

TRI-MET MEMORANDUM

DATE: July 13, 1989
TO: Regional Funding Group
FROM: Dick Feeney
SUBJECT: Final Report, 1989 Legislative Session

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This memo is to report the successful outcome of the Transportation 2000 agenda at the 1989 session of the legislature.

A more exhaustive analysis of certain issues will come later, as the work of the committee continues.

Major Accomplishments

- \$130 million was authorized for highways, \$5 million Light Rail, \$5.4 million elderly and handicapped transportation, and, \$5 million for buses.
- Local authority was given for arterial and transit funding. Up to \$15 million a year combined.
- Authority to make certain long-term financial commitments were given to Tri-Met and ODOT.
- Authorization of a permanent interest bearing Mass Transit Trust fund.

Disappointments

- The legislators failed to authorize a permanent revenue stream for transit capital replacement.

Bills Passed

HB 3447 - Gas tax and equivalent weight mile and \$5.00 yearly increase in the vehicle registration fee.

Raises \$40.1 million next biennium and \$130 million in the following full biennium.

The Oregon AAA has threatened to refer the bill because of the delay to 1/1/92 of the weight mile tax. Collection of the weight mile tax is

delayed, but the imposition of the tax liability is 1/1/91. The delay is to allow for adjustments to new rules on the taxing of trucks by weight class.

House: 34 - 26

Senate: 16 - 14

Concurrence on

Senate Amendments 33 - 26

Implementation: Law requires a study of truck taxation in neighboring states and an evaluation of a three-tiered truck tax system: weight, fuel, and registration. Trucks are to be taxed by weight class, not trucks across the board as a class. Effects of another bill, HB 2737, on truck weight mile and registration, to be reported before collections under this bill are made. Also, in legislative history is a commitment by the Public Utility Commission to order a rate increase as soon as law goes into effect.

Responsibility: Legislative revenue to do comparative tax study.

ODOT to report on effect of HB 2737.

PUC to order interim rate increase.

HB 3446 - Local option vehicle fee.

This bill was totally re-done by T-2000 to deal with the metro area. An intergovernmental agreement is required in the tri-county area between all major actors before any action can be taken. Trucks up to 26,000 pounds included.

Passed: House 33 - 16

Senate 20 - 10

Implementation: Outside the tri-county area local option fees are at the initiation of the county board. Any regular or special election date may be picked for voter consideration of a proposal.

In the tri-county area an intergovernmental agreement is required, after a successful vote, with the governing bodies of all counties, Metro and Tri-Met and the City of Portland stating the fee, and how, if any, the revenue

is to be divided among counties and districts. If the fee is used for road purposes, a Regional Arterial fund must be established. If the fee is for transit purposes, the voters must agree on how it is to be used. The statutory limit of \$15 a year per vehicle may not be exceeded by any combination of revenues raised for arterials or transit. REVENUE: \$12M - \$13M/year.

Responsibility: Transportation 2000 will bring the issue to the local voters. A jurisdiction may call for the vote, but cannot campaign for it. The T-2000 group, because of its private sector membership, is expected to support the issue before the voters.

SJR 12 - Constitutional amendment for transit use of vehicle fees.

Both a statewide vote and a local vote are required. Statewide election will be next May.

Passed: House 39 - 18

Senate 28 - 0 (Concurrence)

Implementation: A state-wide vote on May 15, 1990, is required by law. Local votes are additionally required for the actual establishment of a fee. Local vote dates that are authorized for the counties, Metro and Tri-Met are:

	4th Tuesday in March	(March 27, 1990)
	Filing: 61 days prior	(Jan. 25, 1990)
PRIMARY	3rd Tuesday in May	(May 15, 1990)
	Filing: 61 days prior	(March 15, 1990)
	Last Tuesday in June	(June 26, 1990)
	Filing: 34 days prior.	(May 23, 1990)
	2nd Tuesday in August	(Aug. 14, 1990)
	Filing: 43 days prior	(July 2, 1990)
	3rd Tuesday in September	(Sept. 18, 1990)
	Filing: 34 days prior	(Aug. 15, 1990)
GENERAL	1st Tues. after the 1st Mon. if November	(Nov. 6, 1990)
	Filing: 61 days prior	(Sept. 6, 1990)

Responsibility: T-2000 groups, as in HB 3446 above, has political responsibility.

HB 3056 - Creates Mass Transit Fund.

Amends ORS 184 by changing it from a bus only fund to a fund for buses, equipment, and capital facilities. Any monies deposited into the account are continually appropriated to ODOT's Public Transit Division. T-2000's amendment would allow director of ODOT to enter long-term agreements to commit future funds. Tri-Met could apply to this fund for LRT match. HB 3262 authorizes a \$5M deposit into the fund.

Passed: House 49 - 11

Senate 22 - 0

HB 3209 - Cigarette tax for elderly and handicapped.

Raises \$5.4 million a biennium. New features: a discretionary account at ODOT and a maintenance of effort clause, i.e., new money unless it is used to expand service, not save local funds.

HB 3262 - Video Lottery

Creates video games in the lottery fund. Money goes first to faculty salary enhancement at state institutions, \$12.5 million; \$5 million to Light Rail construction fund; \$12.5 million to faculties; \$5 million to ORS 184 (bus fund at ODOT). Second tier of money is unlikely since only experimental areas will be allowed to run the games. Not much money is expected in its first biennium.

Passed: House 38 - 12

Senate 21 - 9

Implementation: Lottery commission may decide to initiate video games in limited geographical areas.

Responsibility: Lottery commission for establishment of games.

Director of ODOT for the granting of funds under SB 475 and HB 3056.

HB 2710 - Leasing authority for transit districts.

This would grant Tri-Met the authority to enter into long-term leasing, enabling it to leverage state grant money into significant up-front LRT matching funds.

Passed: House 50 - 5

Senate 26 - 1

Responsibility: Tri-Met Board would have to approve the

lease purchase agreements.

SB 475 - Light Rail Construction Fund.

Criteria and rules for state and ODOT financial participation in future LRT lines. Amendment added by House would allow ODOT to enter into long-term agreements to commit future anticipated funds. This complements the authority for Tri-Met in HB 2710.

Passed: House 50 - 1

Senate 25 - 0

Implementation: The terms of SB 475 become operable as soon as funds authorized by HB 3262 are deposited into the fund (ORS 391) created by the legislation. \$5 million in video lottery proceeds are authorized for the next biennium.

Responsibility: Director of ODOT. ODOT administers fund. Also has the responsibility to execute the long-term financial agreements authorized by the bill.

SB 476 - Extension of payroll tax to counties, cities, and special districts.

Will raise \$600,000 in fiscal '91. \$3 million in fiscal '95. Senate amendments require a study of how schools should participate in transit financing.

Passed: House 33 - 27

Senate 21 - 2

Implementation: Establishment of this tax is discretionary, but an ordinance doing so must be in place no later than six months prior to the beginning of the fiscal year in which the resources would be used. Thus, to have these resource in fy'91, the ordinance extending the tax must be in place by January 1, 1990. Legally, under Tri-Met rules, the ordinance would have to be ready by November 25. Practically, it means October 24 would be the deadline for first reading.

Responsibility: Tri-Met Board for tax, Tri-Met staff and tri-county school district officials for study.

Bills Defeated

HB 3055 - Tire and battery fee for buses.

After months of hard work, this bill was re-structured into a capital program as well as a formula transit support program. It would have raised \$11.6 million a biennium. It narrowly passed the House 31 - 29, then failed in the Senate over issues not related to this bill. There were 16 votes going into the session on June 29, but Senators Springer, Kerrans and L. Hill had been counted upon to support it. When they did not, support fell off rapidly.

Failed: Senate 7 - 23

Passed: House 31 - 29

<u>Resources Added</u>	<u>89 - 91</u>	<u>91 - 93</u>
Roads & Highways (HB 3447)	\$40.1 M	\$130 M
Elderly & Handicapped (HB 3209)	\$ 4.05 M	\$ 5.4 M
LRT Construction (HB 3262)	\$ 5 M	\$ 5 M
Buses (HB 3262)	\$ 5 M	\$ 5 M
Tri-Met Operating (SB 476)	\$.6 M	\$ 1.8 M



METRO

Memorandum

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

Date: September 13, 1989

To: JPACT

From: *M* Andrew C. Cotugno, Transportation Director

Re: Changes to Exhibit A, Resolution No. 89-1132
(Transportation Improvement Program)

The following changes to the City of Portland's Federal-Aid Urban section of the Transportation Improvement Program were made after publication:

<u>PROJECT</u>	<u>YEAR</u>	<u>AMOUNT</u>
Deleted:		
Pacific Highway East/Multnomah Street to Glisan Street	1990	\$744,480
Added:		
City of Portland Arterial Overlay Program	1990	\$744,480

Local funds will be used to implement the Pacific Highway East project in lieu of FAU funds. The FAU funds will be used on the overlay project.

BP:lmk

CONSIDERATION OF RESOLUTION NO. 89-1132 FOR THE
PURPOSE OF ADOPTING THE FY 1990 TO POST 1993
TRANSPORTATION IMPROVEMENT PROGRAM AND THE FY 1990
ANNUAL ELEMENT

Date: September 7, 1989

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

The Transportation Improvement Program (TIP) and FY 1990 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 1990. The FY 1990 program reflected herein is a first step in establishing actual priorities for FY 1990. 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. It also represents an important starting point for seeking implementation of the proposals by the Legislature, affected boards and commissions and ultimately by the voter. Endorsement was in recognition that it is important to make progress in all aspects of transit and highway in order to most effectively meet the needs of the region.

As the process of implementing these recommendations proceeds, it will be necessary to evaluate input and determine if changes or refinements are necessary. To guide this effort, the resolution implements a Steering Committee with representatives from the Oregon Transportation Commission, JPACT, the Business Task Force, the Public-Private Task Force, the Tri-Met Board, and the Port of Portland Commission to guide implementation of the proposals. In addition, it will be necessary to involve many other interested parties, including the transportation interest groups, the local governments within the region and business groups.

In April 1989, JPACT endorsed in principle a series of recommendations for use of UMTA funding. These recommendations are enumerated below and are reflected in the UMTA programs appearing in Exhibit A.

1. Acquisition of buses rather than rail vehicles with Section 3 Discretionary funding.
2. Funding for Project Breakeven from both Section 3 Discretionary and Section 9.
3. Use of the remaining Banfield LRT funding for rail vehicles.
4. Reprogramming of Section 3 Letter of Intent funding to rail projects, with the associated reductions as follows:

<u>Project</u>	<u>Amount</u>	<u>Comment</u>
Buses	-\$9.52 m.	Fund with Section 3
Portland Transit Transfers	- 1.64	\$1.2 m. of program remains funded
Washington County TSM	- 1.22	\$1.3 m. of program remains funded
Southwest Transfers	- 0.40	Existing facility available
Merlo Railroad Crossing	- 0.23	Ineligible

5. A reduction in the anticipated level of Section 9 (formula) funding and a shift in emphasis from bus acquisition to rail, including:

LRV Air Conditioning	\$1.92 m.	
Project Breakeven	4.30 m.	
Banfield P & R	0.80 m.	for consideration
Westside Rail Initiatives	0.96 m.	for consideration
Double Tracking	3.76 m.	for consideration

Westside Rail Initiatives is a reserve to be used for Hillsboro P.E., advanced right-of-way acquisition and/or implementation of a program similar to Project Breakeven.

Specific details of these changes may be modified somewhat depending upon results of federal approvals.

