Buy America
  - Section 13(c) labor provisions (non-highway law) as it would apply to the Urban/Rural Program.
  - Davis-Bacon threshold raised to $1 million.

FUNDING PROVISIONS

- Extend the Highway Trust Fund with no changes in taxes.

- Major programs would not start until FY 1993 to permit ending existing programs prior to new program structure.

- No obligation ceiling, beginning in FY 1992.

- FY 1992 would be a transition year with these features:
  - States would have 1 year to spend unobligated balances of Title 23, Chapter 1 programs (except Interstate Completion and Interstate Substitution) for any such program without regard to category. A hold harmless provision would provide States with supplemental funds so that total available funds in 1992 would equal 75 percent of apportionments in FY 1990, excluding Interstate Completion, Interstate Substitution and Minimum Allocation.

  - Single final authorizations for Interstate completion and Interstate substitute projects.

  - New authorizations also provided for: Research and Technology, Emergency Relief, Motor Carrier Safety, Federal Lands, FHWA and NHTSA 402 & 403, International Program, National Highway Institute Academy, Right-of-Way Revolving fund, Corridor Rail-Highway Crossings, Safety Incentive Program, University Transportation Centers, Capital Discretionary Fund, and the Shakwak Project.

- Authorizations will be set at a level to accelerate the rate of spending, drawing on the balance in the Highway Trust Fund. Annual authorizations for FYs 1993-1996, which will gradually increase each year, will average approximately $20 billion.

- Modify financial controls over the highway and mass transit programs funded from the Highway Trust Fund so that transit is identical to current highway provisions. In other words, the Byrd Amendment would be amended to apply to both the Highway and Mass Transit Accounts of the Trust Fund, and the Rostenkowski amendment would be repealed.

AUTHORIZATIONS PROPOSED IN REAUTHORIZATION LEGISLATION
(Millions of dollars)

PROGRAM	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996
National Highway System	---	8,650	9,900	11,200	12,550
Urban/Rural Program	---	3,300	3,800	4,300	4,950
Bridge					
Apportioned	---	1,485	1,925	2,305	2,565
Major Bridge Discretionary	---	375	425	475	500
Metropolitan Air Quality Prog.	---	350	425	475	500
Rural Development Program	---	125	140	160	175
Interstate Completion	6,000	---	---	---	---
Boston I Projects	(2,100)	---	---	---	---
Interstate Sub (Hwy & Transit)	1,281	---	---	---	---
Hold Harmless *	942	---	---	---	---
Safety Incentive Program *	140	330	380	430	495
Corridor Rail Highway Xings	5	250	275	325	355
Right-of-Way Revolving Fund	200	---	---	---	---
Emergency Relief	150	150	150	150	150
Motor Carrier Safety Assistance	60	90	100	110	125
Capital Discretionary Fund	9	16	26	22	10
Federal Lands					
Forest Highways	115	130	145	160	175
Park Roads	100	110	120	135	150
Indian Reservation Roads	120	130	145	160	175
Military Roads	25	30	35	40	45
FHWA 402	10	25	25	25	25
FHWA 403	10	10	10	10	10
NHTSA 402/403/411	197	211	225	239	253
International Program	3	6	9	11	11
University Trans. Centers	5	5	5	5	5
Research and Technology	(154)	(204)	(224)	(244)	(254)
**Intelligent Vehicle-Hwy System	80	100	100	110	110
Highway Research & Development	60	90	110	120	130
Long Term Pavement Performance	14	14	14	14	14
Natl Highway Institute Academy	7	---	---	---	---
TOTAL, Highway Trust Fund **	9,533	15,982	18,489	20,981	23,478
Shakwak Project ***	40	40	40	40	40
To be requested in GOE:					
Rural & Urban TAP	10	10	10	10	10
National Highway Institute	6	8	9	9	10
Technol. Assess. & Deploy.	15	15	20	25	30
Disadvantaged Business	---	10	10	10	10
Hwy Construction Training	---	4	4	5	5
Total ****	31	47	53	59	65

* Open-ended authorization. Contract authority is estimated.

** Portion of this amount will be funded out of General Operating Expenses.

*** General Funded.

**** Total to be requested in GOE is not included in TOTAL authorizations requested.

ATTACHMENT D

GUIDELINES FOR IDENTIFYING PRELIMINARY HIGHWAYS OF NATIONAL SIGNIFICANCE

PART 1

BACKGROUND

During the Spring of 1989, the American Association of State Highway and Transportation Officials (AASHTO), in cooperation with the Federal Highway Administration (FHWA), initiated an update of the National Highway Functional Classification as a preliminary step to evaluating proposals for a Highway System of National Significance (HSNS), now referred to as Highways of National Significance (HNS). Following joint FHWA/AASHTO workshops in each of the four AASHTO regions, the States undertook an exercise to functionally reclassify their principal arterial systems based on mileage guidelines established in accordance with the FHWA publication "Highway Functional Classification - Concepts, Criteria and Procedures." The resulting maps from this exercise were provided to both FHWA and the Texas State Department of Highways and Public Transportation as the agent for AASHTO to compile composite maps.

In the Summer and Fall of 1989, AASHTO, building on this reclassification effort, undertook another exercise to identify two draft HSNS alternatives: one based on an incremental approach and one based on vehicle miles of travel. The results became part of the basis for a set of policy recommendations which included the concept of a HSNS. As a part of the approval action, the AASHTO Policy Committee at its annual meeting in Atlanta adopted the following language:

> "The formal establishment of the Highway System of National Significance should be completed as a cooperative effort between the States and the Federal Highway Administration after adoption of Federal authorization legislation. Consultation should occur with local governments and private sector users as the formal HSNS is defined."

Further, AASHTO recommendations on the direction of the future Federal Surface Transportation Program contained in the report, "New Transportation Concepts for a New Century," included the following criteria for defining a HSNS: 1) serve interstate and international commerce and travel, 2) provide for national defense needs, 3) enhance economic vitality and international competitiveness, 4) provide service to all portions of the Nation, and 5) respond to changing population and travel patterns over time through an objective review process.

While FHWA, by agreement, was not actively involved in the identification of the two draft HSNS alternatives, the exercise represented a significant amount of work on the part of the States and demonstrated that an HSNS was a workable concept.

After testimony before the House Committee by AASHTO regarding the HSNS work, the leadership of the House Public Works and Transportation Committee requested, by letter dated May 23, that FHWA, in cooperation with AASHTO, the States and metropolitan planning organizations (MPOs), identify a preliminary HNS for use by the Congress during deliberations on new highway legislation during 1990 and 1991. Meetings were held with representatives from AASHTO and the National Association of Regional Councils (NARC) to discuss the request by the House Committee. These meetings then led to a meeting with AASHTO and NARC staffs and representatives from selected States and metropolitan planning organizations. Parameters for identifying a preliminary HNS were then established by FHWA and provided to AASHTO and NARC. The parameters, including the criteria identified in the AASHTO "New Concepts" report, are also incorporated into these instructions.

OBJECTIVES OF THE HIGHWAYS OF NATIONAL SIGNIFICANCE (HNS)

The HNS is intended to provide an interconnected system of existing and planned principal arterial routes which will serve major population centers, ports, airports, international border crossings; meet national defense requirements (STRAHNET); and serve interstate and interregional travel for the foreseeable future.

PARAMETERS

1. In accordance with the letter from the House Committee, the criteria identified in the AASHTO report, "New Transportation Concepts for a New Century," should be used in conjunction with previously established functional classification principles (Highway Functional Classification - Concepts, Criteria and Procedures) to identify preliminary Highways of National Significance.

2. The functional reclassification exercise conducted during 1989 is intended to serve as the basis for this effort (the source of candidate routes) without further changes unless individual States and MPOs elect to make adjustments within the limitations previously established for the functional reclassification of rural and urban principal arterials.

3. States are requested to submit traffic volume data which when coupled with information on population centers, ports, airports, other major trip generators, military installations, international border crossings, etc., will permit further system evaluation from a national as well as a State perspective.

4. The national targets in urban areas are based on mileage accommodating 35 and 40 percent of total urban travel, respectively. State urban mileage targets are based on the same percentages of road and street mileage in urban areas that correspond to 35 and 40 percent of travel at the national level. (Appendix A describes the procedure used to establish the national and State urban mileage targets. The targets are being referred to as the Basic Level (35% of travel) and the Second Level (40% of travel).)

5. The national targets in rural areas are based on 35 and 40 percent of total rural travel; however, unlike the targets developed by the FHWA during the 1989 work, the State targets take into account traffic volumes on principal arterials in each State and service to urban places of various sizes. (Appendix A describes the procedure used to establish the national and State rural mileage targets. The targets are being referred to as the Basic Level (35% of travel) and the Second Level (40% of travel).)

6. Candidate routes in urbanized areas are to be identified cooperatively by the States and MPOs.

7. States and MPOs are provided an opportunity to identify routes that exceed the mileage targets within established functional classification criteria.

8. This activity is recognized by the FHWA as a planning exercise and the product will be illustrative of facilities that might be eligible for funding under this kind of categorical program. Endorsement/approval by the States and MPOs is not required or expected at this time.

9. By participating in this exercise, States and MPOs are not necessarily endorsing this type of approach. States and MPOs are encouraged to comment on the process, identify issues, and make recommendations.

GUIDANCE FOR IDENTIFYING THE PRELIMINARY HNS

1. The preliminary HNS identified for this exercise should include all routes that have been officially designated as a part of the Interstate System, including the mileage designated under 23 U.S.C. 103(e)(1), 103(e)(2), and 103(e)(3), 139(a), and 139(c). Proposed future Interstate routes designated under section 139(b) should also be included.

2. The preliminary HNS should also include as much of the remaining principal arterial system as the State and

MPOs deem appropriate; however, the mileage targets identified for each State in Appendices A (urban) and B (rural) should not be exceeded. (See exceptions in items 3 and 4.) Planned additions to the principal arterial system may be included.

3. The preliminary HNS should reflect the following national significance criteria recommended by AASHTO:

   - Serve interstate and international commerce and travel
   - Provide for national defense needs
   - Enhance economic vitality and international competitiveness
   - Provide service to all portions of the nation
   - Respond to changing population and travel patterns over time through an objective review process.

4. States and MPOs are requested to identify a preliminary HNS for two mileage levels. Appendices A (urban) and B (rural) identify a basic level (corresponding to the 35 percent of national travel) and a second level (corresponding to the 40 percent of national travel). States and MPOs are requested not to exceed the mileage targets at the basic and second levels except that up to 15 percent of the target mileage may be transferred from urban to rural, in consultation with the MPOs, and from rural to urban if deemed necessary to achieve continuity, desired coverage, etc. States and MPOs are encouraged to comment on the adequacy of the two mileage levels and any further flexibility which may be desirable.

5. FHWA Headquarters has the results of the two draft HSNS alternatives developed by AASHTO during 1989. States may wish to use the results of this earlier work for a higher mileage alternative or as an option, States and MPOs may identify a preliminary HNS for a different mileage level which would consist of essential routes that exceed the second level of mileage targets. States and MPOs are requested to follow established functional classification criteria and other criteria provided in this guidance to achieve the objectives of the HNS in identifying a preliminary HNS for a third mileage level.

METRO

2000 SW First Avenue
Portland, OR 97201-5398
(503) 221-1646
Fax 241-7417

DRAFT

September 4, 1990

Mr. Robert Bothman, Director
Oregon Department of Transportation
Transportation Building, Room 135
Salem, Oregon 97310

Dear Bob:

We appreciate the opportunity to review the "Proposed 1990 Oregon Highway Plan." We are particularly supportive of ODOT's efforts to approach its highway planning activities on the basis of how its overall system operates.

We find, however, that the plan lacks sufficient detail to allow us to understand how it will affect the highway program. We are particularly concerned about how the multi-modal transportation system in the Portland region will be impacted. We recommend considering this an "Interim Plan" until such time as the highway plan can be integrated into a statewide multi-modal transportation plan. Detailed comments are attached.

ODOT has been a valuable partner in planning and implementing transportation in the Portland region. We look forward to continued coordination in finalizing this plan.

Sincerely,

Andrew C. Cotugno
Transportation Director

ACC:lmk

Attachment
CC: Don Adams, Region I
TPAC
JPACT
Metro Council

Comments on
Proposed 1990 Oregon Highway Plan

1. Policy Plan Versus Needs Study - The document circulated for review and comment basically serves two purposes:

   a. To document the state highway needs as compared to projected revenues and establish a funding strategy to fill the gap; and

   b. To identify a series of state policies which will govern how the state will operate in planning, improving and managing its highway system.

   The document does a reasonably good job in quantifying the overall needs and funding strategy. However, the Oregon Roads Finance Study, undertaken cooperatively by ODOT, AOC and LOC, is a more effective vehicle for meeting this objective. Through this process, a consistent set of standards can be applied to state and local facilities and a funding recommendation can proceed with the support of all parties which balances state and local needs. In addition, while the overall magnitude of the needs are identified, the documentation of the character and severity of these needs is not presented. Further information should be provided to explain the deficiencies and proposed improvements, thereby justifying the financing proposal.

   Similarly, the policies provided in the document are very conceptual and fall short of what is needed. The financial analysis is a useful yardstick to establish the overall size of a highway system to pursue, but much greater detail is needed to define how that system will be implemented and operated. Of particular interest is the manner in which this plan will guide how ODOT will operate and how local governments will be impacted.