- . Approximately \$25.0 million of Interstate Transfer funding is programmed for FY 1990. Federal appropriations for the highway portion are estimated to be \$8.0 million for FY 1990 plus carryover funding from prior years adequate to fully fund the program.
- . Some \$16.6 million of UMTA Section 3 "Trade" funds are programmed in FY 1990, of which \$10.05 million have been earmarked for bus purchases and \$8.2 million for the Transit Mall Extension North. Allocation of "Trade" funds is intimately related to the Transit Development Plan (TDP) now being refined by Tri-Met.
- . The maximum allowable use of UMTA Section 9 funds for FY 1990 operating assistance is included (estimated to be \$4.1 million) which is equal to that for FY 1989. The Section 9 program is projected in the TIP on a continuing basis through post 1993 based upon the Transit Development Plan and its revisions adopted by Tri-Met.
- . Private enterprise participation for UMTA Section 3 and Section 9 programs 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 a resolution calling for withdrawal of the I-205 bus lanes and allowing for substitution of light rail as an eligible project.

The federal process regarding the withdrawal of portions of the Interstate highway system requires the governor of the concerned state to initiate the withdrawal request following adoption by the Metropolitan Planning Organization and local jurisdictions. The resolution and supporting resolutions of the concerned jurisdictions requested the Governor to formally initiate the withdrawal process by asking the Secretary of Transportation to approve the withdrawal of the I-205 bus lanes and to allow for the consideration of either light rail or a busway as an eligible project in the corridor using the Interstate Transfer funds. The Secretary's approval of this request will allow Metro to conduct an Environmental Impact Statement, in accordance with UMTA

regulations, to determine the preferred mode, segment and timing for the I-205 project.

. Evaluation of transit financial capacity which demonstrates that there are sufficient resources to meet future operating deficits and capital costs.

TPAC has reviewed the annual Transportation Improvement Program and Annual Element and recommends approval of Resolution No. 89-1132.

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, 1989 through September 30, 1990. Additionally, in order to maintain continuity, funds are estimated for years before and after the Annual Element year. This FY 1990 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 \$501,384,204 (federal) based upon the amount for the withdrawn freeways and \$731,000 of additional transit withdrawal value. This additional withdrawal value became available in April 1987 upon passage of the Surface Transportation Assistance Act (STAA) and can only be applied to transit projects. At the end of the federal fiscal year, unbuilt FY 1989 projects will automatically shift to FY 1990.

The FY 1990 Interstate Transfer Program of approximately \$25.0 million represents the full funding need and this, together with the projects that slip from FY 1989, 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 1989 and FY 1990 programs later in the year based upon a closer estimate of funding revenues. Projects not funded in FY 1990 because of insufficient funds will be delayed; however, they will be considered for implementation in the event additional FY 1990 funds become available, or for funding in FY 1991.

A number of revisions to last year's Annual Report and to the overall project allocations are incorporated including a variety

of minor transfers due to cost overruns and underruns. Schedule changes to the Interstate Transfer Program consist of:

<u>Project</u>	<u>From</u>	<u>To</u>
Category I		
Bus Purchases	1989	1991
City of Portland		
N.W. 23rd Avenue/Burnside		
-- R/W	1989	1990
-- Const	1989	1991
N.W. 21st/22nd -- Thurman		
-- R/W	1989	1991
-- Const	1990	1991
N.W. Intersection Improvements (Const)	1989	1991
Airport Way II	1989	1990
Surcharge -- New Construction Requirement	--	1990
Roadway Construction	1990	1991
Airport Way III		
Surcharge and Structures	1991	1990
Multnomah County		
S.E. Stark - 221st to 242nd -- Const	1989	1990
Clackamas County		
82nd Drive	1990	1991
Thiessen Jennings Corridor	1990	1993
Beavercreek Road		
-- R/W	1989	1990
-- Const	1990	1991
New Projects:		
207th - I-84/223rd		\$580,170
Johnson Creek Boulevard Improvement		\$600,000
King-Harrison/42nd Avenue		\$178,500
Pacific Highway West at Canterbury Lane		\$ 31,126

McLoughlin Corridor

New estimates have been developed for the McLoughlin Corridor Project:

Unit I	R/W	\$ 6,137,000
	Const	11,900,000
	Total	18,037,000
Unit II	R/W	3,060,000
	Const	7,777,500
	Total	10,837,500

Unit IIIA

R/W	357,000
Const	2,720,000
Total	3,077,000

PE 1,496,785

Total Project Cost \$33,448,285 (federal share)

Some \$20.8 million of Interstate Transfer Funds has been authorized for the McLoughlin Corridor projects; only the Tacoma Overpass and Harrison/River Road project can be fully built. The status of the corridor project using the latest cost estimate is:

Project	TIP Authorization	Shortfall
Tacoma Overpass and Harrison/River Road	\$18,037,000	\$ 0
Tacoma to Highway 224	1,266,215	9,571,285
Union/Grand Viaduct to Harold	0	3,077,000
Preliminary Engineering	<u>1,496,785</u>	<u>0</u>
	\$20,800,000	\$12,648,285

Additional funding is needed to fully complete the project (Units II and IIIA). Likely sources for the additional funding are the McLoughlin Corridor Reserve and the Six-Year Highway Improvement Program update currently being undertaken.

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 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 proposes to allocate the remaining \$3,002,610 McLoughlin Interstate Transfer Reserve to seven projects, subject to adoption of the Southeast Corridor Study,

and have therefore not been incorporated in Exhibit A. The projects are:

<u>Project</u>	<u>Cost</u>
Johnson Creek Boulevard (32nd Avenue to 45th Avenue)	\$1 m.
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
	<hr/>
	\$3,002,610

Regional Reserve

Metro is seeking policy guidance in allocating the remaining \$5.054 million in the Interstate Transfer Regional Reserve. This amount had been placed on hold pending determination of any remaining cost increases or claims on the Banfield LRT and highway project or the I-505 Alternative projects.

With the remaining \$5.054 million, it has been recommended that \$1 million be allocated towards transit, \$300,000 be allocated toward Metro Planning and the remaining \$3.75 million allocated towards alternate highway improvements.

The remaining \$3.75 million for alternative road improvements, however, requires policy guidance regarding the approach for staff to use in allocating these funds. In general, the options to be considered are as follows:

- A. 100 percent by formula.
- B. 75 percent by formula/25 percent based upon regionally established criteria.
- C. 100 percent by regionally established criteria.

Exhibit A does not reflect these proposals because formal approval will be forthcoming at a later date.

Overall Program Status

The current status of the Interstate Transfer Program through June 30, 1989 is:

	<u>Highway</u>	<u>Transit</u>	<u>Total</u>
Total Program	\$345,505,903	\$155,878,301	\$501,384,204
Past Obligations	284,409,973	151,440,817	435,850,970
Balance	61,095,930	4,437,484	65,533,414
Appropriations to date	316,164,718	152,961,012	469,125,730
Appropriations to go	29,341,185	2,917,289	32,258,474

URBAN MASS TRANSPORTATION ADMINISTRATION PROGRAMS

Resolution No. 88-897 dealt with the comprehensive capital package and recommended the most appropriate use of all available and potential transit capital funding sources. The program in its entirety was incorporated in last year's Annual Report. Recent revisions to Section 3 Discretionary and Section 9 programs were approved through Resolution No. 89-1109 and have brought about changes to the two programs. These changes are highlighted as follows:

Section 3 Discretionary

- . Bus Purchases (new project) -- \$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, 30 standard buses with lifts.
- . Under terms of the full-funding agreement, a \$5.8 million balance is still available to conclude settlement of claims and other final costs. Tri-Met has earmarked a portion of this balance for claims in FY 1991.
- . Project Breakeven -- Augmenting the Section 9 program is \$9.5 million of new Section 3 funding for FY 1990. This is in addition to \$5.5 million of previous Section 3 (1989) appropriations and this, in combination with Section 9 monies, will complete Project Breakeven. 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 Attachment A and summarized below:

Firm projects with grants approved for expenditure	\$48,391,120
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Projects programmed for
grant applications next
several years -- 1990 to 1992:

1990

Standard Buses	\$10,000,000
North Mall Extension	6,600,000

1991

Route Terminus Sites	170,000
Parts and Equipment	1,080,000
North Mall Extension	1,600,000
Special Needs Mini-Buses	2,390,000
Information/Communication Equipment	1,110,000

1992

Route Terminus Sites	80,000
Sunset Transit Center	5,270,000
Parts and Equipment	100,000
Contingency	8,880
	\$28,408,880

TOTAL	\$76,800,000
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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 1989	\$ 1.09 million
FY 1990	15.51 million
FY 1991	6.35 million
FY 1992	5.45 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 that proposed by Tri-Met with FY 1990 emphasis on the following projects:

Westside Light Rail Project Preliminary Engineering and Final Environmental Impact Statement	\$ 1,863,200
Project Breakeven (partial funding for land acquisition, design and construction of a light rail station and associated improvements on MAX line)	4,300,000
Light Rail Vehicles - Air Conditioning Retrofit	1,920,000
Service Vehicles	53,600
Shop Equipment	45,840
Computer Equipment	252,080
Telecommunications Equipment	24,320
Automatic Vehicle Locator - Demonstration	

Project	40,000
Security Equipment	320,000
Subtotal Capital	\$ 8,819,040
Operating Assistance (Up to 50% Funding) For period from July 1, 1989 to June 30, 1990	\$ 4,108,766
TOTAL	\$12,927,806

Section 9 Program Status

Appropriations:

<u>Year</u>	<u>Amount</u>
1983	\$ 4,702,744
1984	13,885,152
1985	15,819,150
1986	13,272,436
1987	12,449,906
1988	10,510,582
1989	<u>9,561,245</u>
	\$ 80,201,215
Less Obligations	\$ 74,072,709
Forecast:	
Carryover	\$ 6,128,506
1990	10,900,000
1991	10,200,000
1992	<u>9,500,000</u>
Total Program	\$110,801,215

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 was added to the TIP totaling \$100,000 and covering the purchase of vehicles and equipment:

3	Eight-passenger mini-vans	\$ 40,005
2	Modified vans	52,435
2	Wheelchair lifts	<u>7,560</u>
		\$100,000

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 1989 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.

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 of the funds with the remainder going to the region. With the FAU allocation in 1988, JPACT established a policy involving the three counties in determining the specific uses of 75 percent of the regional funding, leaving 25 percent to be used on a discretionary basis for agreed-upon project priorities.

Resolution No. 89-1064 allocated Federal-Aid Urban funds for FY 1989 to FY 1991. The formula for distribution of the funds called for each county in the Metro region to receive at least a 75 percent "minimum allocation" based upon population (75 percent of the funds allocated based upon population, 25 percent by regional priority). In addition, it was recommended to "hold back" \$500,000 of the funds to allow for uncertainties in funding levels actually available in the FY 1990 to FY 1991 years. By following this procedure, the allocations for the region were:

FY 1989 Actual	\$2,082,948
FY 1990 Projected	2,094,393
FY 1991 Projected	<u>2,094,393</u>
	TOTAL \$6,271,734
Less Proposed Reserve	<u>500,000</u>
Balance to Allocate	\$5,771,734

This balance was then distributed to the counties and to reserves as follows:

Multnomah County @ 24.4%	\$1,056,227
Clackamas County @ 31.4%	1,359,243
Washington County @ 44.2%	1,913,330
Unallocated Reserve	<u>1,442,934</u>
	TOTAL \$5,771,734

Attachment A reflects these allocations for each of the jurisdictions and includes housekeeping functions as well as new projects under the FAU program. New projects for the region which have been allocated new funding are:

. 207th - I-84/223rd - P.E./Reserve for future	\$1,056,227
. Sunnybrook Split Diamond P.E.	50,000
. Beaverton/Tualatin Highway @ S.W. Bridgeport	178,000
. Maple Street Reconstruction - T.V. Highway to Pacific Avenue	80,000
. Cornelius Pass Road - Sunset Highway to Cornell Road - Construction	<u>600,000</u>
	\$1,964,227

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

. Boones Ferry Road	\$ 620,000
. Hall - Allen to Greenway	1,200,000
. Other Projects Supplemented	60,330
. Clackamas County Reserve	<u>484,243</u>
	\$2,364,573
	\$4,328,800

The City of Portland received a "fair and equitable" allocation for FY 1989 as a percentage of the Portland Urbanized Area. This new allocation and projections for FY 1990 and FY 1991 are reflected in the City's portion of Attachment A. Seven new projects have been programmed for the City:

. NW 9th Avenue Improvements - Glisan to Front - Construction	\$ 380,000
. Multnomah Boulevard Corridor Improvements - P.E. and Construction	460,000
. East Burnside Street Corridor Improvements - P.E. and Construction	245,000
. Intersection Improvement Program - P.E. and Construction	108,000
. Central Signal System Expansion Program - P.E. and Construction	348,000
. Downtown Mall Rehabilitation Program - Construction	800,000
. Regional Rail Program - P.E.	442,000

Resolution No. 89-1090 allocated the amount set aside for the Regional Unallocated Reserve of \$1,442,934 which represented the "25 percent regional priority" and required projects to compete for use of the funds. JPACT's technical criteria was used to rank the projects. Selected projects were:

. McLoughlin Boulevard - Harrison to Railroad Crossing - fully funded	\$933,000
. Cornelius Pass Road - Sunset to Cornell - partially funded	509,934

The Cornelius Pass Road project needs \$600,000 for full implementation, but will receive only the above amount in FAU funds, leaving \$90,006 to be covered from other county resources.

Some \$1.7 million of the City of Portland FAU funds were earlier earmarked for the Convention Center Transit/Highway Improvements project. As related parts of this, funds were transferred and assigned to three sub-element projects:

- . Pacific Highway East/Multnomah Street - Glisan Street
- . Holladay Avenue - Union Avenue to N.E. 9th Avenue
- . Lloyd Boulevard - Grand Avenue to N.E. 11th Avenue

OTHER PROGRAMS

Six-Year Highway Improvement Program

ODOT's 1989-1994 Six-Year Highway Improvement Program contains projects identified by a variety of means. The program is updated every two years and incorporates input from citizens, local governments and Highway Division staff, as well as projects carried over from the last Six-Year Program. It is currently undergoing review for the purpose of identifying changing priorities in light of a changing revenue picture. This updated version is expected to be completed later this year.

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 will incorporate 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 will concern itself with three basic categories of project proposals:

- Category 1 -- previously prioritized projects already included in the current (1989-1994) 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.

Immediate Opportunity Fund

The purpose of the "Immediate Opportunity Fund" is to support specific economic developments in Oregon through the construction and improvement of roads. Funding for immediate economic opportunities has been created from the revenues provided by the 1987 Legislature.

The Immediate Opportunity Fund will be financed at a level of \$5 million per year to a maximum of \$40 million through FY 1996. The Fund is restricted for use in situations that require a quick response and commitment of funds.

As a guideline, it is anticipated that the maximum amount available for a single project is \$500,000 or 10 percent of the annual program level.

This fund may be used only when other sources of financial support are unavailable or insufficient. The Immediate Opportunity Fund is not to be used as a replacement or substitute for other funding sources.

The Immediate Opportunity Fund is designed to meet the following objectives:

- A. Provide needed road improvements to influence the location or retention of a firm or development in Oregon.
- B. Provide procedures and funds for the Oregon Transportation Commission to quickly respond to economic development opportunities.
- C. Provide criteria and procedures for the Oregon Economic Development Department (OEDD), other agencies, local governments and the private sector to work with ODOT to provide road improvement needs to assure specific job development opportunities for Oregon.

A key factor in determining eligibility for funds is whether an immediate commitment of funds is required to influence the location of a firm or development in Oregon. Funding is reserved for cases where there is an actual transportation problem to be solved, and where a location decision hinges on an immediate commitment of road construction resources. The fund is restricted to job retention and committed job-creation opportunities, and is not for speculative investments.

A second requirement is that the jobs to be created by the development must be "primary" jobs such as manufacturing, distribution or service jobs that create new wealth for the Oregon economy. Normally, retail jobs do not meet this definition.

OEDD is the head agency for reviewing proposals for economic development eligibility. ODOT will assess the proposed transportation eligibility.

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

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

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 separate resolution.

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 as programmed.

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.

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. 89-1132.

WP:mk
89-1132.RES
08-23-89

BEFORE THE COUNCIL OF THE
THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 89-1132
FY 1990 TO POST 1993 TRANSPORTATION) Introduced by
IMPROVEMENT PROGRAM AND THE FY 1990) Mike Ragsdale, Chair,
ANNUAL ELEMENT) JPACT

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; and

WHEREAS, Some 1989 Annual Element projects may not be obligated by the end of FY 1989 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 1990 Transportation Improvement Program for the urban area as contained in the attachment to this Resolu-

tion marked Exhibit A.

2. That projects that are not obligated by September 30, 1989, be automatically reprogrammed for FY 1990 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 demonstrated in the adopted Transit Development Plan, to complete the projects 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 Inter-

governmental Project Review approval.

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

Mike Ragsdale, Presiding Officer

BP:mk
89-1132.RES
09-07-89

ATTACHMENT A
Federal Transportation Funding

<u>Funding Source</u>	<u>Amount Federal/State/Local Match</u>	<u>Eligibility</u>	<u>Approval Requirements</u>
Interstate (FHWA)	\$18 m. per year statewide 92/8	For completion of previously approved segments of the Interstate system. Includes \$17.75 m. for I-205 busway.	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)	\$29 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 (\$18 m.) is for rehabilitation; 40 percent (\$11 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)	\$501 m. in 15 years; \$33 m. left to appropriate from Congress; \$5.1 m. Regional Reserve left to allocate; \$3.0 m. McLoughlin Reserve left to allocate. 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)	\$11.6 m. per year to Tri-Met 50/50 80/20	Up to \$4.1 m. per year for operations assistance at 50/50. Balance (\$7.5 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)	80/20	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 1982-1988. 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 90

INVOLVEMENT OF THE PRIVATE SECTOR

Projects included in the FY 90 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 has expanded membership to include more private transportation providers. The involvement of these private operators in the Oregon Transit Association and their participation in the 1988 annual conference significantly increased the coordination between public transit and the private sector. Continued involvement and communication is scheduled to take place at the 1989 annual conference in September.

PROPOSALS FROM THE PRIVATE SECTOR

Tri-Met has received two unsolicited proposals from the private sector during the last year. Both the proposal for privately operated service along the I-205 corridor and the proposal for testing videotex and audiotex applications for transportation are being considered for funding under the UMTA Entrepreneurial Services Program.

Tri-Met offered no RFP's for the provision of transportation service during the last year but, in the second Quarter of FY '89, 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 3.5 million dollars per year.

IMPEDIMENTS TO COMPETITION

A major impediment to holding more service out for competition continues to be the labor union's opinion that only elderly and disabled services can be contracted out under the existing labor contract. However, on January 1, 1989, two areas that had previously received Tri-Met service were withdrawn from the District and the service was replaced by private for-profit operators.

Although Tri-Met was not able to gain approval for increased contracted transportation during the labor negotiations which took place recently, there was an agreement to contract out the transit police at a value of over one-half million dollars and management can also contract out maintenance to bus shelters.

STATUS OF PRIVATE SECTOR COMPLAINTS

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

PLANNING PROJECTS

Tri-Met is continuing to work on comparing costs of alternative suburban services (contracted service, local transportation districts, shared-ride taxicab service and private vehicles) with the fully allocated costs for Tri-Met service. This evaluation was aided by the removal of Tri-Met service in Wilsonville and Molalla and their replacement by private operators.

' 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.

Exhibit A

Staff Report 101

TRANSPORTATION IMPROVEMENT PROGRAM

Proposed Program for Fiscal Years 1990 to Post 1993

Effective October 1, 1989

D R A F T

September 14, 1989

Metropolitan Service District

Interstate Transfer Program

Metropolitan Service District
 Transportation Improvement Program
 Federal-Aid Interstate Transfer Projects
 Obligations Through 30-June-89

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Regional (Continued)								
19 TRI-MET RIDESHARE PROGRAM***					295**80-313**	02151*VAR0**	0*****	0****
Operating	1,727,649	56,191	0	0	0	0	24,171	1,808,011
Reserve	0	0	0	0	0	0	-52,505	-52,505
Total	1,727,649	56,191	0	0	0	0	-28,334	1,755,506
20 PORTLAND/VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE(T)***					310**80-032**	0*****	TRA0****	726*****
Pre Eng	72,311	0	0	0	0	0	0	72,311
Total	72,311	0	0	0	0	0	0	72,311
21 CONVENTION CENTER AREA TRANSIT/HIGHWAY IMPROVEMENTS(T)***					383**0-*****	00000*TRA0****	726*****	0****
Pre Eng	100,000	0	0	0	0	0	0	100,000
Total	100,000	0	0	0	0	0	0	100,000
22 METRO TECHNICAL ASSISTANCE***					440**80-404**	0*****	VAR0****	0*****
Operating	75,000	0	0	0	0	0	0	75,000
Total	75,000	0	0	0	0	0	0	75,000
23 BUS PURCHASE-STANDARDS(T)***					452**0-*****	00000*TRA0****	0*****	0****
Non-Hwy Cp	0	0	0	1,259,194	0	0	0	1,259,194
Total	0	0	0	1,259,194	0	0	0	1,259,194
24 M'CLOUGHLIN CORRIDOR TRANSIT ANALYSIS(T)***					588**0-*****	0*****	TRA26***	1E*****
Pre Eng	130,855	0	0	0	0	0	0	130,855
Total	130,855	0	0	0	0	0	0	130,855
25 NW NICOLAI ST-NW 29TH TO NW 24TH***					731**79-038**	00129*FAU9296*	726*****	0****
Rt-of-Way	43,775	0	0	0	0	0	0	43,775
Constr	2,173,166	0	0	0	0	0	0	2,173,166
Reserve	0	0	0	0	0	0	121,171	121,171
Total	2,216,941	0	0	0	0	0	121,171	2,338,112
26 NW YEON AVE-NW ST HELENS RD TO NW NICOLAI***					733**79-038**	00364*PAP1****	2W*****	0****
Rt-of-Way	2,129,828	0	0	0	0	0	-1,853	2,127,975
Constr	10,124,731	0	0	0	0	0	-16,553	10,108,178
Reserve	0	0	0	0	0	0	176,825	176,825
Total	12,254,559	0	0	0	0	0	158,419	12,412,978
27 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	1,684,474	0	0	0	0	0	0	1,684,474
Reserve	0	0	0	0	0	0	110,062	110,062
Total	1,874,024	0	0	0	0	0	110,062	1,984,086

Metropolitan Service District
 Transportation Improvement Program
 Federal-Aid Interstate Transfer Projects
 Obligations Through 30-June-89