2. Finance Policies - Assumptions that implicitly define how ODOT will spend its funding should be explicit policies which establish the priorities on how it spends its funding. Specific concerns are as follows:

   a. We are unable to support any of the three scenarios due to the lack of sufficient information to understand what would be implemented, particularly in the Modernization program. Are the improvements in the "Desired" program actually needed or would the increase in taxes required be excessive? Are the improvements deferred in the "Near Current Revenue" and "Recommended" programs critical to the economic vitality of the state?

   b. The "recommended" plan at $15.615 billion proposes to fund a portion of the Modernization program while fully funding

the other highway program categories. What happens, however, at a funding level less than "recommended"? Eliminating the backlog of deteriorated pavement at the expense of any additional modernization does not appear warranted. The economic impact to ODOT of allowing the backlog of deteriorated pavement to continue to deteriorate should be compared to the economic impact on the community of not correcting an existing capacity deficiency. These policies should be clearly defined to guide choices between modernization and preservation projects.

c. The recommended plan only meets 53 percent of modernization needs statewide. What is the nature of those unmet needs? Are any deficiencies critical or can these improvements be deferred? Should the "recommended" plan be expanded to address all or part of these projects? Is there a policy position that defines which needs will be advanced within the 53 percent and which will not?

d. The overall needs assessment is based upon a compilation of the cost of improvements expected to be needed throughout the state highway system. The document indicates that the majority of the economic and population growth will occur in the urban areas, particularly the Portland metropolitan area. What policies will be followed in selecting improvements in the Portland region versus the balance of the state? If the revenue recommendations are based upon these needs, there should be some assurance that the areas of greatest needs will be met. A breakdown of these needs by ODOT region and urban versus rural would be helpful.

3. Functional Classification - Establishing different highway system levels of importance is an appropriate approach but a number of concerns about the draft document should be addressed:

a. The routes of "Statewide" significance should include Highway 26 from I-405 to U.S. 101 and should recognize that Highway 217 will be designated as such if the Western Bypass is not built (and until the Western Bypass is built if it proceeds).

b. The document is not explicit on which routes are of Regional versus District importance. However, based upon previously received information, there are a number of areas of disagreement in the Portland region. The following routes should likely be classified as Regional rather than District:

. NE Portland Highway
. Interstate Avenue
. Powell Boulevard
. McLoughlin Boulevard (Milwaukie to Oregon City)
. Oregon City Bypass
. Barbur Boulevard/Beaverton-Hillsdale Highway
. T.V. Highway/Canyon Road
. Front Avenue

c. The document suggests that ODOT would prefer to transfer District routes to local governments. Is this the intent of this designation? It seems appropriate that Regional routes would be retained by ODOT and District routes would be those that ODOT would prefer to transfer to a city or county. If this is the intent, then it should be so stated and provision should be made for ODOT accepting responsibility for Regional routes (including major bridges) that are not currently under their jurisdiction.

d. The specific designation of the classification of each state highway should be coordinated with Metro's Regional Transportation Plan (RTP) and local comprehensive plans. A follow-up study to the State Highway Plan would be appropriate to reach agreement on these classifications and ensure changes are incorporated as needed into the state, regional and/or local plans. Accomplishing this level of coordination is important since ODOT's plans must be consistent with local comprehensive plans and Metro's Regional Transportation Plan in accordance with Oregon's land use program.

4. Minimum Tolerable Condition Standards - The document indicates that standards for defining a deficiency varies according to the level of importance of the route. It does not, however, identify what standards will be followed. Specific comments are as follows:

a. Based upon previously received information, a Level-of-Service standard of "D" is proposed for urban Interstate and Statewide routes and "E" for urban Regional and District routes. The RTP defines "E" as the standard for a deficiency on all parts of the system. Upgrading the standard to "D" on Interstate and Statewide routes would result in additional highway improvements needed in the Portland metropolitan area and would undermine plans for transit expansion.

b. A broader set of service standards should be considered; for example, the RTP includes standards for the following:

- . Offpeak level-of-service
- . Access to jobs
- . Access to shopping
- . Truck accessibility

5. Urban Transportation - The entire document emphasizes the state's interest in intercity travel. The Access Oregon policy (on page 15) summarizes it the best -- "Moving traffic to and through major metropolitan areas." What is the state's interest in moving people and goods "within" the major metropolitan areas?

   The basic promise of the plan is to support continued economic growth in the state of Oregon. However, the document recognizes that the majority of this growth will and should occur in the urban areas of the state, especially the Portland metropolitan area. This economic growth will not be realized without the necessary transportation system to support the travel needs within these urban areas. As such, an urban transportation interest of the state should be articulated. Specific comments are as follows:

   a. ODOT is currently an active partner in Metro's transportation planning program. The Highway Plan should formally recognize this connection and its relationship to Metro's Regional Transportation Plan.

   b. The State Highway Plan should recognize that urban transportation needs must be considered in the context of the overall system. Improvements to one part of the system have a direct impact on the need for improvements to other parts of the system. ODOT's interest should be to ensure that the most cost-effective system that meets intercity and intracity needs is implemented.

   c. In the Portland region, we have recognized the interrelated importance of major highway improvements, LRT, urban arterials (ODOT, city and county) and expanded bus service. ODOT clearly has an interest in these other parts of the system functioning in order to meet objectives in the state highway system.

   d. The relationship between ODOT's plan and the region's Urban Growth Boundary should be recognized.

   e. The impact of ODOT's plan on air quality requirements should be recognized.

6. Access Management - The proposal in the document for Access Management sounds good in theory but is not specific regarding the standards that will be applied. What is the character of access control ranging from Category 1 to Category 6

and which routes will be delineated as which category? In addition, implementation of an access management policy is a very detailed undertaking which requires sufficient ODOT staff support to accomplish. ODOT should be staffed to deal with numerous jurisdictions and property owners on a parcel-by-parcel basis. Furthermore, more specific guidance regarding what should be included in local comprehensive plans and the Regional Transportation Plan should be provided.

7. Multi-Modal Development - The recognition of the multi-modal character of certain parts of the state highway system is good but there is no indication of where this applies or what will be the effect. Will the approach of the Department be to encourage multi-modal solutions or simply to not prohibit others from pursuing other modal improvements? Will a highway alternative have first priority or an alternative mode? What is the state interest in the alternative mode if it is selected and has a direct bearing on the cost of the highway improvement?

8. Bonding - The document indicates that many projects in the unfunded backlog meet the conditions necessary to justify bond financing. What are these conditions? Inasmuch as bond financing involves interest costs, what will be the financial impact on the Needs/Revenue analysis presented in the document?

   In general, bond financing should be avoided because of the higher cost of interest payments. The highway program has historically been pursued on a "cash" basis and this has worked well.

   A reasonable basis for implementing a bonding approach would also be financial. For example, if the financial benefits to the user and to ODOT of accelerating the project outweigh the added cost due to interest payments, then bond financing should be pursued.

9. Tolls - Under what conditions will toll financing be considered feasible? Before tolls are implemented on a particular facility, there should be a very clear policy regarding where they will be used statewide. This is important to assure an equitable application of tolls so that the community served by a toll facility is not being treated unfairly while the rest of the state has access to "free" highways.

10. Local Participation - A more explicit ODOT policy is needed regarding local government or developer financial participation. Under what conditions do two apparently similar projects involve or not involve local financial participation.

11. TSM - The recognition of the importance of Transportation "System" Management approaches is good but should be accompanied by support for Transportation "Demand" Management programs. Efforts to affect how the user behaves can be used to reduce the demand for additional capacity. Programs affecting rideshare, flextime, trip consolidation, walking, biking, truck hours of operation and other should be recognized and supported.

12. Research - All of the areas of research focus on the operation and construction of various aspects of the highway system itself. Equally important is research in travel patterns and behavior to provide a better basis for determining what highway improvements are actually needed. The Department should cooperate with Metro in research activities to better understand how travel behavior is changing in the metropolitan area. In addition, assistance is needed to better understand how the metropolitan area interacts with surrounding parts of the state.

13. State Agency Coordination

The document indicates that ODOT is preparing a State Agency Coordination Agreement with LCDC. We are participating in that effort separately from this review. ODOT should ensure that the State Highway Plan is prepared and adopted in a manner consistent with the process defined in the State Agency Coordination Agreement.

ACC:lmk
9-4-90
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PROPOSED 1990 OREGON HIGHWAY PLAN

For Public Review and Comment

Prepared by:

Oregon State Highway Division

Planning Section

Highway Plan Unit

July 1990

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: July 19, 1990 PLA 4-3

TO: Proposed 1990 Oregon Highway Plan Recipients

FROM: for Donald E. Forbes, P.E.
State Highway Engineer

SUBJECT: Proposed 1990 Oregon Highway Plan and Public Review

The enclosed proposed 1990 Oregon Highway Plan presents the Highway Division's long term direction. It outlines needs and revenue requirements for the 1991-2010 period. It also defines Oregon Transportation Commission philosophy through a series of policies and directions.

While this plan does not make specific project recommendations, it does set future program funding levels and will be used in developing future Six-Year Highway Improvement Programs.

Due to this report's importance in setting long range direction, the Highway Division is asking for public review and comment. Public meetings will be held throughout the state during the last half of August. Exact times and dates of these meetings will be made available through upcoming press releases or can be secured by contacting the region office in your area or the Planning Section in Salem.

Region 1	--	Milwaukie	--	653-3090
Region 2	--	Salem	--	378-2626
Region 3	--	Roseburg	--	440-3399
Region 4	--	Bend	--	388-6180
Region 5	--	LaGrande	--	963-3177
Planning Section			--	378-2939

EXECUTIVE SUMMARY

The mission of the Highway Division is to design, build and maintain quality highways and bridges. The state's system must be safe, cost-effective and provide efficient access throughout the state. Planning and maintenance should compliment Oregon's natural beauty and help spur economic development.

The 1990 Oregon Highway Plan sets the division's long range direction. It outlines future needs of the system and revenue requirements to fund those needs. It also defines, by a series of policies and directions, Oregon Transportation Commission philosophy.

This plan is used for long term investment decisions for the state highway system. Using plan guidelines, the division also develops corridor studies for determining needs and alternatives along transportation corridors. Once generalized project alternatives are identified, the division uses the Oregon Action Plan for Transportation and environmental processes to develop specific projects for the Six-Year Highway Improvement Program.

Higher automobile and truck volumes, heavier truck weights, support for economic development and tourism and the overall maintenance of the 7,600 mile state highway system have all been considered as this plan was developed.

The division realizes that improvements to the State Highway System must be coordinated with local road systems and land use plans to ensure the best transportation investment. Likewise, the division is aware that construction solutions are not always the best way to resolve highway issues. Many of the policies and policy directions reflect these attitudes.

As the economy in Oregon strengthens and population increases, so do demands on the highway system: more lanes, improved pavement surface, more efficient access, higher standards, elimination of safety hazards and better maintenance of the system. The Highway Plan uses traffic growth projections along with a detailed inventory of the highway system to define improvements needed to keep pace with a growing economy. This report sorts needs into six groups: modernization, preservation, operations, maintenance, bridge and other.

Unfortunately, the identified 20 year needs are nearly double the current revenue projections for that period. With this in mind, the commission looked at three alternative needs/funding packages. These range from maintaining current revenue to levying 3 cent per year gas tax increases along with equivalent weight/distance fees.

The plan chosen by the commission meets what the division considers the minimum acceptable level for continued economic growth. The rising costs of this plan, however, match with nearly fixed revenue. The price tag of this target, therefore, represents a need for about 50 percent more revenue over the 1991-2010 period than current sources will provide.

The additional funds necessary to achieve this program are significant, but not out of the question. Division staff explored possible methods of funding this option. The Highway Plan discusses these alternate methods and makes specific recommendations on both increasing revenue and rechanneling need.

The Highway Plan places special emphasis on strengthening the partnership between the division and local government agencies to achieve mutual highway and community goals.

The highway system is just one part of the infrastructure supporting future economic growth, but it is a very important one. Developing new growth requires coordination between the elements of that infrastructure to move people, goods and products to every area of the state.

Now is the time for Oregon to protect its transportation investment by proactive development of the highway system. Any other direction puts Oregon's continued economic growth at risk.

CHAPTER 1 -- HIGHWAY SYSTEM AND PROGRAM NEEDS

Any discussion of the state highway program must look at projected needs. The Highway Plan needs analysis breaks these needs into six groups:

Modernization - Improvements to the highway system to correct capacity, width and alignment deficiencies. Solutions for such needs include:

- Building New Facilities
- Adding Lanes or Width
- Realigning Curves
- Total Reconstruction

Preservation - Improvements to extend the design life of existing facilities, including rehabilitative work beyond the scope of routine maintenance. This category includes:

- Asphalt and Concrete Overlays
- Asphalt Recycling
- Pavement Reconstruction

Maintenance - Work covering a number of areas relating to the appearance and usability of the highway. Examples of maintenance include:

- Surface and Shoulder Patching
- Replacement and Clearing Drainage Culverts and Ditches
- Brush Cutting/Vegetation Spraying
- Snow Plowing/Sanding
- Slide Correction
- Litter Patrols

Operations - Improvements relating to safety and traffic operations as follows:

- Channelization (Turn Lanes/Intersections)
- Rockfall
- Guardrail (New)
- Signal Rehabilitation
- New Signals
- Protective Overpass Screening
- Signing and Illumination
- Traffic Systems Management (TSM)

Bridge - Includes correction of structural problems as they occur on bridges throughout the system. This does not include bridge maintenance (handled as maintenance) or replacement/ widening of bridges due to functional inadequacy (handled as modernization).

This grouping is new for the 1990 Highway Plan. Previously, bridges were included in other categories. This resulted in structural bridge work sometimes going untreated. By creating a separate funding pool for bridges, the division hopes to avoid future problems.