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Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Regional (Continued)							
28 VAUGHN ST/WARDWAY-NW 31ST AVE TO NW 24TH AVE***735**79-038**00387*FAU9296*726*****3****							
Rt-of-Way	0	0	0	0	0	8,500	8,500
Constr	1,001,675	0	0	0	0	0	1,001,675
Reserve	0	0	0	0	0	338,325	338,325
Total	1,001,675	0	0	0	0	346,825	1,348,500
29 FRONT-YEON CONNECTION***738**79-038**00586*FAU9300*726*****0****							
Rt-of-Way	1,354,474	0	0	0	0	399,075	1,753,549
Constr	4,614,922	0	0	0	0	0	4,614,922
Reserve	0	0	0	0	0	335,079	335,079
Total	5,969,396	0	0	0	0	734,154	6,703,550
30 REGIONAL RESERVE***755**0-*****00000*VAR0****0*****0****							
Reserve	0	0	0	0	0	5,053,664	5,053,664
Total	0	0	0	0	0	5,053,664	5,053,664
31 PHASE I ALTERNATIVES ANALYSIS(T)***765**80-404**0****TRA0****0*****0****							
Pre Eng	250,000	0	0	0	0	0	250,000
Total	250,000	0	0	0	0	0	250,000
32 BANFIELD TRAFFIC MONITORING PROGRAM***771**10183**01806*FAP68**2*****0****							
Constr	183,459	0	0	0	0	0	183,459
Reserve	0	0	0	0	0	9,831	9,831
Total	183,459	0	0	0	0	9,831	193,290
33 SUNSET LIGHT RAIL PROGRAM(T)***773**10033**0****TRA27**47*****0****							
Pre Eng	500,004	0	0	0	0	0	500,004
Total	500,004	0	0	0	0	0	500,004
34 NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM***802**84-016**02358*VAR0****726*****0****							
Pre Eng	142,035	0	0	0	0	0	142,035
Reserve	0	0	0	0	0	70,465	70,465
Total	142,035	0	0	0	0	70,465	212,500
35 SUNSET HIGHWAY RAMP METERING***827**10231**02235*FAP27**47*****67****							
Pre Eng	40,000	0	0	0	0	0	40,000
Constr	0	0	280,000	0	0	0	280,000
Reserve	0	0	0	0	0	450,000	450,000
Total	40,000	0	280,000	0	0	450,000	770,000
Total Regional							
233,537,630	3,251,191	12,180,000	11,136,694	357,000	2,720,000	-2,004,751	261,177,764
Obligational Authority							
	236,788,821	248,968,821					

Metropolitan Service District
 Transportation Improvement Program
 Federal-Aid Interstate Transfer Projects
 Obligations Through 30-June-89

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

City of Portland (Continued)								
45 FAU REPLACEMENT CONTINGENCY-CITY OF PORTLAND***								
Reserve	0	0	0	0	0	0	1,109,062	1,109,062
Total	0	0	0	0	0	0	1,109,062	1,109,062
46 ST HELENS ROAD RECONSTRUCTION-WEST CITY LIMITS TO NW KITTRIDGE***								
Pre Eng	197,665	0	0	0	0	0	0	197,665
Constr	0	0	52,335	0	0	0	0	52,335
Total	197,665	0	52,335	0	0	0	0	250,000
47 W BURNSIDE ROAD/TICHER DRIVE INTERSECTION IMPROVEMENT***								
Pre Eng	27,972	0	0	0	0	0	0	27,972
Rt-of-Way	69,820	0	0	0	0	0	0	69,820
Constr	490,767	0	0	0	0	0	0	490,767
Total	588,559	0	0	0	0	0	0	588,559
48 NORTHWEST PORTLAND TRANSPORTATION STUDY***								
Pre Eng	28,804	0	0	0	0	0	0	28,804
Reserve	0	0	0	0	0	0	0	0
Total	28,804	0	0	0	0	0	0	28,804
49 NW FRONT AVENUE RECONSTRUCTION-NW GLISAN TO NW 26TH AVE***								
Pre Eng	243,537	0	0	0	0	0	0	243,537
Rt-of-Way	120,700	0	0	0	0	0	0	120,700
Constr	4,200,481	0	0	0	0	0	0	4,200,481
Total	4,564,718	0	0	0	0	0	0	4,564,718
50 MARINE DRIVE WIDENING TO FOUR LANES-I5 TO RIVERGATE***								
Pre Eng	233,750	1,191,615	0	0	0	0	0	1,425,365
Rt-of-Way	0	6,098,750	0	0	0	0	0	6,098,750
Constr	0	0	0	11,264,492	0	0	0	11,264,492
Reserve	0	0	0	0	0	0	-6,854,857	-6,854,857
Total	233,750	7,290,365	0	11,264,492	0	0	-6,854,857	11,933,750
51 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES-NE 60TH AVE TO I205***								
Pre Eng	298,577	0	0	0	0	0	-68,992	229,585
Rt-of-Way	340,000	0	0	0	0	0	0	340,000
Constr	2,651,998	0	0	0	0	0	-152,258	2,499,740
Reserve	0	0	0	0	0	0	11,245	11,245
Total	3,290,575	0	0	0	0	0	-210,005	3,080,570
52 SW TERWILLIGER BLVD-BARBUR BLVD TO TAYLORS FERRY RD***								
Pre Eng	473,619	0	0	0	0	0	0	473,619
Rt-of-Way	25,585	0	0	0	0	0	0	25,585
Constr	1,069,818	244,923	0	0	0	0	0	1,314,741
Total	1,569,022	244,923	0	0	0	0	0	1,813,945

Metropolitan Service District
 Transportation Improvement Program
 Federal-Aid Interstate Transfer Projects
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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

City of Portland (Continued)								
53 SW BERTHA BLVD-SW VERMONT TO BARBUR BLVD***515**84-078***02535*PA09420*726*****0****								
Pre Eng	138,915	0	0	0	0	0	0	138,915
Rt-of-Way	16,150	0	0	0	0	0	0	16,150
Constr	1,204,156	85,758	0	0	0	0	0	1,289,914
Total	1,359,221	85,758	0	0	0	0	0	1,444,979
54 82ND AVENUE-SISKIYOU TO BROADWAY***551**79-049***00732*PA09713*68*****0****								
Pre Eng	36,788	0	0	0	0	0	0	36,788
Constr	201,357	0	0	0	0	0	0	201,357
Total	238,145	0	0	0	0	0	0	238,145
55 NW 23RD AVE/BURNSIDE***626**10093***00733*PA09326*726*****0****								
Pre Eng	95,624	104,041	0	0	0	0	0	199,665
Rt-of-Way	0	0	127,500	0	0	0	0	127,500
Constr	0	0	0	312,000	0	0	0	312,000
Total	95,624	104,041	127,500	312,000	0	0	0	639,165
56 NW 21ST/22ND-THURMAN TO FRONT***630**10126***00743*PA09317*726*****0****								
Pre Eng	112,710	0	0	0	0	0	0	112,710
Rt-of-Way	0	0	0	19,975	0	0	0	19,975
Constr	0	0	0	880,868	0	0	0	880,868
Total	112,710	0	0	900,843	0	0	0	1,013,553
57 NW INTERSECTION IMPROVEMENTS-22 LOCATIONS***631**10017***00545*VAR0****726*****0****								
Pre Eng	33,000	0	24,132	0	0	0	0	57,132
Rt-of-Way	0	0	8,500	0	0	0	0	8,500
Constr	0	0	0	280,508	0	0	0	280,508
Total	33,000	0	32,632	280,508	0	0	0	346,140
58 NW CIRCULATION IMPROVEMENTS-10 INTERSECTIONS***632**84-015***02462*VAR0****726*****0****								
Pre Eng	13,600	0	0	0	0	0	0	13,600
Total	13,600	0	0	0	0	0	0	13,600
59 SIGNAL REPLACEMENT-34 LOCATIONS***643**10107***00659*VAR0****0*****0****CLOSED								
Pre Eng	41,578	0	0	0	0	0	0	41,578
Constr	988,123	0	0	0	0	0	0	988,123
Total	1,029,701	0	0	0	0	0	0	1,029,701
60 CITYWIDE SIGNAL SYSTEM ANALYSIS***660**80-042***00620*VAR0****726*****0****								
Pre Eng	1,033,073	0	0	0	0	0	0	1,033,073
Constr	2,698,297	183,003	0	0	0	0	0	2,881,300
Total	3,731,370	183,003	0	0	0	0	0	3,914,373

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City of Portland (Continued)							
61 CBD TRAFFIC SIGNAL REPLACEMENTS UNIT B-BANFIELD LRT CORRIDOR***662**84-091**0*****VAR0***2*****0****							
Pre Eng	110,272	0	0	0	0	0	110,272
Constr	1,077,630	0	0	0	0	4,198	1,081,828
Total	1,187,902	0	0	0	0	4,198	1,192,100
62 COLUMBIA BLVD-DELAWARE TO CHAUTAUQUA RRRINGS-RRP***712**10131**00768*PAU9956*726*****0****							
Pre Eng	118,150	0	0	0	0	0	118,150
Total	118,150	0	0	0	0	0	118,150
63 NORTHWEST RIDESHARE***723**10090**0*****VAR0***726*****0****							
Operating	32,519	0	0	0	0	52,481	85,000
Total	32,519	0	0	0	0	52,481	85,000
64 BANFIELD FIRE LINE***724**80-900**0*****PAP68***2*****0****							
Pre Eng	15,842	0	0	0	0	0	15,842
Total	15,842	0	0	0	0	0	15,842
65 SW VERMONT STREET-30TH AVENUE TO OLESON ROAD***726**10133**02013*PAU9398*726*****0****							
Pre Eng	208,930	0	0	0	0	0	208,930
Total	208,930	0	0	0	0	0	208,930
66 MARQUAM RAMP STREET IMPROVEMENTS-SE WATER/YAMHILL/TAYLOR/CLAY***727**10132**01412*PAU9366*726*****0****							
Pre Eng	102,834	0	0	0	0	-2,300	100,534
Constr	1,033,192	0	0	0	0	0	1,033,192
Total	1,136,026	0	0	0	0	-2,300	1,133,726
67 82ND AVENUE-DIVISION TO CRYSTAL SPRINGS-UNITS 1 & 2***730**79-049**00700*PAU9713*68*****4****							
Pre Eng	632,967	0	0	0	0	0	632,967
Rt-of-Way	2,125,000	0	0	-1,062,500	0	0	1,062,500
Constr	1,200,510	0	0	0	0	0	1,200,510
Total	3,958,477	0	0	-1,062,500	0	0	2,895,977
68 PAP REPLACEMENT RESERVE(MT HOOD)-REALLOCATED TO CITY OF PORTLAND***748**0-*****00000*VAR0***0*****0****							
Reserve	0	0	0	0	0	793,470	793,470
Total	0	0	0	0	0	793,470	793,470
69 NW FRONT AVE-GLISAN TO COUCH(EVERETT-FRONT CONNECTOR)***751**10140**01250*PAU9300*726*****0****							
Pre Eng	219,503	0	0	0	0	0	219,503
Constr	2,339,621	0	0	0	0	0	2,339,621
Reserve	0	0	0	0	0	0	0
Total	2,559,124	0	0	0	0	0	2,559,124
70 N VANCOUVER WAY-UNION AVENUE TO MARINE DRIVE***762**10149**01555*PAU9960*726*****0****							
Pre Eng	270,300	0	0	0	0	0	270,300
Rt-of-Way	21,250	0	0	0	0	0	21,250
Constr	2,498,057	0	0	0	0	0	2,498,057
Total	2,789,607	0	0	0	0	0	2,789,607

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City of Portland (Continued)								
71 UNALLOCATED RESERVE-CITY OF PORTLAND***								
Reserve	0	0	0	0	0	0	848,844	848,844
Total	0	0	0	0	0	0	848,844	848,844
72 BANFIELD FREEWAY-CITY BRIDGE REPAIR WORK***								
Constr	149,405	0	0	0	0	0	0	149,405
Total	149,405	0	0	0	0	0	0	149,405
73 SIGNAL MODIFICATIONS(3)-NORTH PORTLAND***								
Pre Eng	53,850	0	0	0	0	0	0	53,850
Total	53,850	0	0	0	0	0	0	53,850
74 NEW CBD TRAFFIC SIGNALS(5)***								
Pre Eng	16,543	0	0	0	0	0	0	16,543
Constr	274,050	0	0	0	0	0	0	274,050
Total	290,593	0	0	0	0	0	0	290,593
75 SIGNAL REPLACEMENTS(22)***								
Pre Eng	32,689	0	0	0	0	0	0	32,689
Constr	682,473	0	0	0	0	0	82,552	765,025
Total	715,162	0	0	0	0	0	82,552	797,714
76 NE HOLLADAY LRT TRAFFIC SIGNALS***								
Constr	422,546	0	0	0	0	0	274,354	696,900
Total	422,546	0	0	0	0	0	274,354	696,900
77 NE LOMBARD/COLUMBIA BLVD VIA NE 60TH AVENUE***								
Pre Eng	212,925	0	0	0	0	0	0	212,925
Total	212,925	0	0	0	0	0	0	212,925
78 NE GERTZ/13TH-VANCOUVER WAY TO MERRITT/FAZIO***								
Pre Eng	169,856	0	0	0	0	0	0	169,856
Constr	1,143,101	0	0	0	0	0	0	1,143,101
Total	1,312,957	0	0	0	0	0	0	1,312,957
79 AIRPORT WAY-I205 TO 138TH AVE-UNIT I***								
Pre Eng	1,131,129	0	356,371	0	0	0	0	1,487,500
Constr	0	4,240,304	0	0	0	0	0	4,240,304
Total	1,131,129	4,240,304	356,371	0	0	0	0	5,727,804
80 AIRPORT WAY-NE 138TH TO NE 158TH-UNIT II***								
Pre Eng	0	0	0	0	0	0	0	0
Constr	0	0	567,930	2,356,803	0	0	0	2,924,733
Total	0	0	567,930	2,356,803	0	0	0	2,924,733

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City of Portland (Continued)								
81 AIRPORT WAY-NE 158TH TO 181ST/SANDY-UNIT III***861**84-022c**03384*FAU9964*726*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Rt-of-Way	0	127,500	0	0	0	0	0	127,500
Constr	0	0	8,724,278	5,499,973	0	0	0	14,224,251
Reserve	0	0	0	0	0	0	-9,869,674	-9,869,674
Total	0	127,500	8,724,278	5,499,973	0	0	-9,869,674	4,482,077
 Total City of Portland								
74,895,489	12,275,894	9,861,046	20,743,129	-1,062,500	0	-13,771,875	102,941,183	
 Obligational Authority								
	87,171,383	97,032,429						

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Multnomah County								
82	Finald Vouchered Projects***0*000000*0000*****							CLOSED
Pre Eng	184,980	0	0	0	0	0	0	184,980
Rt-of-Way	87,463	0	0	0	0	0	0	87,463
Constr	5,751,147	0	0	0	0	0	0	5,751,147
Reserve	0	0	0	0	0	0	0	0
Total	6,023,590	0	0	0	0	0	0	6,023,590
83	242ND AVE TSM IMPROVEMENTS-GLISAN TO DIVISION***138**85-053**03687*FAU9877*726*****0****							
Pre Eng	109,199	58,033	0	0	0	0	0	167,232
Constr	554,361	0	0	0	0	0	0	554,361
Total	663,560	58,033	0	0	0	0	0	721,593
84	257TH AVE IMPROVEMENT & EXTENSION-COLUMBIA HWY TO STARK ST***139**80-048**00546*FAU9883*703*****0****							
Pre Eng	193,822	0	0	0	0	0	0	193,822
Rt-of-Way	945,036	0	0	0	0	0	0	945,036
Constr	2,325,237	0	0	0	0	0	0	2,325,237
Reserve	0	0	0	0	0	0	0	0
Total	3,464,095	0	0	0	0	0	0	3,464,095
85	221ST/223RD-POWELL BLVD TO FARISS RD-UNITS 1 & 2***205**77-078**01688*FAU9867*726*****0****							
Pre Eng	278,871	0	0	0	0	0	0	278,871
Rt-of-Way	1,184,307	0	0	0	0	0	0	1,184,307
Constr	1,878,582	0	0	0	0	0	0	1,878,582
Reserve	0	0	0	0	0	0	0	0
Total	3,341,760	0	0	0	0	0	0	3,341,760
86	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	342,635	0	0	0	0	0	0	342,635
Constr	2,269,449	0	0	0	0	0	47,097	2,316,546
Reserve	0	0	0	0	0	0	0	0
Total	2,886,871	0	0	0	0	0	47,097	2,933,968
87	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
Reserve	0	0	0	0	0	0	0	0
Total	561,084	0	0	0	0	0	- 725	560,359
88	MT HOOD AT BIRSDALE(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	568,650	0	0	0	0	0	0	568,650
Constr	1,508,254	0	0	0	0	0	0	1,508,254
Reserve	0	0	0	0	0	0	3,400	3,400
Total	2,435,574	0	0	0	0	0	3,400	2,438,974

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Multnomah County (Continued)								
89 BURNSIDE ST-STARK TO 223RD AVE(BANFIELD FUNDED: STARK TO 199TH)***294**76-034***00132*FAU9822*726*****0****								
Rt-of-Way	225,250	0	0	0	0	0	0	225,250
Constr	1,817,119	0	0	0	0	0	0	1,817,119
Reserve	0	0	0	0	0	0	0	0
Total	2,042,369	0	0	0	0	0	0	2,042,369
90 US30B-NE PORTLAND HWY AT NE 158TH-SIGNAL/CHANNELIZE-FAP***404**78-049C**02091*FAU9966*123*****0****								
Constr	66,631	0	0	0	0	0	0	66,631
Reserve	0	0	0	0	0	0	0	0
Total	66,631	0	0	0	0	0	0	66,631
91 SCHOLLS/SKYLINE IMPROVEMENTS-CANYON CT TO RAAB RD(I)***831**84-014***02586*FAU9235*726*****0****								
Pre Eng	54,272	0	0	0	0	0	0	54,272
Reserve	0	0	0	0	0	0	1,745,728	1,745,728
Total	54,272	0	0	0	0	0	1,745,728	1,800,000
92 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	1,367,724	0	0	0	0	0	0	1,367,724
Reserve	0	0	0	0	0	0	0	0
Total	1,384,318	0	0	0	0	0	25,906	1,410,224
93 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	0	0	1,494,444	0	0	0	0	1,494,444
Total	396,355	0	1,494,444	0	0	0	0	1,890,799
94 I84-223RD CONNECTOR(207TH)***864**84-023b**03327*FAU9867*726*****0****								
Pre Eng	0	0	100,000	0	0	0	0	100,000
Reserve	0	0	0	480,170	0	0	0	480,170
Total	0	0	100,000	480,170	0	0	0	580,170
Total Multnomah County	23,320,479	58,033	1,594,444	480,170	0	0	1,821,406	27,274,532
Obligational Authority		23,378,512	24,972,956					

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Clackamas County (Continued)								
*112 RAILROAD AVENUE/HARMONY ROAD PHASE IV-SUNNYBROOK EXTENSION*****769**86-083***04180*PAU9736*703*****0****								
Pre Eng	24,990	23,000	50,165	0	0	0	0	98,155
Rt-of-Way	0	0	0	0	157,060	0	0	157,060
Total	24,990	23,000	50,165	0	157,060	0	0	255,215
*113 SUNNYSIDE ROAD-STEVENS TO 122ND-UNIT II*****838**77-147***00385*PAU9718*703*****0****								
Pre Eng	124,611	0	0	0	0	0	0	124,611
Rt-of-Way	406,045	0	0	0	0	0	-86	405,959
Constr	1,232,445	0	0	0	0	0	0	1,232,445
Reserve	0	0	0	0	0	0	0	0
Total	1,763,101	0	0	0	0	0	-86	1,763,015
*114 HUBBARD ROAD EXTENSION TO CLACKAMAS HIGHWAY*****839**10236***02140*PAU9739*703*****0****								
Pre Eng	48,835	0	0	0	0	0	0	48,835
Constr	315,486	0	0	0	0	0	51,980	367,466
Total	364,321	0	0	0	0	0	51,980	416,301
*115 HIGHWAY 43 @ MCKILLICAN/HOOD AVENUE WIDENING*****853**10252***00976*PAU9565*3*****11****								
Pre Eng	70,762	0	0	0	0	0	0	70,762
Rt-of-Way	17,000	0	8,180	0	0	0	0	25,180
Constr	225,547	0	7,075	0	0	0	0	232,622
Reserve	0	0	0	0	0	0	0	0
Total	313,309	0	15,255	0	0	0	0	328,564
*116 BEAVERCREEK RD EXT(REDD 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
*117 KING-HARRISON/42ND AVENUE*****902*****PAU9714*703*****0****								
Constr	0	178,500	0	0	0	0	0	178,500
Total	0	178,500	0	0	0	0	0	178,500
Total Clackamas County	46,021,423	313,116	1,173,714	2,788,187	157,060	0	-97,778	50,355,722
Obligational Authority		46,334,539	47,508,253					

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Washington County								
*118 Finaled Vouchered Projects*****	0*000000*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	12,852,838	0	0	0	0	0	0	12,852,838
Reserve	0	0	0	0	0	0	93,587	93,587
Total	13,394,632	0	0	0	0	0	93,587	13,488,219
*119 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217*****	93**80-085***00306*PAU9088*0*****							0****
Pre Eng	94,911	0	0	0	0	0	0	94,911
Rt-of-Way	1,517,345	0	0	0	0	0	-7,745	1,509,600
Constr	1,678,030	0	0	0	0	0	848	1,678,878
Total	3,290,286	0	0	0	0	0	-6,897	3,283,389
*120 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I*****	95**77-070***00469*PAU9326*734*****							0****
Pre Eng	62,186	0	0	0	0	0	0	62,186
Rt-of-Way	252,770	0	0	0	0	0	2,230	255,000
Constr	843,437	0	0	0	0	0	83,094	926,531
Reserve	0	0	0	0	0	0	17,668	17,668
Total	1,158,393	0	0	0	0	0	102,992	1,261,385
*121 SW JENKINS/158TH-MURRAY BLVD TO SUNSET HIGHWAY*****	97**77-046***00850*PAU9030*0*****							0****
Constr	1,764,919	0	0	0	0	0	5,825	1,770,744
Reserve	0	0	0	0	0	0	1,654	1,654
Total	1,764,919	0	0	0	0	0	7,479	1,772,398
*122 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE*****	121**79-076***00376*PAP79***144*****							69****
Pre Eng	506,912	0	0	0	0	0	0	506,912
Rt-of-Way	1,935,975	0	0	0	0	0	0	1,935,975
Constr	7,040,064	0	0	0	0	0	0	7,040,064
Reserve	0	0	0	0	0	0	1,066,433	1,066,433
Total	9,482,951	0	0	0	0	0	1,066,433	10,549,384
*123 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY*****	132**80-038***00139*PAU9022*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
*124 OR8-TUALATIN VALLEY HIGHWAY AT 185TH STREET*****	207**76-027***00350*PAP32***29*****							7****
Pre Eng	183,477	0	0	0	0	0	0	183,477
Rt-of-Way	995,626	0	0	0	0	0	162,074	1,157,700
Constr	970,866	0	0	0	0	0	0	970,866
Reserve	0	0	0	0	0	0	-101,095	-101,095
Total	2,149,969	0	0	0	0	0	60,979	2,210,948