Other - Programs in the 'other' category are not necessarily project related. Included are:

Debt Service
Division Administration
Local Government Pass-Through
State Right of Way Property Management
Transfers to Other State Agencies
Special City Allotment
Bicycle Program
Railroad Program
Capital Construction
Research

'Full' 1991-2010 Needs in Each Category

'Full' needs implies providing services and projects at a level that meets public perception of how the highway system should function. These needs do not represent a "gold-plated" highway system; simply a system that meets people's expectations. In each program category this level varies as described below:

CATEGORY	FULL NEED ($Billions)	INFLATED† ($Billions)	'FULL' NEED ASSUMPTIONS
Modernization	4.603	8.025	- Projects falling below minimum tolerable condition for level of importance (LOI) - Reviewed by Region staffs - Low priority projects deleted from needs lists - Projects on sections with average daily traffic (ADT) below 500 deleted from needs lists
Preservation	1.744*	2.806*	- 100% fair-or-better (FOB) is unfeasible - Match division goal of 90% FOB statewide by 2010
Maintenance	2.510	4.150	- Field operations at 88% of identified needs - Fix areas of past deferred maintenance by 2010
Operations	.338	.559	- 100% of identified needs
Bridge	1.235	2.042	- 100% of identified needs
Other	1.430	1.684	- 100% of identified programs
TOTAL	$11.860	$19.266	

* Preservation levels correspond to the amount of modernization work done. As modernization reduces, preservation increases. If modernization work is limited to amount in 6YR-HIP construction program, then values increase to $2.184 (uninflated) and $3.633 (inflated).

The current thought is that recent fuel tax increases provide ample funding, adequately meeting system needs. The compounding effect of inflation, however, is devastating to the 'full' needs program. The $10.4 billion revenue forecast (see appendix B) would go far to meet most of the $11.9 billion needs in a non-inflationary world. Adding in inflation, however, increases the 20 year needs figure to $18.7 billion. This is nearly double the estimated revenue. **Even moderate inflation will 'eat' recent revenue gains, turning an attainable goal into an unreachable one.**

† This study assumes a 5% annual inflation rate.

The Highway Plan looks at three alternative needs strategies and what each requires in revenue:

Plan 1 -- Near current revenue level with emphasis on preservation.

Plan 2 -- 'Recommended' program which requires a 2 cent/ 1 cent/registration fee (plus equivalent weight/distance fees) revenue package. (See Chapter 2)

Plan 3 -- 'Desired' program that would require a 3 cent/year fuel tax (plus equivalent weight/distance fees) increase. The division views this as a maximum feasible revenue package.

Plan 1 -- Near Current Revenue -- $10.7 Billion

CATEGORY	WORK DONE ($Billions)	INFLATED ($Billions)	PRESERVATION EMPHASIS -- WHAT DOES IT BUY
Modernization	.822	.932	* Meets only 17% of needs statewide, leaving 1,388 miles of capacity deficient and 963 miles of alignment deficient roadway. * ONLY MODERNIZATION WORK DONE IS THAT INCLUDED IN THE CONSTRUCTION PORTION OF THE 6YR-HIP
Preservation	2.184	3.633	* Meets division goal of 90% FOB statewide by 2010
Maintenance	2.212	3.657	* Continue at current levels * Deferred maintenance backlog continues to grow
Operations	.039	.065	* Continue at current levels * Safety is reduced and TSM projects which would help ease increased capacity problems are deferred
Bridge	.430	.711	* Replace timber bridges Replace/rehab structurally deficient bridges 'Critical need' seismic retrofit Coastal bridge program Steel painting
Other	1.430	1.684	* 100% of identified programs
TOTAL	$7.118	$10.682	

Plan 1 illustrates what can be done with revenue projections at current levels over a twenty year period. Inflation allows completion of only 65 percent of work that could be otherwise done.

This alternative presents undesirable options for Oregon. The Highway Division does meet its pavement preservation goal by 2010. (This is because it is much more cost effective to bring the condition of the system to the 90 percent fair-or-better standard than to shift funding to modernization. If treatment is deferred, the cost to rebuild can be up to four times higher.) However, only modernization work planned for construction during the 1991-1996 period is done. Other programs are also held to a minimal level.

Traffic congestion problems in Oregon would balloon under Plan 1. The following table shows the miles and percentages of each level of importance (see Chapter 3) that would be at or above capacity.

Level of Importance	Plan 1 Results	
	Miles Deficient	% Deficient
Interstate	114.08	16%
Statewide	627.99	37%
Regional	421.00	17%
District	212.17	8%
FULL SYSTEM	1,375.24	18%

The revenue outlined for bridges in Plan 1 represents a significant increase in dedicated bridge funding. The commission, however, finds that this is the minimum amount of money needed to protect Oregon's bridge investment.

Plan 2 -- 'Recommended' Program -- $15.6 Billion

CATEGORY	WORK DONE ($Billions)	INFLATED ($Billions)	'RECOMMENDED' PROGRAM -- WHAT DOES IT BUY
Modernization	3.167	5.350	* Meets 53% of needs statewide leaving 688 miles of capacity deficient and 649 miles of alignment deficient roadway
Preservation	1.982	3.231	* Meets division goal of 90% FOB statewide by 2010
Maintenance	2.510	4.150	* Increases maintenance operations to a level that doesn't defer maintenance * Provides for parkway maintenance * Treats existing deferred maintenance backlog
Operations	.166	.274	* Increases all programs to a level that does not sacrifice safety * Implements more TSM projects to assist with capacity problems
Bridge	.560	.926	* All Plan 1 programs * Balance of seismic retrofit * High priority bridge decks * High priority bridge rails
Other	1.430	1.684	* 100% of identified programs
TOTAL	$9.815	$15.615	

The major advantage of Plan 2, the "recommended" plan, over Plan 1 is the decrease in resulting capacity problems. This program leaves only 688 miles of evenly distributed deficient roadway on the total 7600 mile system.

The preservation program also meets the 90 percent fair-or-better goal in 20 years. This, in addition to increased maintenance and operations efforts, will improve both ride and safety.

In Plan 2, the recommended plan, the bridge program increases to complete all seismic retrofits. Bridge decks and rails are also added to the program providing a safer, more comfortable ride.

Plan 3 -- 'Desired' Program -- 18.0 Billion

CATEGORY	WORK DONE ($Billions)	INFLATED ($Billions)	'DESIRED' PROGRAM -- WHAT DOES IT BUY
Modernization	4.603	8.025	* Meets nearly 100% of identified needs
Preservation	1.743	2.806	* Meets division goal of 90% FOB statewide by 2010
Maintenance	2.510	4.150	* Increases maintenance operations to a level that doesn't defer maintenance * Provides for parkway maintenance * Treats existing deferred maintenance backlog
Operations	.197	.326	* Increases all programs to level that improves safety of system * Implements more TSM projects to allow proactive traffic management
Bridge	.620	1.025	* All programs in plans 1 and 2 * Balance of bridge decks * Balance of bridge rails
Other	1.430	1.684	* 100% of identified programs
TOTAL	$11.104	$18.015	

Plan 3 represents what the division considers a "desired" program. It does not meet all needs in all categories but demonstrates what a funding level approaching $18 billion will accomplish. This is the amount netted from a 3 cent/year fuel tax and equivalent weight/distance fee increase.

The major change in this strategy lies in the completion of nearly all of the modernization needs projects. This is the level necessary for significantly improved traffic flows.

Preservation and maintenance stay in the same relationship as in Plan 2. Operations increases further providing better traffic flow and improved safety. The bridge program increases completing the balance of bridge deck and rail projects.

CHAPTER 2 -- RECOMMENDATIONS

Looking at expected revenue and the tradeoffs involved with the various strategies reveals the dilemma facing the Highway Division over the next twenty years. Programs based on current revenue fall well short of division goals and public expectations. The minimum truly acceptable program is the one outlined in Plan 2. The $15.6 billion price tag of this program, however, would require an increase in revenue.

The following table shows the revenue increases needed to fund the recommended plan:

Time Frame	Description of Increase
1991-2000	2 cent fuel tax per year increases + equivalent weight/distance tax increases
2001-2010	1 cent fuel tax per year increases + equivalent weight/distance tax increases
1995, 2000, & 2005	$5 increases in vehicle registration fees

These increases coupled with current revenue would yield the revenue needed. There are several other approaches, however, to take care of the $5+ billion modernization program. These methods would reduce the level of needed tax increases.

ALTERNATIVE METHODS OF MEETING NEEDS

Bonding and Tolling

Responsible use of bond issue revenue to finance certain projects can generate significant savings for highway users. Many projects in the unfunded backlog meet the conditions necessary to justify bond financing. The commission will continue to consider bond financing as a method of efficiently meeting highway user needs.

Toll financing of a highway facility usually is used to repay bonds used to construct a project. Tolling may also be used to finance the facility's maintenance and operating expenses.

While not unusual in other parts of the nation, in Oregon toll facilities are limited to a handful of bridges and ferries. The Highway Division can no longer afford to ignore this option and will pursue it where feasible.

Cooperative Financing with Local Governments and Private Developers

The Highway Division develops and builds many projects on state highways at the request of local governments and private developers.

Many local government requests now come with some limited cost sharing. Increasing local match ratio on such requests would allow more frequent participation and hence more projects.

The best candidates for private developer participation lie in areas where project costs are very high and surrounding property values increase with project completion. This concept is particularly appropriate when a project is not of high priority to highway users but is consistent with highway function.

Reducing System Demands

One other method of reducing taxation increase levels lies in reducing demands on the highway system. This can be done in a variety of ways:

Telecommuting -- Most traffic congestion problems occur during the morning and evening "rush hours" involving urban area commuters. Many times the jobs performed by these employees can be done at home with a higher productivity rate. Done on a large scale, telecommuting reduces pressure in urban areas. The division supports programs urging employers to develop telecommuting.

Traffic Systems Management (TSM) -- Discussed earlier as a part of traffic operations, TSM is an effective and low cost way to squeeze additional capacity out of marginal areas. The success of programs such as ramp metering in the Portland Metropolitan area show the value of TSM. Newer concepts such as variable message signing show great promise.

Oregon must give higher priority to these projects than has been given. If, for example, a $500,000 TSM project can cancel

or defer a multi-million dollar widening then TSM is the desired alternative.

Multi-Modal Development -- Oregon's highway system is a vital link in the transportation system as a whole. All too often it is viewed as the only way to move goods, services, and people. Portland's MAX light rail transit system is a good example of the impact another mode of transportation can have on the highway system. It significantly reduces traffic on the Banfield Freeway during peak hours thereby reducing or deferring the need for increased capacity.

The commission will support efforts to develop and enhance other modes of transportation such as public transit, rail, air, and waterway. The division will seek and sometimes demand alternate solutions to local transportation problems.

CHAPTER 3 -- POLICY ISSUES AND DIRECTIONS

The Highway Division, spurred by recent economic changes and concern about the ties between highways and continued growth, has changed its approach to caring for Oregon roads. By developing a mission statement and setting clear goals and objectives, the division becomes proactive; setting the direction of the system before problems arise.

The mission of the division is to design, build, and maintain quality highways and bridges. The state's system must be safe, cost-effective, and provide efficient access throughout the state. It should be planned and maintained to complement Oregon's natural beauty and to help spur economic development.

In pursuing the mission the division values the contribution of employees. Employees at all levels must be empowered to make decisions. Decisions should be made where the work is done. The division encourages and rewards employees who are innovative and creative. It insists on safe work practices and values open and honest relations with the public, businesses, user groups, and other governmental bodies.

This mission shows the Highway Division's responsibility to the citizens of Oregon and recognizes the importance of the contributions of each division employee to Oregon's future.

As a way of carrying out the mission, the division developed operational standards. The Highway Plan, along with these standards, defines the overall direction of the division. They outline performance standards the division wishes to maintain and provide a measure for future performance.

This plan outlines several new policies, putting the division on the proper path to live up to its mission statement. It also describes important policy directions, which will eventually develop into policies. The following represents Transportation Commission philosophy and provides guidance to the Highway Division. These policy directions will be implemented through formal policies and corridor studies.

Highway System Levels of Importance and Variable Standards

The Oregon Transportation Commission recognizes that there are differing levels of importance within the system. These differences are caused by the various functions, traffic character and sphere of influence of certain routes.

The highway system is divided into four levels as follows:

Interstate -- Oregon's interstates are the most important link in the highway system. The roadways in this system are multilane and divided with controlled access. They provide major access routes within the state, connect Oregon to its neighbors and serve in the national defense network of highways.

Statewide -- This level of importance includes Access Oregon Highways (AOH) and US-101. These routes connect the interstate system to urban areas, ports, and major recreational areas throughout the state. They also carry large volumes of all types of traffic.

The commission recognizes the need for developing and protecting a system of 55 m.p.h. highways that moves people and goods to and from areas not served by the interstate. The AOH system was created to meet that need. Separate state AOH modernization funding was set aside for that system.

The commission also recognizes the importance of US-101. Even through not a part of the AOH system, tourism and economic development in a major portion of the state depend on this route. Ineligible for AOH modernization funding, US-101 is funded at a lower level than other AOH routes. It is the intent, however, of the commission to pursue a separate federal program to augment planned spending.

Regional -- Highways in this level are critical to the economy of a particular region of the state. They allow transport of goods, services, and people from small urbanized areas to larger population centers. They provide access to AOH/US-101 and interstate highway systems. They may have any volume level.

District -- These are the lowest level of importance on the state highway system. They serve primarily local functions. These routes are of relatively low significance from a statewide perspective. They are often routes that held a higher function during the early development of Oregon's highways. With the passage of time and the building of other through routes, these highways serve the same function as other county roads and city streets.