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Washington County (Continued)							
*125 HWY 217/72ND AVE INTCHG-PE & CONSTRUCTION-#2*****208**80-079***01678*PAP79***144*****7****							
Pre Eng	221,188	0	0	0	0	0	221,188
Rt-of-Way	233,750	0	0	0	0	0	233,750
Constr	1,043,344	0	0	0	0	0	1,043,344
Total	1,498,282	0	0	0	0	0	1,498,282
*126 FARMINGTON RD CORRIDOR(OR208) TSM-MURRAY BLVD INTERSECTION*****235**78-057***02478*FAU9064*142*****0****							
Constr	204,105	0	0	0	0	0	204,105
Reserve	0	0	0	0	0	1,089	1,089
Total	204,105	0	0	0	0	1,089	205,194
*127 FARMINGTON RD CORRIDOR(OR208) TSM-185TH AVE TO LOMBARD AVE*****236**78-057***01570*FAU9064*142*****8****							
Pre Eng	80,917	0	0	0	0	0	80,917
Constr	151,337	0	0	0	0	0	151,337
Reserve	0	0	0	0	0	22,273	22,273
Total	232,254	0	0	0	0	22,273	254,527
*128 OR99W-PACIFIC HIGHWAY WEST AT CANTERBURY LANE*****469**85-006***02933*PAP9***1W*****10****							
Constr	0	31,126	0	0	0	0	31,126
Total	0	31,126	0	0	0	0	31,126
*129 CORNELL ROAD PHASE II-ECL TO CORNELIUS PASS ROAD*****585**10060***00738*FAU9022*734*****0****							
Pre Eng	404,643	0	0	0	0	3,857	408,500
Constr	2,409,353	0	0	0	0	647	2,410,000
Total	2,813,996	0	0	0	0	4,504	2,818,500
*130 MURRAY BLVD-JENKINS ROAD TO SUNSET HIGHWAY*****586**10059***00549*FAU9067*734*****0****							
Pre Eng	643,417	0	0	0	0	9,416	652,833
Rt-of-Way	1,865,000	0	0	0	0	0	1,865,000
Constr	4,763,033	0	0	0	0	-81,562	4,681,471
Reserve	0	0	0	0	0	45,221	45,221
Total	7,271,450	0	0	0	0	-26,925	7,244,525
*131 GREENBURG ROAD AT TIEDMAN AVENUE-SIGNAL*****725**86-037***04115*FAU9207*734*****1****							
Pre Eng	11,349	0	0	0	0	3,271	14,620
Constr	25,380	0	0	0	0	0	25,380
Total	36,729	0	0	0	0	3,271	40,000
*132 HALL BOULEVARD AT BURNHAM STREET-SIGNAL*****728**85-033***03913*FAU9091*141*****6****							
Constr	0	0	31,713	0	0	0	31,713
Total	0	0	31,713	0	0	0	31,713
*133 NW 185TH-ROCK CREEK BLVD TO TV HIGHWAY*****752**10128***01304*FAU9043*734*****0****							
Pre Eng	818,445	0	0	0	0	0	818,445
Rt-of-Way	2,953,750	0	0	0	0	0	2,953,750
Constr	4,736,218	0	0	0	0	0	4,736,218
Total	8,508,413	0	0	0	0	0	8,508,413

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Washington County (Continued)								
*134 OR8-TUALATIN VALLEY HIGHWAY-SE 21ST AVE TO SE OAK ST*****								
Rt-of-Way	1,510,990	0	0	0	0	0	0	1,510,990
Total	1,510,990	0	0	0	0	0	0	1,510,990
*135 SCHOLLS FERRY ROAD/HALL BOULEVARD INTERSECTION*****								
Pre Eng	85,340	0	0	0	0	0	0	85,340
Rt-of-Way	314,660	0	0	0	0	0	0	314,660
Constr	592,932	0	0	0	0	0	- 330,932	262,000
Total	992,932	0	0	0	0	0	- 330,932	662,000
*136 HALL BOULEVARD-ALLEN TO GREENWAY*****								
Pre Eng	127,500	122,500	0	0	0	0	0	250,000
Rt-of-Way	633,250	111,750	0	0	0	0	0	745,000
Constr	0	0	205,000	0	0	0	0	205,000
Total	760,750	234,250	205,000	0	0	0	0	1,200,000
*137 WASHINGTON COUNTY RESERVE*****								
Reserve	0	0	0	0	0	0	75,000	75,000
Total	0	0	0	0	0	0	75,000	75,000
Total Washington County	58,077,767	265,376	236,713	0	0	0	1,055,147	59,635,003
Obligational Authority		58,343,143	58,579,856					

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Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized	
<hr style="border-top: 1px dashed black;"/>								
Report Total	435,852,788	16,163,610	25,045,917	35,148,180	- 548,440	2,720,000	-12,997,851	501,384,204
Obligational Authority	452,016,398	477,062,315						

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Urban Mass Transportation Administration-Sect 3

1 Finald Vouchered Projects**0*000000*0000*****CLOSED								
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 BUS PURCHASES**154*****0*****0000**OR**03-0035**								
Non-Hwy Cp	0	0	4,200,000	0	0	10,000,000	0	14,200,000
Total	0	0	4,200,000	0	0	10,000,000	0	14,200,000
3 CONVENTION CENTER AREA TRANSIT/HIGHWAY IMPROVEMENTS(T)**383*****0*****0000**TRA*0-*****								
Constr	0	2,500,000	0	0	0	0	0	2,500,000
Total	0	2,500,000	0	0	0	0	0	2,500,000
4 BANFIELD LRT CAPITAL GRANT-(FFA)**434*****68*****0000**OR**03-0025**								
Non-Hwy Cp	66,815,675	0	0	2,186,257	0	0	0	69,001,932
Reserve	0	0	0	0	0	0	3,603,271	3,603,271
Total	66,815,675	0	0	2,186,257	0	0	3,603,271	72,605,203
5 PROJECT BREAK-EVEN**895*****0*****0000**OR*****								
Other	0	5,500,000	9,400,000	0	0	0	0	14,900,000
Total	0	5,500,000	9,400,000	0	0	0	0	14,900,000
Total Urban Mass Transportation Administration-Sect 3								
	97,579,934	8,000,000	13,600,000	2,186,257	0	10,000,000	3,603,271	134,969,462

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	Obligated	Anticipated	1990	1991	1992	1993	Post 1993	Authorized
Urban Mass Transportation Administration-Trade								
6 DEVELOPMENT OF TIGARD TRANSIT CENTER**131*****0*****0000**OR**03-0027***								
Pre Eng	117,442	0	0	0	0	0	0	117,442
Rt-of-Way	424,111	0	0	0	0	0	0	424,111
Constr	524,206	0	0	0	0	0	0	524,206
Total	1,065,759	0	0	0	0	0	0	1,065,759
7 MILWAUKIE TRANSIT STATION DEVELOPMENT**144*****0*****0000**OR**03-0027***								
Pre Eng	483	0	0	0	0	0	0	483
Constr	12,042	0	0	0	0	0	0	12,042
Total	12,525	0	0	0	0	0	0	12,525
8 OREGON CITY TRANSIT STATION**151*****0*****0000**OR**03-0027***								
Pre Eng	60,740	0	0	0	0	0	0	60,740
Rt-of-Way	228,000	0	0	0	0	0	0	228,000
Constr	551,400	0	0	0	0	0	0	551,400
Total	840,140	0	0	0	0	0	0	840,140
9 BUS PURCHASES**154*****0*****0000**OR**03-0035***								
Non-Hwy Cp	4,608,408	0	9,977,472	0	0	0	0	14,585,880
Supt Serv	0	0	22,528	0	0	0	0	22,528
Total	4,608,408	0	10,000,000	0	0	0	0	14,608,408
10 PARK AND RIDE LOT ENGINEERING(3)-MILW/OC/TIG***453*****0*****0000**OR**03-0035***								
Pre Eng	295,494	- 235,494	0	0	0	0	0	60,000
Rt-of-Way	0	160,000	0	0	0	0	0	160,000
Constr	0	320,000	0	0	0	0	0	320,000
Total	295,494	244,506	0	0	0	0	0	540,000
11 TRANSIT TRANSFER PROJECT***576*****0*****0000**OR**03-0027***								
Pre Eng	192,147	75,000	0	0	0	0	0	267,147
Constr	864,021	500,000	0	0	0	0	0	1,364,021
Reserve	0	0	0	0	0	0	0	0
Supt Serv	0	0	0	0	0	0	0	0
Total	1,056,168	575,000	0	0	0	0	0	1,631,168
12 WEST BURNSIDE/MORRISON TSM IMPROVEMENTS***600*****9822*****0000**OR**03-0027***								
Pre Eng	10,200	0	0	0	0	0	0	10,200
Constr	68,040	0	0	0	0	0	0	68,040
Supt Serv	0	0	0	0	0	0	0	0
Total	78,240	0	0	0	0	0	0	78,240
13 ROUTE TERMINUS SITES***685*****0*****0000**OR**9-*****								
Non-Hwy Cp	0	0	0	170,000	80,000	0	0	250,000
Total	0	0	0	170,000	80,000	0	0	250,000

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Urban Mass Transportation Administration-Trade (Continued)								
14 NORTH TERMINAL FACILITY***686*****0*****0000**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	204,000	0	0	0	0	0	520,000
Total	1,040,000	40,000	0	0	0	0	0	1,080,000
15 BEAVERTON PARK-AND-RIDE STATION***701*****0*****0000**OR**03-0035**								
Pre Eng	99,200	-11,200	0	0	0	0	0	88,000
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	- 226,929	0	0	0	0	0	609,071
16 SUNSET TRANSIT CENTER AND PARK-AND-RIDE STATION***702*****0*****0000**OR**03-0027**								
Pre Eng	320,435	0	0	0	0	0	0	320,435
Rt-of-Way	2,948,800	0	0	0	0	0	0	2,948,800
Constr	0	0	0	0	5,220,000	0	0	5,220,000
Supt Serv	0	0	0	0	50,000	0	0	50,000
Total	3,269,235	0	0	0	5,270,000	0	0	8,539,235
17 WESTSIDE BUS GARAGE-PHASE III (MERLO ROAD)***704*****0*****0000**OR**03-0027**								
Pre Eng	94,342	0	0	0	0	0	0	94,342
Constr	405,316	0	0	0	0	0	0	405,316
Total	499,658	0	0	0	0	0	0	499,658
18 WASHINGTON COUNTY TRANSIT TSM IMPROVEMENTS***705*****0*****0000**OR**03-0027**								
Pre Eng	115,320	0	0	0	0	0	0	115,320
Rt-of-Way	256,000	0	0	0	0	0	0	256,000
Constr	857,520	0	0	0	0	0	0	857,520
Supt Serv	0	0	0	0	0	0	0	0
Total	1,228,840	0	0	0	0	0	0	1,228,840
19 WESTSIDE BUS GARAGE-PHASE II***706*****0*****0000**OR**03-0027**								
Constr	5,708,362	0	0	0	0	0	0	5,708,362
Non-Hwy Cp	479,731	0	0	0	0	0	0	479,731
Total	6,188,093	0	0	0	0	0	0	6,188,093
20 SUPPORT SERVICES...RELOCATION & APPRAISAL COSTS/COST ALLOCATION***707*****0*****0*****OR**03-0027**								
Other	767,159	-3,997	0	0	0	0	0	763,162
Total	767,159	-3,997	0	0	0	0	0	763,162
21 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC***776*****0*****0000**OR**9-*****								
Non-Hwy Cp	0	0	0	1,080,000	100,000	0	0	1,180,000
Total	0	0	0	1,080,000	100,000	0	0	1,180,000

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	Obligated	Anticipated	1990	1991	1992	1993	Post 1993	Authorized

Urban Mass Transportation Administration-Trade (Continued)								
31 SPECIAL NEEDS TRANSPORTATION MINI-BOSES***897*****0*****0000**OR**9-*****								
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
32 INFORMATION/COMMUNICATION EQUIPMENT***898*****0*****0000**OR**9-*****								
Non-Hwy Cp	0	0	0	1,110,000	0	0	0	1,110,000
Total	0	0	0	1,110,000	0	0	0	1,110,000
Total Urban Mass Transportation Administration-Trade								
	48,391,120	28,160	16,600,000	6,350,000	5,458,880	0	-28,160	76,800,000

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Urban Mass Transportation Administration-Sect 9 (Continued)								
44 MAINFRAME COMPUTER AND COMPUTER EQUIPMENT***778*****0*****0000**OR**9-*****								
Non-Hwy Cp	495,760	0	252,080	0	0	0	0	747,840
Total	495,760	0	252,080	0	0	0	0	747,840
45 TELECOMMUNICATION NETWORK SYSTEM AND EQUIPMENT***780*****0*****0000**OR**9-*****								
Non-Hwy Cp	298,813	0	24,320	0	0	0	0	323,133
Total	298,813	0	24,320	0	0	0	0	323,133
46 MANAGEMENT INFORMATION SYSTEMS***781*****0*****0000**OR**9-*****								
Non-Hwy Cp	1,010,830	0	0	0	0	0	0	1,010,830
Total	1,010,830	0	0	0	0	0	0	1,010,830
47 UNIFIED WORK PROGRAM***782*****0*****0000**OR**90-X026**								
Other	6,040,807	0	0	1,100,000	1,100,000	0	0	8,240,807
Total	6,040,807	0	0	1,100,000	1,100,000	0	0	8,240,807
48 122ND AND BURNSIDE PARK AND RIDE***785*****0*****0000**OR**9-*****								
Pre Eng	64,000	0	0	0	0	0	0	64,000
Rt-of-Way	1,304,846	0	0	0	0	0	0	1,304,846
Constr	631,965	0	0	0	0	0	0	631,965
Total	2,000,811	0	0	0	0	0	0	2,000,811
49 WESTSIDE PE AND FEIS(UWP)***786*****0*****0000**OR**90-X026**								
Non-Hwy Cp	2,575,008	0	1,863,200	0	0	0	0	4,438,208
Total	2,575,008	0	1,863,200	0	0	0	0	4,438,208
50 SECTION 9 CAPITAL RESERVE***823*****0*****0000**OR*****								
Reserve	0	0	0	0	0	0	1,793,700	1,793,700
Total	0	0	0	0	0	0	1,793,700	1,793,700
51 SECTION 9 OPERATING PROGRAM***824*****0*****0000**OR**90-X028**								
Operating	27,977,324	0	4,108,766	3,500,000	3,500,000	0	0	39,086,090
Total	27,977,324	0	4,108,766	3,500,000	3,500,000	0	0	39,086,090
52 PROJECT BREAKEVEN***895*****0*****0000**OR**09-X028**								
Other	0	0	4,300,000	0	0	0	0	4,300,000
Total	0	0	4,300,000	0	0	0	0	4,300,000
53 LIGHT RAIL VEHICLES-AIR CONDITIONING RETROFIT***896*****0*****0000**OR**09-X028**								
Non-Hwy Cp	0	0	1,920,000	0	0	0	0	1,920,000
Total	0	0	1,920,000	0	0	0	0	1,920,000
54 RUBY JUNCTION STORAGE TRACK***899*****0*****0000**OR**03-0035**								
Constr	0	0	0	1,030,000	0	0	0	1,030,000
Total	0	0	0	1,030,000	0	0	0	1,030,000

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Urban Mass Transportation Administration-Sect 9 (Continued)								
55 WESTSIDE RAIL INITIATIVES***900*****0*****0000**OR**9-*****								
Other	0	0	0	0	0	0	960,000	960,000
Total	0	0	0	0	0	0	960,000	960,000
56 LINE SECTION DOUBLE TRACKING***901*****0*****0000**OR*****								
Constr	0	0	0	3,760,000	0	0	0	3,760,000
Total	0	0	0	3,760,000	0	0	0	3,760,000
Total Urban Mass Transportation Administration-Sect 9								
	74,072,709	0	12,927,806	11,735,000	7,485,000	1,027,000	3,553,700	110,801,215

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	Obligated	Anticipated	1990	1991	1992	1993	Post 1993	Authorized
Report Total	220,043,763	8,028,160	43,127,806	20,271,257	12,943,880	11,027,000	7,128,811	322,570,677

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Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
City of Portland FAU System							
1 Finaled Vouchered Projects**0*000000*00000*****CLOSED							
Pre Eng	1,597,249	0	0	0	0	0	1,597,249
Rt-of-Way	401,968	0	0	0	0	0	401,968
Constr	6,376,238	0	0	0	0	0	6,376,238
Non-Hwy Cp	131,555	0	0	0	0	0	131,555
Operating	217,108	0	0	0	0	0	217,108
Reserve	0	0	0	0	0	0	0
Total	8,724,118	0	0	0	0	0	8,724,118
2 N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE**9**75-019***00000*FAU9956*123*****0****							
Pre Eng	191,766	0	0	0	0	0	191,766
Total	191,766	0	0	0	0	0	191,766
3 I5-GREELEY/I5 CONNECTION-LANDSCAPING-4R**21**76-009***00305*FAU9945*726*****0****							
Pre Eng	377,936	0	0	0	0	0	377,936
Total	377,936	0	0	0	0	0	377,936
4 GRAND AVE(OR99E)-HARRISON TO CLAY-FAU TO FAUE(SEE FAP)**35**0-*****00000*FAP26***1E*****0****							
Constr	195,400	0	0	0	0	0	195,400
Total	195,400	0	0	0	0	0	195,400
5 CITY OF PORTLAND FAU CONTINGENCY**44**0-*****00000*VAR0***726*****0****							
Reserve	0	1,128,173	1,730,284	1,730,284	0	0	4,588,741
Total	0	1,128,173	1,730,284	1,730,284	0	0	4,588,741
6 NW CORNELL RD RETAINING WALLS-NW 29TH/600FT W OF NW 30TH**105**84-104***02702*FAU9022*726*****0****							
Pre Eng	36,161	- 461	0	0	0	0	35,700
Constr	276,118	0	0	0	0	0	276,118
Total	312,279	- 461	0	0	0	0	311,818
7 SW BROADWAY-SW 4TH TO SW 6TH**200**10092***00582*FAU9345*726*****0****							
Constr	404,500	0	0	0	0	0	404,500
Total	404,500	0	0	0	0	0	404,500
8 COLUMBIA BLVD (BWRR) BRIDGE #9685 EMERGENCY REPAIRS**303**87-002***04218*FAU9956*726*****0****							
Pre Eng	4,238	0	0	0	0	0	4,238
Constr	338,519	-28,715	0	0	0	0	309,804
Total	342,757	-28,715	0	0	0	0	314,042
9 CONVENTION CENTER AREA TRANSIT/HIGHWAY IMPROVEMENTS(T)**383**0-*****00000*TRA0***726*****0****							
Pre Eng	0	100,000	0	0	0	0	100,000
Constr	0	78,416	555,520	0	0	0	633,936
Total	0	178,416	555,520	0	0	0	733,936

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City of Portland FAU System (Continued)								
10 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	308,000	0	0	0	0	308,000
Total	61,500	0	308,000	0	0	0	0	369,500
11 CITYWIDE SIGNAL SYSTEM ANALYSIS***					660**80-042***	00620*VAR0***	726*****	0****
Pre Eng	72,218	0	0	0	0	0	0	72,218
Total	72,218	0	0	0	0	0	0	72,218
12 NW 9TH AVENUE IMPROVEMENTS-GLISAN TO FRONT***					868** 89-020**	0*****FAU9983*	726*****	0****
Pre Eng	0	22,000	0	0	0	0	0	22,000
Constr	0	0	358,000	0	0	0	0	358,000
Total	0	22,000	358,000	0	0	0	0	380,000
13 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS-OLESON RD TO BARBUR BLVD***					869**89-022**	0*****FAU9404*	726*****	0****
Pre Eng	0	46,000	0	0	0	0	0	46,000
Constr	0	0	414,000	0	0	0	0	414,000
Total	0	46,000	414,000	0	0	0	0	460,000
14 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS-9TH AVE TO 82ND AVE***					870**0*****	0*****FAU9822*	726*****	0****
Pre Eng	0	24,500	0	0	0	0	0	24,500
Constr	0	0	220,500	0	0	0	0	220,500
Total	0	24,500	220,500	0	0	0	0	245,000
15 INTERSECTION IMPROVEMENT PROGRAM***					871**78-119**	00000*FAUVAR**	726*****	0****
Pre Eng	0	10,800	0	0	0	0	0	10,800
Constr	0	0	97,200	0	0	0	0	97,200
Total	0	10,800	97,200	0	0	0	0	108,000
16 CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM***					872**0*****	0*****VARVAR**	726*****	0****
Pre Eng	0	34,800	0	0	0	0	0	34,800
Constr	0	0	313,200	0	0	0	0	313,200
Total	0	34,800	313,200	0	0	0	0	348,000
17 DOWNTOWN MALL REHABILITATION PROGRAM***					873**0*****	0*****FAU9341*	726*****	0****
Pre Eng	0	100,000	0	0	0	0	0	100,000
Constr	0	0	700,000	0	0	0	0	700,000
Total	0	100,000	700,000	0	0	0	0	800,000
18 REGIONAL RAIL PROGRAM***					874**0*****	0*****VARVAR**	726*****	0****
Pre Eng	0	442,000	0	0	0	0	0	442,000
Total	0	442,000	0	0	0	0	0	442,000

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City of Portland FAU System (Continued)								
19 OR99E-PACIFIC HWY EAST/MULTNOMAH STREET-GLISAN STREET***889**89-011***0*****FAU9809*1E*****0****								
Constr	0	0	744,480	0	0	0	0	744,480
Total	0	0	744,480	0	0	0	0	744,480
20 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	0	89,320
Total	0	89,320	0	0	0	0	0	89,320
21 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
 Total City of Portland FAU System	 10,807,229	 2,054,342	 5,441,184	 1,730,284	 0	 0	 0	 20,033,039

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Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
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Multnomah County FAU System

****22 Finaled Vouchered Projects*****0*000000*0000*****CLOSED**

Pre Eng	91,437	0	0	0	0	0	91,437
Constr	917,181	0	0	0	0	0	917,181
Reserve	0	0	0	0	0	0	0
Total	1,008,618	0	0	0	0	0	1,008,618

****23 SE BURNSIDE STREET-SE STARK ST TO BULL RUN RD(1ST ST)*****56*****FAU9822*726*****0******

Pre Eng	225,005	0	0	0	0	0	225,005
Rt-of-Way	9,201	0	0	0	0	0	9,201
Constr	169,000	0	0	0	0	0	169,000
Total	403,206	0	0	0	0	0	403,206