Minimum tolerable conditions (MTCs) were developed for this four-tiered system. These MTCs involve setting targets below which the division considers a need occurs. These MTCs should not be confused with design standards. They are only "trigger" points for need identification. Once identified, projects will be designed to meet division design standards.

Access Oregon Highways Policy

The goal of the Access Oregon Highways (AOH) system is to provide for the economic growth of Oregon by:

* Moving through traffic safely and efficiently between geographic and major economic areas within Oregon;

* Moving through traffic between Oregon and adjacent states;

* Moving traffic to and through major metropolitan areas.

Improvements on the AOH system should be guided by the following aims:

* Achieve a network of high speed facilities which will move goods and people between major economic centers and the interstate system. This network should provide maximum levels of service at the highest safe operating speeds possible with minimum amounts of delay.

* Protect the integrity of the AOH routes which, along with the interstate, are the most vital links in the state system.

* Strengthen the partnership between the division and local government to achieve mutual highway and community goals.

The development of the AOH system is a partnership arrangement with local governments. The integrity of the system can only be maintained through cooperative land use, complementary road and street system improvements and aggressive congestion management. This partnership can be enhanced by first having the AOH system recognized in comprehensive plans. The design process will then culminate in an agreement that contains local government commitment, ensuring that measures will be taken to protect AOH system integrity.

Access Management Policy

The Transportation Commission feels Oregon's highway investment must be protected. It also recognizes the impacts of economic development along highway corridors. As a result, access management standards were developed to protect the operational integrity of the state highway system and keep through traffic flowing at an acceptable level.

The number, spacing, type and location of accesses, intersections and traffic signals have a direct and significant effect on the capacity, speed, safety and general working efficiency of highways.

The access management standards classify roadway segments into six levels of access control, each ideal for the mix of highway characteristics. The relation of these classes to the LOI system ensures the desired operational level.

The division also recognizes the importance of maintaining existing access control. Higher levels (full/limited) of access control now in place on regional and district facilities will remain in place. It is not the intent of the division to reduce current access control levels.

Access Management Category Ties to LOIs

Category	Access Treatment	Associated Level(s) of Importance (LOI)
1	Full Control (Freeway)	Interstate/ Statewide
2	Full Control (Expressway)	Statewide
3	Limited Control (Parkway/AOH)	Statewide
4	Limited Control	Statewide/ Regional
5	Partial Control	Regional/ District
6	Partial Control	District

Notes: A complete listing of intersection types and spacing, signal spacing and median control for each access management category is published in the technical reference of this document.

Relationship Between Land Use Planning and Highway Planning

Improvement and expansion of the highway system influences the development of Oregon. The reverse is also true. The development of land along highways affects how well the highway system functions and what improvements are necessary to meet travel demands.

The Transportation Commission sees the value of reducing these consequences and promoting the proper relationship between land use and highways. Highway design, placement of intersections, access control and the timing of projects can reduce the impacts of highway improvements on land use. Local planning and zoning as well as access management can reduce the impacts of land use on highways.

Connections between transportation and land use make coordination of transportation and land use planning essential to proper management of the state highway system. For this reason the Highway Plan must be incorporated into each local comprehensive plan. At a minimum, comprehensive plans must recognize the level of importance and function of state highways within the plan area. They must also reflect the access management strategies detailed in the plan or adopted corridor studies.

Current law requires that state agency programs comply with Land Conservation and Development Commission (LCDC) goals. ODOT is

preparing a state agency coordination program scheduled for certification by the LCDC.

Highway Aesthetics Policy Direction

The Transportation Commission recognizes the importance of the aesthetics of the highway system. The Highway Division Mission Statement documents this well by stating that the highway system "...should be planned and maintained to complement Oregon's natural beauty and to help spur economic development."

Oregon will continue to be a leader with respect to the visual aspects of highways. To do this, the division will develop standards for:

Ensuring that signing will be more compatible with the existing environment.

Coordinating and developing consistent signing programs statewide.

Continuing present policies on junkyard fencing along state highways.

Supporting the scenic route program now underway to manage Oregon's most outstanding scenic transportation corridors.

Applying visual resource management concepts to highways in scenic highway corridors.

Landscaping in applicable highway projects, using low maintenance and native vegetation as necessary to contain costs.

Cutting brush and removing vegetation along state highways.

Load Limits Policy Direction

While transportation in Oregon is predicted to increase at 2.5 percent per year, heavy truck traffic (80,000+ pounds GVW) will increase at an even higher rate. Rail line abandonment throughout Oregon is also rising, adding to the increased use of trucks for freight movement. As a result, the heavy haul capability of the state highway system needs enhancement to handle this increase in truck traffic.

Currently, 91 percent of the state highway system is approved for continuous operation of vehicles of 80,000 pounds or less. Single trip permits are required for heavy loads on the rest of the system, where older surfacing cannot tolerate frequent travel of heavier vehicles.

A 20 year goal for the Highway Division is to increase the percentage of approved highways to 96 percent of the state system. The 4 percent (310 miles) of the state highway system not addressed by the 20 year goal does not carry significant truck traffic. These remaining highways and structures are primarily scenic or historic routes used by tourists.

The Transportation Commission feels that commitment of construction funds to modernize additional highways for heavy truck travel will advance economic development in Oregon. These funds will be directed to meet the Highway Division goal of allowing continuous operation of standard 80,000 pound GVW vehicles on 96 percent of the state highway system.

Research Policy Direction

The Transportation Commission recognizes the importance of research in providing the motoring public with the safest and most economical highway system. Consequently, the division will continue its applied research program to assure use of the most cost-effective materials and practices in areas such as:

Pavement Management and Design

Construction Materials

Traffic Operations

Coastal Bridge Protection

Additionally, the division will assist and participate (in cooperation with other government agencies) in the developmental or theoretical research, as well as various syntheses, in the areas such as:

Heavy Vehicle Electronic License Plates (HELP)

Intelligent Vehicle Highway System (IVHS)

Automatic Vehicle Identification (AVI)

Weigh In Motion (WIM)

Since Oregon is a relatively small state, a major portion of its research program is spent reviewing and applying the research of other larger states to Oregon's programs.

Appendix A -- SUPPORT FOR OREGON'S ECONOMIC GROWTH

Growth Trends 1990-2000

The State of Oregon is expected to continue growing for the next 20 years, but at a slower rate than the last 5 years. Population, employment and income growth rates will nearly match those of Washington and California and exceed the nation averages. Oregon will benefit from both California's and Washington's economic growth.

PROJECTED AVERAGE ANNUAL RATES OF GROWTH
(1990-2010)

	Population	Employment	Income
Oregon	1.0	1.3	2.5
Nation	0.7	1.0	2.1
California	1.0	1.6	2.2
Washington	1.0	1.4	2.1

Economic growth in Oregon is expected to be uneven with most growth occurring in the populated areas of the Willamette Valley and Deschutes County. Timber supply problems will result in severe economic dislocation in areas that depend heavily on federal timberlands. Thirty-eight percent of Oregon's current economy is based on timber resources located in rural areas. Both the limited timber supply and automation of many mills will mean fewer jobs in these areas.

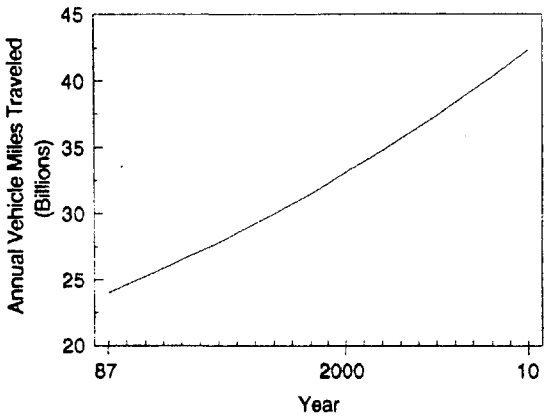
The long-term shift from goods producing (manufacturing) to service producing (non-manufacturing) industries will slow per capita income growth, but not stop it. Productivity gains will also reduce the need for more workers. These long-term situations will generate lower paying jobs thus affecting long-term per capita income growth.

Population

Oregon's population forecast shows an increase of 24 percent over the next 20 years, from 2.8 million to 3.4 million people. This equates to an annual rate of growth of 1.0 percent statewide. However, population growth will be uneven since the Portland area will experience about 1.7 percent annual growth, while other less populated areas, especially those dependent upon timber resources, may experience population declines. Oregon's predicted population growth rate of 1.0 percent is expected to match those of California and Washington as noted in the chart above.

Transportation Growth

As population and personal income increase, so will demand on the highway system. Total vehicle miles of travel (VMT) are officially forecast to increase by 78 percent over the next 23 years, from 24 billion in 1987 to 43 billion in 2010. This equates to an average annual rate of growth of 2.5 percent. The figure below shows the VMT for the state.



GROWTH PROJECTIONS IN VMTs

Protecting and Improving Highways = Continued Economic Growth

Oregon's highway system is a critical part of the state's infrastructure, linking cities within Oregon to each other and the rest of the nation. Without an adequate way to move goods and services to a worldwide market, continued economic growth is in jeopardy.

With increasing demand placed on the highway system by population growth and economic development, the division faces the responsibility of providing the citizens of Oregon with adequate roads. If traffic congestion grows and surface condition deteriorates, industry will look to other states to meet its needs. To continue attracting industry, Oregon must commit to protecting and improving its largest investment: the highway system.

Relationship of Highways to Other Transportation Modes

The needs of each region of Oregon can be served most efficiently by coordinating the efforts and development of all available transportation facilities. Other transportation modes such as rail, air, transit and river serve together with highways in meeting the needs and economic potential of Oregon. Often one or more of these other transportation modes serve major highway corridors.

In recognition of this, the division is now undertaking a multimodal planning study on the US-30 highway corridor between Astoria and Portland. One of the significant features of this study is the coordination of industry and government to ensure economic development through a sound investment in a multimodal transportation plan. The purpose of the study is to identify the most efficient transportation investment strategy for the corridor based on an analysis of the economy of the Lower Columbia River Region.

The study will rate the transportation requirements associated with alternative economic development strategies within the corridor, from St. Helens to the mouth of the Columbia River. The study will also define costs and benefits for improvements to each of the available transportation modes and incorporate such elements as freight movement, travel time savings, and economic stimulation resulting from the improvement.

Additional special studies will be conducted as other corridors are identified as having potential multimodal significance. This applies to ways of moving both freight and people.

The importance of many highway corridors requires addressing and identifying community needs including access control, recreation, scenic preservation and economic development. To meet these needs and protect our investment and environment, the Highway Division will work closely with other agencies and industry.

Appendix B -- REVENUE PROJECTIONS FOR 1991-2010

The Oregon State Highway Division receives its revenue from two sources: state fees and federal fees. Approximately 65% of the funds come from state sources, with the balance federal sources. The division receives no revenue from the state general fund.

The three primary sources of state fees are motor fuel taxes, weight distance fees, and vehicle registration fees. These taxes vary because of cost responsibility formulas. These formulas are recalculated every few years to maintain a balance between responsibility of basic vehicles (automobiles, pickups, etc.) and heavy vehicles. Currently, the split is approximately 59 percent - 41 percent between basic and heavy vehicles. The state also receives minor revenue from truck load violation fees, bridge tolls, overwidth/overweight permits, billboard permits, sales of property and equipment, property rental and interest earnings.

The fuel taxes, weight mile fees, and vehicle registration fees all go into the state highway trust fund. This fund is then split between the state, counties, and cities. The current formula distribution of state trust fund revenues is approximately state-60 percent, counties-25 percent, and cities-15 percent. This formula is established by the Legislature.

The following chart shows a history of revenue increases in the past few years.

STATE FUEL TAX INCREASES

Year	¢/Gallon
Prior to 1982	7 to 8
1983	No Increase
1984	8 to 9
1985	9 to 10
1986	10 to 11
1987	11 to 12
1988	12 to 14
1989	14 to 16
1990	16 to 18
1991 (Scheduled)	18 to 20

The other source of highway revenue is federal fees, which come from federal fuel taxes and other truck taxes. The federal gasoline tax is currently 9 cents per gallon. The diesel fuel tax is 15 cents per gallon. Oregon pays the federal government the federal highway tax it collects. It then receives a share of this money back, based on a federal formula which considers, among other things, the amount of federal-aid road mileage in each state. In the past, Oregon received more money back from the federal trust fund than it sent in, but that trend is now changing. Oregon now receives about what it pays into the trust fund.

In recent years, a large amount of the federal trust fund (about 15 percent) has been withheld by the federal government to offset the federal deficit. This money cannot be used for highway projects, and is currently building up a large balance in the federal trust fund. Nearly every state transportation department wants the federal government to release and distribute this money for road uses.

Over the past several years, Oregon has succeeded in capturing federal discretionary funds. These are certain federal funds targeted for special projects, not allocated to the states by formula. If a state successfully obligates all of its federal allocation, it may apply for discretionary funds that other states haven't spent, providing it has project plans and specifications ready to meet the requirements of the federal government. In the past, Oregon captured approximately $30 million extra revenue per year in this way. The division's revenue projections include a continuation of this trend in federal discretionary funding.

The following chart provides a summary of 1991 to 2010 revenue projections. Under current law, approximately $10.4 billion is projected to come into Oregon to be used for highway work in this 20 year period.

PROJECTED HIGHWAY REVENUES
1991 TO 2010
(Billions of Dollars)

State Trust Fund (Gas tax, Weight/Distance tax, Vehicle Registration)	State Highway Revenue (Other sources)	Federal Trust Fund (Gas Taxes)	Federal Funds (Discretionary)	Total All Sources
6.6	0.8	2.4	0.6	10.4

OREGON DEPARTMENT OF TRANSPORTATION
PLANNING SECTION
325 13th NE Room 605
SALEM OREGON 97310

1990 Highway Plan
Public Meeting Schedule

Region 1			
St. Helens	Monday	9/17/90	7:00 PM
High School Lewitt Room			
Tigard	Tuesday	9/18/90	7:00 PM
Tigard Water District			
Gresham	Wednesday	9/19/90	7:00 PM
Gresham City Hall			

Region 2			
Woodburn	Tuesday	8/21/90	7:00 PM
Woodburn City Hall Council Chambers			
Seaside	Wednesday	8/22/90	7:00 PM
Seaside City Hall Council Chambers US-101 & Broadway			

Region 3			
Eugene	Tuesday	8/28/90	7:30 PM
Eugene City Hall			
Roseburg	Wednesday	8/29/90	7:30 PM
Douglas County Courthouse			

Region 4			
Klamath Falls	Monday	9/10/90	7:00 PM
Klamath County Courthouse Annex 305 Main Street			
Bend	Tuesday	9/11/90	7:00 PM
Bend Public Works Mtg. Room 1375 N.E. Forbes Road			
The Dalles	Wednesday	9/12/90	7:00 PM
The Dalles City Hall City Council Chambers 313 Court Street			

Region 5			
Pendleton	Monday	9/24/90	7:00 PM
Blue Mtn. Comm. Coll. Moro Hall -- Room M130			
LaGrande	Tuesday	9/25/90	7:00 PM
OSHD Region 5 Office Large Conf. Room			
Ontario	Wednesday	9/26/90	7:00 PM
Ontario Sr. Hi. School 1115 W. Idaho Music Room			

METRO

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

Memorandum

Date: September 5, 1990

To: JPACT

From: Andrew C. Cotugno, Transportation Director

Re: Tri-Met/Metro Merger Study

In August, a memo was distributed to JPACT describing the Metro Council response to JPACT's involvement in the Metro/Tri-Met merger study. Included was a series of questions that members were requested to answer. Attached are responses to the questions received to date.

In addition, Commissioner Blumenauer has agreed to chair JPACT's subcommittee on the matter and is convening the first meeting in the near future. A list of participants will be provided at the JPACT meeting.

The recommendations of the JPACT subcommittee will be presented to JPACT for approval at its November 8 meeting and will be provided to the Metro Council subcommittee at its hearing scheduled for mid-November.

ACC:lmk

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET

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

RECEIVED AUG 2 1 1990

August 20, 1990

Mr. Andy Cotugno
Director Transportation
Metro
2000 S.W. First Avenue
Portland, Oregon 97201-5398

Dear Mr. Cotugno:

In reference to your Metro merger memo listing eight questions this is to inform you that we will be directing our analysis of these issues to the JPACT committee chaired by Commissioner Earl Blumenauer and at that time a complete analysis of these issues will be provided.

To assist your further thoughts we have the following:

1. We have long felt there not to be any advantage for the transportation planning agency and the regional transit agency to be one in the same. Our view on this would change if that agency were also to be a regional road and highway agency.

2. Closer links between regional land use planning and the transit agency are beneficial.

3. There is no apparent promise of better transit service with a governance change. In the absence of planned improvements any governance changes could be threatening. We would be interested in hearing how governance changes could avoid or alleviate threats to transit service.

4. An increased local government stake in transit service delivery has always been favorably viewed by Tri-Met.

5. We believe if Metro and Tri-Met were merged the MPO designation should be reviewed.

6. The American Public Transit Association has a wealth of information available on organizational models for the planning and delivery of transit service. Testimony from individual transit experts should be sought for comparative subjective views of the relative success of different transit governance structures.

7. Yes conflicts would be created.

8. In the absence of any analysis or plan we have no way of knowing whether financing mechanisms would be more or less successful.

Thank you very much for the opportunity to respond to these questions.

Sincerely,

Richard E. Feeney/ds

Richard E. Feeney
Executive Director
Governmental Affairs

CC: J. Cowen
B. Harder
B. Post
F. Trader

ATTACHMENT B

Please provide comments to assist in defining the transportation planning and transit service implications of a Metro/Tri-Met merger. Your opinion on these matters, any documentation of these issues or identification of issues that require further investigation will be welcomed. The following is intended to provide additional guidance to assist in focusing your comments:

1. Are there advantages or disadvantages to having the regional transportation planning agency also deliver regional transit services?

2. Are there advantages or disadvantages to having the transit agency having a closer tie to regional land use planning?

3. Is there a prospect for better transit service under Metro's governance structure as compared to the existing Tri-Met governance structure? Is there a threat to existing transit service? Are there ways to modify the governance structure to alleviate these threats?

4. Are there advantages or disadvantages to having JPACT more closely involved in transit service delivery?

5. If Metro and Tri-Met were merged, what impact would there be on Metro's federal MPO designation for transportation planning?

6. Are there lessons to be learned from organizational models affecting regional transportation planning and transit service delivery from elsewhere in the United States?

7. Would a merger create conflicts between the transit service provider and the road and highway jurisdictions or foster greater coordination?

8. Would the direct involvement of JPACT and the Metro Council in developing new transit financing mechanisms provide a greater or lesser likelihood of success as compared to the indirect participation that now exists?

As you will note above, these questions focus on the potential impacts (pro and con) on coordination with regional transportation planning and transit service. JPACT's comments and conclusions will be incorporated into the work of the Metro/Tri-Met Merger Subcommittee which is also addressing other issues affecting personnel, bonds, legal impediments, boundary, etc.

PLEASE PROVIDE WRITTEN COMMENTS BY SEPTEMBER 1, 1990.

RESPONSE TO JPACT QUESTIONS RE: TRI-MET / METRO MERGER

City of Portland (August 31, 1990)

1. Are there advantages or disadvantages to having the regional transportation planning agency also deliver regional transit services?

   At the present time, Metro is the regional transportation planning agency. It is not the only transportation planning agency in the region, as each local government and several agencies do their own planning. Tri-Met currently delivers both local and regional mass transportation services. Just as with the street system, which needs local arterials as well as freeways, the transit system must have both components. The question implies that Metro will focus on the regional services. Since Tri-Met is currently underfunded, this approach would create conflict with the local governments and with the majority of the users, who would be hurt by any reduction of local service.

2. Are there advantages or disadvantages to having the transit agency having a closer tie to regional land use planning?

   Transit planning should be more closely tied to land use planning, both regional and local. This is so because both the arrangement or pattern of land uses, and the ease of access from the transit line to a building's front door, affect transit's attractiveness to potential patrons. Metro recently argued in court that they did not do regional land use planning. Within the last six months, that position has appeared to shift, and they are developing a regional land use planning program. When Metro has successfully established this program, this question can be considered. Until that time, it is not relevant to a Metro/Tri-Met merger.

3. Is there a prospect for better transit service under Metro's governance structure as compared to the existing Tri-Met governance structures? Is there a threat to existing transit service? Are there ways to modify the governance structure to alleviate these threats?

   In comparing the two governance structures, one notes that:

   a. both have boards selected from a subdistrict (of relatively similar size) so this makes no difference.
   b. Metro is elected, Tri-Met appointed. The small number of elected transit boards in the U.S. suggests that it is not generally viewed as an effective governance structure.
   c. Metro is multi-purpose, Tri-Met single purpose.

d. neither has a voter-approved tax base for its general functions.

In considering whether "better" transit service can be gained, "better" needs to be defined. If "better" means "more", then additional revenues are required. The current situation (see d. above) suggests that Metro would not be able to provide more cash, and service will not get better. If "better" means a greater variety of services, this can only be achieved by gaining a more flexible union contract . It is not likely that an elected board will be more able to achieve this flexibility than will an appointed board.

If additional revenues are not available and there is no additional flexibility in work rules, then any significant changes would "threaten existing services." In establishing service, the Tri-Met board first defined the mix of trip types they should serve: What share of service to devote to work trips as compared to all-day transportation for those without cars? Next, they distributed service based on the cost-effectiveness of each line (riders/service hours, etc.). The line ridership is determined by population density, concentrated employment centers, and transit supportive policies. They continually adjust this service distribution based on each line's effectiveness. Given the funding and flexibility limitations, it is hard to imagine an elected Board using a better planning process. An elected board, however, would be more inclined to distribute services on a population basis rather than use a planning process based on service need.

4. Are there advantages or disadvantages to having JPACT more closely involved in transit service delivery?

It would be advantageous to involve JPACT and its individual members. In the current proposals, Metro has not included any description of greater JPACT involvement on a regular basis. Tri-Met has asked for JPACT consensus with their major plans (TDP etc) and individual jurisdictions after participating in public hearings on service changes.

5. If Metro and Tri-Met were merged, what impact would there be on Metro's federal MPO designation for transportation planning?

Merger would not necessarily impact the legal status of Metro as an MPO, since the region's MPO is selected by the Governor. However, Metro's ability to serve as the neutral meeting place, now possible since Metro has no transportation operating/construction responsibilities, would be greatly affected. At this time, Metro has no specific objectives except to see the region reach agreement and move forward. Our

congressional delegation and others have often said that this consensus approach is the source of our success. If Metro became the transit operator, it could not remain neutral and could not continue to serve as the MPO or neutral meeting place. Given that all other agencies in JPACT are also non-neutral, it is not clear who should be the MPO. However, since the state has the broadest responsibility, they probably could best provide the neutral meeting ground.

6. Are there lessons to be learned from organizational models affecting regional transportation planning and transit service delivery from elsewhere in the United States?

As mentioned above, we are not aware of many transit agencies governed directly by elected boards, nor of many instances where the MPO and the transit agency are one. Certainly both APTA and NARC could provide statistical information and perhaps evaluations of similar arrangements. They should also be likely to know other alternatives.

7. Would a merger create conflicts between the transit service provider and the road and highway jurisdictions, or foster greater coordination?

The merger would not create more points of conflict, nor would it cause fewer conflicts. Because of the loss of Metro's role as the neutral meeting place, the regional planning function would not be perceived as neutral, but as biased toward transit. The locals would, in reaction, be more road oriented. This would not foster, but hinder, cooperation.

8. Would the direct involvement of JPACT and the Metro Council in developing new transit financing mechanisms provide a greater or lesser likelihood of success as compared to the indirect participation that now exists?

The current proposal does not specify any greater JPACT direct involvement in regional funding than currently occurs. JPACT has been a very active player in developing transit finance mechanisms, especially in the last three years. The Metro Council, through several members on JPACT, has been actively involved. It would seem that this active but not self-serving involvement would be the most effective in persuading the voters of the importance of transit financing.

As a final comment, it is important to mention the issue of timing in any discussion of a Metro/Tri-Met merger. Between now and September 1991, gaining a full-funding agreement for the Westside Light Rail

Transit project is the region's top transportation priority. Any other transportation topic will only cause confusion and direct damage to that goal. Voters confused about who will be building/operating the Westside project are less likely to be supportive of the ballot measure. The state legislature will similarly end up addressing peripheral issues of agency accountability, etc. when the focus must be on the project's justification from a state perspective. Perhaps most importantly, it will cause confusion in Washington D.C. Our congressional delegation has advised us to be clear, consistent and coordinated. UMTA, which is already looking for reasons to deny 75% federal funding, could use governance questions as reasons to delay carrying out a full-funding contract.

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer To
File No.:
PLA

August 31, 1990

Andy Cotugno
Transportation Director
Metropolitan Service District
2000 SW First Avenue
Portland, OR 97201-5398

I'm replying to George Van Bergen's letter requesting comments on the Metro/Tri-Met Merger Study. Transit is an integral factor in the development of the Portland region, the region's ability to accommodate future growth, and Oregon's transportation system.

The timing of any potential merger is critical to Tri-Met's efforts to advance regional light rail. There are three very important aspects to the timing issue and they are sequential:

1. The region will vote on a $125 million bond issue in November.

2. Between November 1990 and Summer 1991, there will be a change in the state administration and a new state legislature which will be asked for substantial matching funds for the Westside Project.

3. Throughout this period and culminating no later than September 30, 1991, a Full Funding Agreement must be signed with UMTA for the 75 percent federal share of the Westside Project (see enclosed letter from Senator Mark Hatfield and Congressman Les AuCoin).

Thus, for the next year, the jurisdictions represented on JPACT must show unprecedented unity in our approach to the voters, and state and federal decisionmakers. The stakes are too high to do anything less. I, therefore, recommend we delay all further discussion of a merger for at least a year.

Any future study should really focus, not upon the merger issue, but upon the definition of a problem, if one exists, in transit service in the region. Specifically, we feel that the problem statement should be clearly identified and be broken down into specific components.

Once the above has been accomplished, it would seem appropriate to address the question of the proper procedure and organization to deal with those problems. The Department of Transportation, is especially interested in the overall picture but, more specifically, all of the individual transportation components, such as highways and transit in meeting the regional planning objectives. All of the transportation-implementing agencies obviously have a strong stake in the implementation of transit as laid out in the Regional Transportation Plan in order that the components for which they are responsible are satisfactorily provided.

The final effort in the study should be to identify all of the alternatives to address the problem which has been identified and then to measure those various alternatives against the problem. Will they solve the problem? Are they doable? What are the impacts on the remainder of the transportation system and the development of the region?

I strongly recommend that JPACT consider replying to the Metropolitan Service District along the lines outlined in this response.

Robert N. Bothman
Director

RNB:fn

Enclosure

MARK O. HATFIELD
OREGON

United States Senate

WASHINGTON, DC

August 22, 1990

Mr. Robert Bothman
Oregon Department of Transportation
516 Transportation Building
Salem, Oregon 97310

Dear Bob:

We are writing to review action taken by both the Senate and House Transportation Appropriations Subcommittees on the Westside Light Rail project.

As veterans of the fight for the Banfield MAX project, we knew the challenge that lay ahead in securing a federal commitment on the Banfield's Western expansion. But financing for the project, both locally and federally, has grown even more difficult, as was recently demonstrated in the defeat of the May ballot measure. When we started the Preliminary Engineering on the Westside, Portland stood virtually alone in seeking new light rail funds. Now ten new light rail lines around the country have qualified for Congressional appropriations this year. Clearly, our success on the Banfield has been an inspiration not only to those in Portland but also to many around the country.

Despite these competing national projects, we think you will agree that the progress that has been made on the federal level has put the Westside project in a relative position of strength. The amended terminus to Hillsboro, the issuance of a letter of intent, and a full funding contract have been secured in both the House and Senate Transportation Appropriation bills. These are the most significant steps yet in building this line to its western terminus in Hillsboro.

Funds to finish engineering studies and to acquire additional rights of way and some construction monies, are included in the report accompanying the Senate Transportation Appropriations bill. In the House report there is language to tie up some loose ends related to the Banfield project and to the costs of the overall system. We hope to have all these items included in the Committee's final Conference Report.

We feel especially pleased to have achieved this progress toward obtaining a federal commitment that is not exceeded by any light rail project in the country in spite of the lack of any secured local or state funding for this project. The likelihood of an increased local share requirement next year make the passage of the November light rail ballot initiative essential for any continued federal support.

Mr. Robert Bothman

In the coming months, we look forward to continuing our work with the region to secure a full funding contract that leverages the most federal money to match limited resources at the local level. In order to ensure that Westside Light Rail becomes a reality, we encourage you to work cooperatively and expeditiously to forge the necessary relationships with the federal regional officials who will play an integral role in the success of this project. We look forward to the day when we sign the contract that expands out to Hillsboro the nation's most successful light rail line.

Kind regards.

Sincerely,

Mark O. Hatfield
United States Senator

Les Aucoin
Member of Congress

MOH/sop

Washington State Department of Transportation
District 4
4200 Main Street S-15
P.O. Box 1709
Vancouver, Washington 98668-1709
(206) 696-6461

Duane Berentson
Secretary of Transportation

August 20, 1990

Mr. Andrew Cotugno
Transportation Director
2000 SW First Ave.
Portland, OR 97201-5398

Dear Mr. Cotugno:

Responding to your August 2, 1990 memorandum regarding the potential merger of Tri-Met and Metro, I have several thoughts.

1. The combining of two governmental entities can sometimes result in operating efficiencies and/or better service, especially if those two agencies are currently providing a duplication of services. I do not see an extensive, or even moderate, duplication that would be eliminated.

2. The concept that such a combination would result in reduced overhead and administrative expenses is seldom realized. The amount of work to be done remains constant or increases after a merger (unless significant duplication of services is eliminated) and, therefore, the staff needed to accomplish the work is not significantly reduced.

3. Some users of public transportation may be dissatisfied with current service, and may believe that a change in administration, especially moving from an appointed commission to an elected one, will result in service improvements. While there is much to be said for the responsiveness of elected officials as compared to those who are not, I submit that the current Metro commissioners were elected on the basis of their stance on Metropolitan Service District issues, not their expertise in operating a transit system, and wonder if the merger would ultimately result in redistricting within Metro and a whole new set of issues in upcoming elections. Perhaps a better way to achieve an elected board with broad representation is to have the transit board be composed of a variety of local elected officials.

4. Finally, while the desirability of combining planning and implementing agencies makes nice theory, something is usually lost in the process. My experience has been that the day-to-day crises associated with providing expected services soon overrides the importance associated with good planning efforts. The regional planning and other MSD responsibilities will diminish in priority when compared to keeping the system running, and I don't think the Portland metropolitan region really wants that to happen.

These thoughts are based on my experience as a manager and reflect neither praise nor criticism of Tri-Met or Metro, nor are they in any way an official position of the Washington State Department of Transportation. I do hope they are beneficial.

Sincerely,

GARY F. DEMICH, P.E.
District Administrator

GFD:kd

cc: Dave Sturdevant
Scott Collier
Les White
Gil Mallery

CLACKAMAS COUNTY

Department of Transportation & Development

WINSTON KURTH
EXECUTIVE DIRECTOR

RICHARD DOPP
DIRECTOR
OPERATIONS & ADMINISTRATION

TOM VANDERZANDEN
DIRECTOR
PLANNING & DEVELOPMENT

August 30, 1990

Andy Cotugno
Transportation Director
Metro
2000 S.W. First Avenue
Portland, OR 97201-5398

SUBJECT: Proposed Metro/Tri-Met Merger Study

I have attempted to answer, from the standpoint of what is in the best interest of the citizens of Clackamas County, each of the questions you asked regarding the transportation planning and transit service implications of a Metro/Tri-Met merger.

Generally, my position can be summed up by the old saying "If it ain't broke . . ." We do not perceive Tri-Met or the region's transit service delivery as currently broken. While there is always room for improvement, Tri-Met was recently named the best large transit agency in North America. Tri-Met's popularity is currently high according to public opinion polls and the agency is currently working on the Westside LRT which is important to all of us in the region.

Though I am often not happy with Tri-Met's lack of attention to this area of the region, I am not sure that a merger would help. More importantly, this is a very inappropriate time to be discussing such a sensitive issue, one needing long-term careful consideration. There is nothing about a merger that can't wait; yet continued pressure on this issue now could unnecessarily jeopardize the upcoming MAX bond measure!

Q1. Are there advantages or disadvantages to having the regional transportation planning agency also deliver regional transit services?

A. I see no advantage and possibly a conflict of interest in having the MPO also responsible for delivering "regional" transit services currently provided by Tri-Met. Just as I see no advantage in Metro being responsible for delivering other regional transportation services such as new road construction and/or road maintenance as is currently provided by ODOT and local jurisdictions.

Q2. Are there advantages or disadvantages to having the transit agency having a closer tie to regional land use planning?

902 Abernethy Road • Oregon City, OR 97045-1100 • (503) 655-8521 • FAX 650-3351

A. Clearly, a close tie between land use and transportation planning is desirable. Again, a Metro/Tri-Met merger could lead to a serious conflict of interest. The strength of the MPO role as a multi-modal planning agency simply is compromised when the same agency assumes operational responsibility.

Q3. Is there a prospect for better transit service under Metro's governance structure as compared to the existing Tri-Met governance structure? Is there a threat to existing transit service? Are there ways to modify the governance structure to alleviate these threats?

A. Although an "elected" Metro Council might at first seem appealing, a deeper look reveals some serious problems. It is true that the Tri-Met Board seems far removed from other regional transportation providers and the scrutiny of being elected. However, putting transit service management responsibility at Metro seems to distance it from the very public it should be closer to. Either local governments ought to be added to the Tri-Met Board or JPACT should be given much stronger responsibilities in the merger proposal. Either of these moves would strengthen the role of transportation providers by making them more responsible for a range of transportation solutions.

Q4. Are there advantages or disadvantages to having JPACT more closely involved in transit service delivery?

A. Having JPACT more closely involved in transit service delivery is perhaps the most hopeful possibility presented by a merger. At present JPACT, via its individual members, can both plan and deliver road projects. It does not have a similar capability with transit. Modern transportation systems should place more transit responsibility on those existing governments responsible for roads.

Q5. If Metro and Tri-Met were merged, what impact would there be on Metro's federal MPO designation for transportation planning?

A. Again, I think the MPO role is substantially compromised if the Metro Council was also the transit operating agency. Currently, the Metro staff plays an important watchdog role over both Tri-Met and local governments.

Q6. Are there lessons to be learned from organizational models affecting regional transportation planning and transit service delivery from elsewhere in the United States?

A. Before looking for another organizational model from some other part of the country, we should first be clear in our own minds what we want a merger to accomplish? What's wrong with the existing situation? How will a merger

improve regional transportation planning and transit service delivery? Clark County's system, C-Tran, appears to be an attractive model. They operate an excellent system and have been enormously successful at generating both operating and capital revenue. They have accomplished this by providing local governments with a strong role on their board.

Q7. Would a merger create conflicts between the transit service provider and the road and highway jurisdictions or foster greater coordination?

A. I do not see that a Metro/Tri-Met merger would necessarily improve our current relationship with the regional transit service provider. Clackamas County currently has representation on both the Metro Council and the Tri-Met Board.

Q8. Would the direct involvement of JPACT and the Metro Council in developing new transit financing mechanisms provide a greater or lesser likelihood of success as compared to the indirect participation that now exists?

A. The Metro Council is still in the process of building broad public support. The region has generally tried to distance itself from Metro on money measures even when Metro is the only acceptable vehicle . . . the Convention Center. JPACT has been and should continue taking the leadership role in regional transportation funding measures.

0827/tv/cot:tlo

cc: Ed Lindquist
George Van Bergen
Richard Devlin
Tom DeJardin
Wade Byers
Craig Lomnicki

City of Gresham

Mayor Gussie McRobert

1333 N.W. Eastman Parkway
Gresham, Oregon 97030
(503) 669-2306

August 30, 1990

Mr. Andy Cotugno
Transportation Director
METRO
2000 SW 1st
Portland, OR 97201

RE: COMMENTS ON PROPOSED METRO/TRI-MET MERGER

Dear Andy,

This letter summarizes some preliminary comments on the proposed METRO/ Tri-Met merger, for JPACT'S consideration. At this point, specifics of the merger are not clearly defined and it is difficult to comment conclusively on the merger issues.

In addition to the eight issues outlined in the July 31 Memo from George Van Bergen, JPACT should be be aware of some fiscal concerns which could arise from a merger. The Tax Supervising and Conservation Commission gives Tri-Met high marks for its financial and budgeting procedures; would a merger assure sound fiscal management of transit services? Will the METRO excise tax be applied to Tri-Met revenues (farebox and payroll taxes), as METRO does with the Zoo? Will the excise tax reduce net revenues available for transit operations or create higher costs for riders? Would Tri-Met overhead charges and grant funds be effected by the excise tax? Would METRO charge Tri-Met rent on its buildings? Would METRO eliminate Tri-Met's finance department, perform this in-house and/or charge Tri-Met for these services?

Briefly, here are my comments on the eight issues:

1. With a merger METRO could lose some of its current advantages as an effective facilitator and objective regional transportation broker. How efficiently would a merged agency work, given the very different organizational missions and operating responsibilities of METRO and Tri-Met?

2. Closer ties of the transit agency to local and regional land use planning are desirable. METRO is developing regional land use goals, many of which support better coordination of transportation and land use. There are other means than the merger for the region to tie transit services to land use.

3. Most transit boards are governed by citizen appointees, like Tri-Met. Regional governments, where they have some control over transit services, rely upon separate independent transit boards. Direct control of transit services by a regional government appears to be an untried system with no clear promise of better transit service. Can the METRO board invest sufficient effort to effectively operate Tri-Met? Would the merger politicize transit service decisions? Let's examine transit organizations in other areas with regional governments.

4. JPACT has a very ambitious regional transit program. To make this a reality, JPACT must form a regional/local partnership, involving coordinated policies, actions, funding, and promotion. JPACT does not need to be directly involved in "transit service delivery".

5. It's not clear whether the merger would have any impact on METRO's MPO designation. Are there other transit agencies which have the MPO responsibility?

6. Toronto has a high degree of regional land use and transportation coordination with an outstanding transit system. Let's look closely at the organization and effectiveness of their regional government and transit commission, before making a major change in ours.

   Another region to examine is the Twin Cities area, which also has long experience with regional government and is in the process of planning a regional light rail system.

7. Tri-Met coordinates well with local governments (highway providers) currently. The merger places METRO in a new day-to-day role with local government, possibly leading to more METRO/local conflict in transportation issues.

8. In the past, Tri-Met has effectively developed transit funding mechanisms, which have gained regional, state, and federal support. METRO and JPACT need to be able to provide the regional leadership and public vision for new transit funding proposals, not necessarily invent the mechanisms.

I look forward to further dialogue on these issues at JPACT, as the merger proposal is clarified. I am pleased JPACT will be looking carefully at the implications of this proposal, so that our region in concert can continue to build an excellent transit system.

Sincerely Yours,

Gussie McRobert by

Gussie McRobert, Mayor
JPACT Alternate, Cities of Multnomah County

Attachment: Gresham Staff Comments on Merger Issues

cc: City Council
Richard Feeney, Tri-Met
Marge Schmunk, City of Troutdale
Bonnie Kraft
Debbie Sagen
John Andersen
Jeff Davis
Richard Ross

MEMORANDUM

Community & Economic Development Department
City of Gresham

DATE: August 28, 1990

TO: Debbie Sagen, Director,
Community and Economic Development Department

FROM: Richard Ross, Transportation Planner

****

COMMENTS ON PROPOSED METRO/TRI-MET MERGER

The METRO Council has asked JPACT to conduct a study of the transportation planning and transit service implications of the proposed METRO merger with Tri-Met. The following staff comments respond to the eight issues outlined in the JPACT request for comments on the merger.

Sources of Information:

-Toronto Transit Commission, Brian Milsup, Asst. Gen. Secy.
-Metro Seattle, John Petrick, Public Affairs
-Metropolitan Council of Twin Cities, Minneapolis, Pat O'Connell, Public Information
-American Public Transit Assn., Public Information office

-The Practice of State and Regional Planning, APA, 1986

-"Urban Transit in Canada: Integration and Innovation at its Best", Robert Cervero, Transportation Quarterly, July 1986

-"Try Minnesota Idea: Tax-base Sharing Plan", J. Richard Forrester, Oregonian, June 13, 1990.

1. Are there advantages or disadvantages to having the regional transportation planning agency also deliver regional transit services?

METRO is currently respected as an independent, objective agency which facilitates regional guidance and consensus through the JPACT and RTP process. Placing Tri-Met under direct METRO control could reduce METRO's effectiveness and credibility as a regional transportation broker. A merged organization could have advantages for transit planning, since a single entity would perform regional transit/transportation planning and transit services planning. On the transit services side, a merged agency could work less effectively, due to the difficulties of combining agencies

with very diverse missions, operating responsibilities, and clients. Tri-Met is service-oriented and responsive to daily demands of clients. METRO is structured for research, coordination, and policy-making, not day-to-day operations.

2. Are there advantages or disadvantages to having the transit agency having a closer tie to regional land use planning?

Since expanded transit is a key regional growth strategy, the region would benefit from closer ties between transit service and regional land use/transportation planning. The region does not have a regional land use plan, other than the amalgam of everyone's Comp Plans. Since METRO's Regional Urban Growth Management Plan is only in a preliminary stage, METRO's future authority in this arena is uncertain. If the region gives greater priority to regional growth management, then it makes sense to bring the transit agency under greater policy control of the regional land use plan and METRO. The study should examine other means than the merger, to accomplish closer policy coordination of regional land use goals with transit.

3. Is there a prospect for better transit service under Metro's governance structure as compared to the existing Tri-Met governance structure? Is there a threat to existing transit service? Are there ways to modify the governance structure to alleviate these threats?

There is no clear evidence that regional governments provide "better transit service" than separate transit agencies. Most regional governments exercise little control over transit services. Regional transit systems in North America are commonly governed by appointed boards like Tri-Met.

From limited research, the Tri-Met/METRO merger is unprecedented. Two of the most respected regional governments in North America, Twin Cities and Toronto, rely upon independent transit boards appointed by, but not merged with, the regional government. Few regional governments have a structure or powers similar to METRO; these governments have varied degrees of control over transit services. A thorough survey of similar regional governments should be included in the JPACT/METRO study (see below #6).

The merger could diffuse the efforts of the METRO council and management. With a wide mix of responsibilities, the METRO Council could spread itself too thin to effectively tackle the new transit operational issues it would face. Also, transit service decisions by the METRO Council could become more subject to political factors, than decisions by an appointed board. If the merger proceeds, the METRO Council should consider creating a separate transit board to govern transit planning and operations, with policy and budget oversight by the Metro Council.

4. Are there advantages or disadvantages to having JPACT more closely involved in transit service delivery?

If the region's ambitious transit program is to succeed, JPACT must become more involved in developing a transit-oriented future for the region, not the details of transit service delivery. To make enhanced transit service work, all JPACT entities need to participate in a regional strategy to support transit usage: cooperative transportation and land use actions by local and state agencies, specialized transit services and other incentives for transit use, and promotional activities. The proposed merger is not the only means for JPACT to do this.

5. If Metro and Tri-Met were merged, what impact would there be on Metro's federal MPO designation for transportation planning?

We are not aware that the federal MPO designation would be effected by the the merger. In two of five urbanized areas, state highway or transportation departments are designated to perform the MPO role. The merger committee needs to research whether any regional transit agencies are also the MPO and how well this works.

6. Are there lessons to be learned from organizational models affecting regional transportation planning and transit service delivery from elsewhere in the United States?

The inquiry needs to look at organizational models from Canada as well. Metro Toronto is the oldest metropolitan government in North America (1953); the Toronto region has achieved high coordination of land use and transportation with an exemplary transit system, something the Portland region aspires to. For example, Metro Toronto (the regional government) has a regional growth plan that focuses development in Regional Town Centres served by a rail transit network. Toronto transit has the highest modal split and one of the highest farebox recovery ratios (70%) in North America.

The Metro Toronto Council has 28 elected councilors and 6 who are Mayors of constituent cities. Metro Toronto, supported by a unified regional tax base, has direct responsibility for the region's major roads, waste disposal, ambulance services, welfare, daycare, senior housing, and Metro parks. Indirectly, Metro Toronto oversees, appoints, and sets budgets for commissions responsible for police, transit, exhibition-performing arts, licensing, and the zoo.

The Toronto Transit Commission is an independent 5-member commission chartered by Metro Toronto, currently composed of five Metro Toronto councilors. While the Commission reports to the Metro Council, TTC is a separate entity and controls its day-to-day operations. The separate commission, according to TTC management, provides needed autonomy, more focus on transit, and less-politicised decisions, than if the TTC were merged with the Metro Council. Mergers have been proposed and rejected in recent

years. Additionally, a regional Joint Technical Planning Committee of the Metro Council, TTC, and local jurisdictions coordinates both transportation and land use planning.

Another model to examine is the Metropolitan Council of the Twin Cities. The Twin Cities Council is a 16-member group, appointed by the Governor and legislature, which does overall planning for all regional services, and reviews all local planning under a Regional Development Framework (growth management plan). The Development Framework focuses growth and capital investment into designated growth centers; the region has a pooled regional tax base, based on 40% of the assessed value of new commercial-industrial development, which is dedicated to funding regional services (including transit) and some local revenue sharing.

The Council appoints separate boards to provide regional services in transit, water quality, parks, and airports. The Council approves policies and budgets of these agencies. The Regional Transit Board, an independent 11-member citizen board with geographic representation based on Council districts, plans and administers transit services. While there have been past proposals to merge the Transit Board with the Council, Twin Cities has opted for separation between regional policy/planning and regional transit planning/administration.

Seattle has a more typical agency doing regional transportation planning, the strictly advisory/coordinating Puget Sound Council of Governments. "Metro Seattle", the King Co. transit and sewer agency, is run by a 41-member Council composed of elected local and sewer district officials. There is currently a proposal to merge "Metro Seattle" with King Co., which could go to the voters in November. Similar proposals have been rejected in the past.

7. Would a merger create conflicts between the transit service provider and the road and highway jurisdictions or foster greater coordination?

There is currently extensive coordination between Tri-Met and highway jurisdictions (including local governments) in transit service planning and operations, and capital facilities. A merger per se does not foster more transit-highway coordination, except perhaps on a policy level. If a merger gives METRO direct control over transit services, METRO will have a new daily relation with local and state government. This relation could engender more potential local/METRO conflict, especially as METRO's regional powers or services grow.

8. Would the direct involvement of JPACT and the Metro Council in developing new transit financing mechanisms provide a greater or lesser likelihood of success as compared to the indirect participation that now exists?

Greater regional and state involvement in new transit financing mechanisms is desirable. Participation of JPACT and METRO in crafting these mechanisms is not essential to their success. With its more specialized focus and knowledge of the transit industry, Tri-Met could just as effectively bring successful proposals to the region's table, as it has done in the past. A question which needs examination is how effectively METRO (versus a separate transit agency) could pursue the public-private coventures proposed by the Public-Private Task Force on Transit Finance. Many transit agencies are successfully using joint development strategies to enhance regional land use goals and transit revenues; Tri-Met is beginning to do this with Project Breakeven. We are not aware of regional governments that have developed public-private coventures.

cc: John Andersen
Jeff Davis

RECEIVED AUG 1 5 1990

Aug. 14

Leeanne G. MacColl
2620 S. W. Georgian Place, Portland, Oregon 97201

Dear Andy,

Thank you for sending me the materials on the proposed study of the merger of Tri-Met with METRO.

I definitely think there are many advantages to having the regional transportation planning agency also deliver regional transit services. Regional land use planning should be strongly tied to transit services.

In regards to this I believe that developers of housing and commercial shopping centers should be involved, perhaps representatives brought in on a subcommittee, so they are aware early on of the advantages of location of transit service.

With the possibility of fuel

shortages, higher gas prices and new taxes it is imperative that all planning be done with an eye towards cutting consumption and designing all new developments to be "transit friendly".

I could visualize a Tri-Met advisory board of 5 people, but that the METRO council would now make all the policy decisions. This would also put more responsibility on the Councilors to get the word out about the need for local funding for new light rail and/or improved and expanded bus service.

These are just some quick ideas before we head off for Ashland. Also could you see that I get a copy of the exact wording on the Metro bond measure for lite rail and local share. I have to write up the measure of the LWV's Voter's guide —

Thanks. Sincerely, Leeanne

BOARDMAN & OLDHAM
ATTORNEYS AT LAW
SUITE 400
510 S.W. THIRD
PORTLAND, OREGON 97204
503-274-1874
503-224-7445

THOMAS BOARDMAN
GREGORY S. OLDHAM

August 9, 1990

Mr. Andrew C. Cotugno
Metro
2000 SW First Ave.
Portland, OR 97201-5398

Re: **Metro/Tri-Met Merger**

Dear Andy:

You circulated JPACT's information on this merger to TPAC, and although you didn't ask for TPAC's input I'd like to put my views on record with you, if only as an individual and if only to get them in writing.

As the City Club's report on regional transportation funding noted, the current division between Tri-Met and Metro is grossly inefficient in several ways:

1. Tri-Met's board has no direct accountability because it is appointed, not elected.
2. Tri-Met and Metro duplicate many efforts because both must be involved in transit planning.
3. Tri-Met and Metro work at cross-purposes on some of their common issues because of their different mandates.

Our committee felt that having both agencies under the same roof would eliminate some of the duplication we experience among local and regional governments. We felt that Metro's elected council would provide voters with a higher comfort level than Tri-Met's appointed board does, even if Tri-Met's board continues to exist as a part of Metro. Also, JPACT is in a good position to take over Tri-Met with a few relatively minor changes, and its membership, although not elected to JPACT, includes a lot of elected officials.

There are drawbacks:

1. Metro's elected council is "part-time" and unpaid, which

renders these poor folks unable to properly oversee Tri-Met without keeping the Tri-Met board or something similar in place.

2. Metro is the "newcomer" in the neighborhood. It is largely unknown in the community. It does not have a track record that will let people tell how it will do in managing Tri-Met.

In response to your specific questions from Attachment B:

1. The obvious advantage to having Metro provide transit services is that transit service is so closely tied to overall transportation planning that it seems absurd to keep them separated. At least this is true in an age where some form of central planning has to go on in order to keep transit service available to those who need it. The disadvantage is that in a truly free market system a private transit provider would be preferable; that no private provider is now able to operate profitably sort of ruins that idea.

2. I'm not sure this question is different from the first. Metro and Tri-Met already coordinate planning as closely as they can in the circumstances. After a merger, the transit planning section would be a part of the overall transportation planning division. This would eliminate all duplication of efforts, at the cost of eliminating alternate viewpoints. Is this important?

Speaking as a lay person, transportation planning seems to be so limited by the perceived boundaries of the field that alternate viewpoints are simply ignored anyway. Any divergence between Metro and Tri-Met at this time results from the different jobs of the two agencies, and does not seem (to an outsider) to involve substantial competing questions of how to provide transit services most effectively and efficiently. A merger would not "chill" alternative viewpoints from this perspective. The advantages of removing duplication outweigh the perceived disadvantage of removing competition.

3. The overwhelming problem you're presented with is that the Metro council even now does not have time to effectively oversee its projects. The addition of Tri-Met can only make that worse. Tri-Met cannot be better run by the existing Metro governance structure because Metro in its current state doesn't have the human resources to run Tri-Met its way: the merger would have to leave Tri-Met operations and structure alone for the time being.

Changes can be made that would permit Metro to provide better transit service under its structure. Metro councillors can be paid, and their jobs can be designated as what they are: full-time political work in the area of regional government. Alternatively, JPACT members could be paid and given the job of overseeing Tri-Met. Additionally, if the region is serious about providing coherent transportation and land use planning, Metro could be given some teeth that will permit it to develop and enforce rational plans within an American framework.

4. JPACT's role in transit service delivery is already a bit beyond its original conception. As it is currently set up, with appointed, but unpaid, members and a single monthly meeting, it probably is not able to take a more direct role in providing transit service. However, JPACT is the unit of Metro that is currently determining the direction of federal transit funds in the region, and it is therefore the most experienced body within Metro for delivering transit service. Additionally, its membership represents most or all of the region's population centers in an equitable way that can permit formulation of regional consensus on transit issues. That alone dictates JPACT's direct involvement in transit service delivery.

Drawbacks are that JPACT's members are not all as involved in transit as they should be for JPACT to participate fully and effectively in transit service delivery. I don't know if there is a way to fix that problem, which seems to be endemic to any

government-by-committee approach. JPACT's other problems stem from the nature of the appointees, who are all great people but who have a lot of other pans in the fire.

5. Not familiar with the MPO designation or federal rules for designating an agency. Do the federal rules require absolute independence of the planning agency? Will there be funding confusion or conflicts caused by adding Tri-Met?

6. Not familiar with other organizational models, except that ones in the east seem to have evolved more or less haphazardly.

7. Of course the merger would create conflicts. However, if I had my way Metro would also provide all other regional transportation services, and would remove and resolve conflicts internally. I therefore have no objection to Metro gradually becoming the regional bulldog of transportation planning.

This view centers on my outsider's feeling that the field of transportation planning tends to limit itself and to ignore alternative views, which must develop outside the field; it appears in this view that most conflicts within the field are "turf" conflicts, and not substantial competing differences on how to provide services. While the latter would be invaluable no matter what the expense, the former tend to waste resources to no particular purpose.

8. The involvement of elected officials in developing financing mechanisms would provide a greater likelihood of success. However, keep in mind that the immediately foreseeable future does not hold out great prospects of success for anyone financing anything out of the public pocket.

The failure of the most recent Ballot Measure 1 was not the disappointment to me that it seemed to be to others. First, the

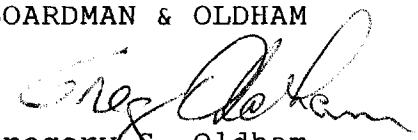
measure passed in this region. Second, it did not fail overall by nearly the margin I would have expected. Third, Metro's involvement in the campaign for the measure was direct, but low-key and, I thought, well-modulated even if underfunded. The measure was very nearly successful, and to that degree it was seen not as a Tri-Met project but as a financing mechanism for transportation. That indicates that Metro is more believable than Tri-Met at this point. Metro's credibility is based on its overall planning role, as well as on the elected nature of the council. Oregonians just seem to like to vote on people, and they seem to feel that that gives officials some accountability.

In conclusion, I don't see a conflict between Metro's provision of overall transportation planning and transit service. First, the two are inseparable, and also should not be separated from the provision of regional transportation services. Second, Metro's basic structure, while needing improvement, is itself an improvement over Tri-Met's structure.

Thanks for letting me put my thoughts in writing.

Very truly yours,

BOARDMAN & OLDHAM



Gregory S. Oldham

Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TLX: 474-2039

August 31, 1990

Mr. George Van Bergen
Chair, JPACT
Metro
2000 S.W. First Avenue
Portland, OR 97201-5398

Mr. Jim Gardner
Chair
Metro/Tri-Met Merger Subcommittee
2000 S.W. First Avenue
Portland, OR 97201-5398

Dear George and Jim:

In response to your July 31, 1990, memorandum to JPACT members regarding "JPACT Involvement In Metro/Tri-Met Merger Study," we would like to make the following comments and observations.

First, because we are on the eve of a very important transit funding election, we have questions about the timing of this study. It is also likely that there will be requests to the Legislature for funding that will have substantial impact on mass transit in the metropolitan area. We feel this is not the appropriate time to add one more major issue onto the already long list of items that could significantly impact mass transit.

We believe that before substantial changes are made, there should be a compelling reason for change. That reason may exist, but we have yet to see the establishment of a case that change needs to be made in the method that mass transit is managed and governed in the metropolitan area.

Once the timing is appropriate and mass transit problems have been articulated, we believe JPACT should discuss the issues and form an opinion on what proper approach is in the public interest. JPACT then should develop the proper forum for the verification of the reality of the problems and where the discussion to find the solution should take place. The forum should not only allow for the discussion of solutions, but should assure that care is taken to articulate and address any ramifications or implications from the proposed solutions.

RECEIVED SEP 7 1990

CITY OF MILWAUKIE

MEMORANDUM

September 4, 1990

TO: Dan Bartlett, City Manager

FROM: Maggie Collins, Community Development Director

RE: Proposed METRO-TriMet Merger

Attachnment B (August 30th Council Packet) pretty well outlines the major questions that should be answered if a merger were to take place. To help focus Council discussion, I picked three types of questions, as follows:

FUNCTION: Will a merger produce integration of public transit planning with both local land use plans and with regional transportation planning issues, sytems and plans?

OPERATIONAL: Will a merger result in daily public transit services that are reliable, responsive to the public's needs, and cost-effective?

POLITICAL: Will a merger result in broad public representation and efficient decision-making?

Is an elected decision-making body appropriate to the most efficient functioning of a service delivery system?

None of the above questions implies poor performance by TriMet as it now exists. All of the above questions can be localized by adding, "To Milwaukie residents" at the end of each question.

Some of a merger's advantages now being discussed include:

- --a strong mandate for elected decision-makers regarding coordinated public policy to assure public transit services to the region
- --if well structured, possible reduction of duplicatory efforts
- --closer integration of public transit operations with highway and light rail transit plans as articulated through the Regional Transportation Plan
- --mandate for integration of public transit planning with land use planning at both the local plan level and the regional implementation level.

Some of a merger's disadvantages now being discussed include:

--possible politicization of public transit policy at the METRO Council level
--difficulty of running operations division with a vague regional perspective
--uncertainty of "better" representation through a JPACT-type board for public transit issues and needs.

MC:mc

NEIL GOLDSCHMIDT
GOVERNOR

Department of Environmental Quality

811 SW SIXTH AVENUE, PORTLAND, OREGON 97204-1390 PHONE (503) 229-5696

September 4, 1990

George Van Bergen
Chair, JPACT
2000 SW First Avenue
Portland, OR 97201-5398

Dear George,

This is in response to your memorandum of July 31, 1990 in which you request comments on the Metro/Tri-Met Merger Study. As you know, emissions of carbon monoxide and hydrocarbons from transportation sources represent the most significant factor affecting our ability to meet air quality standards and accommodate regional growth.

Currently the Portland AQMA is a non-attainment area for both CO and ozone. With respect to the merger issue, we are vitally interested in any transportation related measures which would improve transit services and correspondingly result in air quality attainment status and also provide for future growth. However, I have serious concerns and questions regarding the subject study and the direction to move on this issue at this time. I am concerned that action now may have adverse impacts on the November 1990 bond issue and divert attention from the top regional priority of light rail expansion. Rather than JPACT trying to answer the questionnaire in such a short time frame, particularly for such a critical issue, I would propose the following:

- Conduct the evaluation after the Legislative session;
- In the interim, have Metro define the problem that necessitates the merger;
- Identify a reasonable forum (involve JPACT) for evaluating the issue or problem;
- Direct that forum to consider a range of options/solutions and their respective impacts.

Again, I would like to emphasize the significance of this issue as it relates to air quality and future growth in the region, and my

belief that the proposed schedule for airing this issue is not appropriate. In my opinion, this schedule could pose serious problems for the November bond measure and threaten our region's highest transportation priority. I urge you to consider my above recommendations.

Sincerely,

Original Signed By:
Fred Hansen

SEP 1 0 1990

Fred Hansen
Director

FH:TRB:ka

cc: Tom Bispham, Air Quality Division
Andrew Cotugno, Metro

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Earl Blumenauer, Commissioner
1220 S.W. 5th Avenue, Room 407
Portland, Oregon 97204
(503) 248-5577

August 31, 1990

Dear David:

Thank you for agreeing to serve on the JPACT Committee to review and report on the implications of a Tri-Met merger with METRO.

At this date, the JPACT members agreeing to serve on the Committee include George Van Bergen, Bonnie Hays, Jim Cowan, David Knowles, Clifford Clark, Bob Bothman, and Gussie McRobert. I have also asked Charlie Williamson, John Frewing and Ernie Munch to participate. I have been asked to serve as Chair.

The first meeting is scheduled for 7:30 a.m. Wednesday, September 19. The second meeting is scheduled for 3:00 p.m. Tuesday, September 25. Both meetings will be held in Room 746, Portland Building, 1120 SW 5th.

Metro's original schedule called for us to report to JPACT at our October 11 meeting. Apparently JPACT is now scheduled to discuss our findings at the November 8 meeting, but Metro wants us to report to them at their November 7 Public Hearing.

Please contact Sandy Boardman, Office of Transportation, 796-7031 if you are unable to attend one of the meetings. Thank you for agreeing to participate.

Sincerely,

Earl Blumenauer
Commissioner
Department of Public Works

David Knowles
Attorney-at-Law
1300 S.W. Fifth #2300
Portland, Oregon 97212

cc: Andy Cotugno
Dick Feeney
Felicia Trader

WASHINGTON
COUNTY,
OREGON

September 12, 1990

George Van Bergen, Chair, JPACT
Jim Gardner, Chair, Metro/Tri-Met Merger Subcommittee
METRO
2000 S.W. First Avenue
Portland, Oregon 97201-5398

RE: PROPOSED METRO/TRI-MET MERGER

As the JPACT members representing Washington County and its cities, we have been asked to respond to a series of questions about the proposed Metro/Tri-Met merger. All of the questions are quite germane, but we choose not to submit prepared answers for the reasons outlined in this letter. We are opposed to the study and the corresponding work being done by the Metro/Tri-Met Subcommittee.

Our concerns and opposition to the study are described in the following areas.

Impact on Westside Light Rail Project

The timing of these studies and the controversy that is sure to accompany them threatens the region's number one transportation project in at least two ways.

First, immediately prior to the November 6, 1990 vote on the light rail bonds, JPACT is expected to forward its findings to the Metro/Tri-Met Subcommittee (MTS). According to their work plan, the MTS will then make a preliminary recommendation to the Metro Intergovernmental Relations Committee (IGR) on November 8, 1990. The debate that is sure to precede recommendations by either group will result in headlines that will lead to uncertainty about governance and future direction. This type of publicity is certain to undermine voter confidence and hurt the light rail bond request.

Secondly, the election in November is not the only date where controversy about the governance of Tri-Met could be damaging. Given their performance to date, the Urban Mass Transportation Administration (UMTA) would seize any opportunity to stall committing to a full-funding agreement with the region prior to the September 30, 1991 deadline. Such controversy would also be viewed as an opportunity for representatives from other districts throughout the United States who will try to out-maneuver Senator Hatfield and Representative AuCoin to fund their own projects.

Inadequate Research of Impact

The Metro Council has adopted timelines for its study and dictated timelines for the JPACT study that allow insufficient time for a systematic and unbiased analysis. Most of the JPACT work must occur over a four week period. This expectation seriously constrains the subcommittee's ability to seriously consider critical issues. In contrast, the MTS will have the benefit of a private consultant doing staff work and a longer period of time, though still inadequate, to develop recommendations. This point was affirmed by only one respondant to the request for proposals on this study. The one proposal was quoted at a significantly higher cost than estimated cost. This is clearly due to time constraints.

This work will draw staff and elected official's time from the information dissemination to help citizens vote on the bond issue with the facts in-hand. This is truly unacceptable. Thus, this proposed study will not get the time and effort it deserves, and it will severely restrict efforts to inform the public about the Light Rail Bond issue.

Intent of the Study

Given the work plan of the MTS, it is hard to see how the merger proposal is going to receive a fair and objective review. The work plan makes it abundantly clear that a recommendation for merger will be forthcoming. It specifically schedules two public hearings on the "merger ordinance" immediately following the November election.

As elected officials who have been asked to participate in the JPACT study, we find such assumptions offensive, biased and contrary to the public interest.

Summary

From the above comments, we prefer the following recommendations:

1. The work effort proposed by the Metro Council to study the merger of Tri-Met and Metro should be immediately stopped; and

2. The study sub-committee of JPACT should work to develop a reasonable plan-of-study for such a merger study <u>after</u> September 1991 when the full funding agreement for the Westside Light Rail is negotiated and approved; and

3. The plan-of-study should outline at minimum:

    - The problem (i.e., why is the study necessary? This has yet to be articulated)
    - The study process

- Development of alternatives and review criteria (i.e., benefits and costs)
- Involvement of public and affected jurisdictions
- The decision process
- Realistic timelines

It may be that the merger of Tri-Met and Metro is in the best interests of the citizens of the Portland Metropolitan Area. However, until the problem is clearly identified and an objective study process is developed, we cannot support any further work on this topic -- including attempting to answer the questions as outlined by staff. We stand ready to assist and fully participate when these issues are addressed after September 30, 1991.

We are sending a copy of this letter to all Metro Council Members and hope that we can discuss our concerns at the JPACT meeting on September 13, 1990.

Sincerely,

Bonnie Hays
Chairman, Board of County Commissioners
JPACT Representative

Clifford Clark
Mayor, Forest Grove
JPACT Representative,
Washington County Cities

c: Metro Council
JPACT
Washington County City Councils
Washington County Mayors

TRIMET/br

COMMITTEE MEETING TITLE JPACT 9/13/90

DATE 9/13/90, 7:15 am

	NAME	AFFILIATION
	Jim Maier	Oregonian
✓	JIM HOWELL	CBT
✓	Ray Polani	TPAC — CBT
✓G	Raye Woolbright	TPAC - Citizen
✓G	FELICIA TRADER	PORTLAND TRANS.
✓G	TOM VANDERZANDEN	CLACKAMAS COUNTY
✓G	ROD SANDOZ	"
✓G	Frank Gearhart	C/I BRI
✓G (MA)	Don Adams	ODOT
✓G	Howard Harris	DEQ
✓G	STEVE DOTTERRER	CITY OF PORTLAND
✓G	Bebe Rucker	Port of Portland
✓	Molly O'Reilly	Citizen
✓	Susie Lahsene	Mult Co
✓G	Ted Spence	ODOT
	Robert Goldfield	DJC
✓G	Grace Crunican	Portland
✓G	Richard Ross	Gresham
✓G	Andy Cotugno	Metro
✓	Keith Lawton	Metro
✓	Richard Brandman	Metro
✓	Dennis Mulvihill	Wash. Co.

COMMITTEE MEETING TITLE JPACT

DATE 4/13/90, 7:15am

	NAME	AFFILIATION
MA-	Les White	C-Tran
M	Jim Cowen	Tri ~~Met~~ Met
M-	Clifford Clark	Wash Co Cities
M-	Ed Lindquist	Clackamas County
M	Robert Woodell	Port of Portland
M-	Marjorie D. Schmunk	Cities of Mult County
M-	Bob Bothman	ODOT
M-	Gary Demich	WSDOT
M-	Richard Devlin	Metro Council
M-	Fred Hansen	Oregon DEQ
M-	Bonnie Hays	Washington County
M-	David Knowles	Metro
MA-	Craig J. Lomnicki	Cities of Clark Co.
M-	Pauline Anderson	Multnomah Co.
M-	George Van Bergen	Metro
S-	Casey Short	Metro
S-	Michael Hoglund	Metro
S-	Keith Lawton	Metro
S-	Richard Brandman	Metro
(MA)	Keith Ahola	WSDOT
G-	Walt Peck	Wash Co DLUT
G-	Dennis Mulvihill	Wash County
G-	GB Arrington	Tri-Met