****24 NORTH MAIN RECONSTRUCTION(GRESHAM)-DIVISION TO POWELL*****541**88-014***04863*FAU9879*726*****0******

Pre Eng	55,383	0	0	0	0	0	55,383
Constr	0	0	428,617	0	0	0	428,617
Total	55,383	0	428,617	0	0	0	484,000

****25 238TH/242ND AVENUE IMPROVEMENTS*****863**85-053***03687*FAU9877*726*****0******

Pre Eng	0	0	90,000	0	0	0	90,000
Constr	0	0	0	557,460	0	0	557,460
Total	0	0	90,000	557,460	0	0	647,460

****26 I84-223RD CONNECTOR(207TH)*****864**84-023b**03327*FAU9867*726*****0******

Pre Eng	0	0	100,000	0	0	0	100,000
Reserve	0	0	0	1,056,227	0	0	1,056,227
Total	0	0	100,000	1,056,227	0	0	1,156,227

Total Multnomah County FAU System

1,467,207	0	618,617	1,613,687	0	0	0	3,699,511
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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Clackamas County FAU System								
27 Finalaed Vouchered Projects***0*000000*0000*****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
Total	2,772,398	0	0	0	0	0	0	2,772,398
28 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	185,000	0	0	0	0	0	185,000
Constr	680,617	0	1,453,172	0	0	0	0	2,133,789
Reserve	0	0	0	0	0	0	0	0
Total	887,907	185,000	1,453,172	0	0	0	0	2,526,079
29 SUNNYSIDE ROAD-STEVENS ROAD TO 122ND UNIT I***77**77-147**00127*FAU9718*703*****0****								
Pre Eng	73,546	70	0	0	0	0	0	73,616
Total	73,546	70	0	0	0	0	0	73,616
30 HARMONY ROAD-LAKE ROAD TO 82ND DRIVE***79**77-148**00468*FAU9702*703*****0****								
Pre Eng	36,992	0	0	0	0	0	0	36,992
Constr	0	171,071	0	0	0	0	0	171,071
Total	36,992	171,071	0	0	0	0	0	208,063
31 RAILROAD AVENUE/HARMONY ROAD-82ND TO MILWAUKIE CBD-UNIT I***553**10037**00705*FAU9702*0*****0****								
Constr	83,929	0	0	0	0	0	0	83,929
Total	83,929	0	0	0	0	0	0	83,929
32 82ND DRIVE-HWY 212 TO GLADSTONE/I205 INTERCHANGE***578**10051B**00500*FAU9653*703*****0****								
Rt-of-Way	0	0	819,574	0	0	0	0	819,574
Total	0	0	819,574	0	0	0	0	819,574
33 SUNRISE CORRIDOR-MCLOUGHLIN BLVD TO US26***722**86-036**00923*FAP74**171*****4****								
Reserve	0	0	50,000	0	0	0	0	50,000
Total	0	0	50,000	0	0	0	0	50,000
34 CLACKAMAS COUNTY FAU RESERVE***835**0*****0*****VAR0*****0****								
Reserve	0	0	0	484,243	0	0	0	484,243
Total	0	0	0	484,243	0	0	0	484,243
35 SUNNYBROOK SPLIT DIAMOND PE***865**86-082**03346*FAU9736*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

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Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
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Clackamas County FAU System (Continued)

36 MCLOUGHLIN BOULEVARD-HARRISON ST TO RR OVERCROSSING***892**000000**00000*FAP26***1E*****0****							
Reserve	0	0	0	0	0	933,000	933,000
Total	0	0	0	0	0	933,000	933,000
Total Clackamas County FAU System	3,854,772	356,141	2,372,746	484,243	0	933,000	8,000,902

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Washington County FAU System (Continued)								
47 HALL BOULEVARD-ALLEN TO GREENWAY***830**10237***02354*FAU9091*734*****1****								
Constr	0	0	1,200,000	0	0	0	0	1,200,000
Total	0	0	1,200,000	0	0	0	0	1,200,000
48 MAPLE STREET AT TUALATIN VALLEY HIGHWAY-SIGNAL***866**89-016**0****FAU9032*734*****0****								
Constr	0	80,000	0	0	0	0	0	80,000
Total	0	80,000	0	0	0	0	0	80,000
49 CORNELIUS PASS ROAD-SUNSET HIGHWAY TO CORNELL ROAD***867**89-029**0****FAU9053*734*****0****								
Constr	0	0	600,000	0	0	0	0	600,000
Reserve	0	0	0	0	0	0	509,934	509,934
Total	0	0	600,000	0	0	0	509,934	1,109,934
 Total Washington County FAU System								
	3,366,366	677,216	2,466,475	0	0	0	509,934	7,019,991

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Tri-Met FAU System								
50 Finald Vouchered Projects***0*000000*0000*****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
51 TRI-MET RIDESHARE PROGRAM***102**80-043**00000*VAR0****0*****0****								
Operating	681,184	0	100,000	0	0	0	110,021	891,205
Total	681,184	0	100,000	0	0	0	110,021	891,205
Total Tri-Met FAU System	1,918,326	0	100,000	0	0	0	110,021	2,128,347

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Highway Division FAU System								
52 Finaled Vouchered Projects***0*000000*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
53 STATE STREET CORRIDOR(OR43)-TERWILLIGER TO LADD***133**77-068***00359*FAU9565*3*****6****								
Constr	0	0	22,000	0	0	0	0	22,000
Total	0	0	22,000	0	0	0	0	22,000
54 OR210-SCHOLLS HWY AT 135TH AVE-SIGNAL/REALIGNMENT***390**80-112***00046*FAU9234*143*****7****								
Constr	109,886	0	0	0	0	0	0	109,886
Total	109,886	0	0	0	0	0	0	109,886
55 US26-MT HOOD HWY AT PALMQUIST/ORIENT RD-GRADE/PAVE/SIGNAL-ST***397**10234***01470*FAP24***26*****14****								
Constr	11,828	0	0	0	0	0	0	11,828
Total	11,828	0	0	0	0	0	0	11,828
56 HIGHWAY 43 @ MCKILLICAN/HOOD AVENUE WIDENING***853**10252***00976*FAU9565*3*****11****								
Constr	77,413	0	1,353	0	0	0	0	78,766
Total	77,413	0	1,353	0	0	0	0	78,766
Total Highway Division FAU System	1,333,221	0	23,353	0	0	0	0	1,356,574

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Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
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Metro Region and FAU Reserve

57 Finalized Vouchered Projects***0*0000000*00000*****CLOSED							
Pre Eng	463,280	0	0	0	0	0	463,280
Rt-of-Way	318,162	0	0	0	0	0	318,162
Constr	1,147,655	0	0	0	0	0	1,147,655
Total	1,929,097	0	0	0	0	0	1,929,097
58 UNALLOCATED FEDERAL-AID URBAN FUNDS***114**0-*****00000*VAR0***0*****0****							
Reserve	0	0	0	0	0	500,000	500,000
Total	0	0	0	0	0	500,000	500,000
Total Metro Region and FAU Reserve							
	1,929,097	0	0	0	0	500,000	2,429,097

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Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Metro Region Total							
13,868,989	1,033,357	5,581,191	2,097,930	0	0	2,052,955	24,634,422
Report Total							
24,676,218	3,087,699	11,022,375	3,828,214	0	0	2,052,955	44,667,461

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Federal-Aid Interstate								
1 I205-AUTOMATED VEHICLE ID AND WEIGH IN MOTION-4R**299**86-074***04027*FAI205**64*****0****sy***								
Constr	0	36,800	0	0	0	0	0	36,800
Total	0	36,800	0	0	0	0	0	36,800
2 I205-AIRPORT WAY INTERCHANGE GRADING/LNDSCPG-4R**304**88-001***04665*FAI205**64*****25****sy***								
Constr	342,888	0	55,259	0	0	0	0	398,147
Total	342,888	0	55,259	0	0	0	0	398,147
3 I5-INTERSTATE BRIDGE DECK RESTORATION-4R**305**85-056***03696*FAI5****1*****308****sy***								
Constr	0	1,472,000	0	0	0	0	0	1,472,000
Total	0	1,472,000	0	0	0	0	0	1,472,000
4 I205-AIRPORT WAY TO COLUMBIA BLVD-GRADING/PAVING-4R**306**86-062***03270*FAI205**64*****24****sy***								
Constr	0	0	0	0	0	460,000	0	460,000
Total	0	0	0	0	0	460,000	0	460,000
5 I5-W MARQUAM BRIDGE TO N TIGARD INTCHG-GRIND/PATCH-4R**313**87-006***03708*FAI5****1*****294****sy***								
Constr	0	0	0	1,840,000	0	0	0	1,840,000
Total	0	0	0	1,840,000	0	0	0	1,840,000
6 I5-COLUMBIA BLVD TO PORTLAND BLVD-GRADING/PAVING-4R**315**10215***01480*FAI5****1*****305****sy***								
Pre Eng	242,354	0	0	0	0	0	0	242,354
Constr	0	3,227,700	0	0	0	0	0	3,227,700
Total	242,354	3,227,700	0	0	0	0	0	3,470,054
7 I205-SIGNING PACIFIC HWY TO CLACKAMAS HWY-4R**317**85-036***03440*FAI205**64*****0****sy***								
Constr	0	0	432,000	0	0	0	0	432,000
Total	0	0	432,000	0	0	0	0	432,000
8 I5-EAST MARQUAM INTCHG-WB/SB/BANFIELD ACCESS-FAI**319**76-011***00597*FAI5****1*****301****sy***								
Pre Eng	2,313,163	0	0	0	0	0	0	2,313,163
Rt-of-Way	3,882,506	0	0	0	0	0	0	3,882,506
Constr	0	0	0	9,200,000	0	0	0	9,200,000
Total	6,195,669	0	0	9,200,000	0	0	0	15,395,669
9 I5-EAST MARQUAM INTERCHANGE GRAND AVE/UNION AVE RAMPS**320**76-011***00597*FAI5****1*****301****sy***								
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
10 I5-SWIFT INTERCHANGE TO DELTA PARK INTERCHANGE PHS 3-FAI**322**74-010***00598*FAI5****1*****307****sy***								
Constr	0	0	11,960,000	0	0	0	0	11,960,000
Total	0	0	11,960,000	0	0	0	0	11,960,000

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Federal-Aid Interstate (Continued)								
11 I5-DELTA PARK TO MARQUAM BRIDGE-BASE SHOULDER OVERLAY-4R***								
323**10213***01472*FAI5****1*****300****sy***								
Pre Eng	160,462	0	0	0	0	0	0	160,462
Constr	0	2,019,400	0	0	0	0	0	2,019,400
Total	160,462	2,019,400	0	0	0	0	0	2,179,862
12 I205-WILLAMETTE RIVER BRIDGE ICE DETECTORS-4R***								
332**86-099***03280*FAI205**64*****9*****								
Constr	0	0	119,600	0	0	0	0	119,600
Total	0	0	119,600	0	0	0	0	119,600
13 I205-COLUMBIA RIVER TO NE FAILING GRADING/LNDSCPG-4R***								
334**87-009***02511*FAI205**64*****23****sy***								
Constr	0	0	0	920,000	0	0	0	920,000
Total	0	0	0	920,000	0	0	0	920,000
14 I5-NB CONNECTION TO SB I405(8958E)-DECK RESTORATION-4R***								
336**10217***01489*FAI5****1*****303****sy***								
Pre Eng	18,400	0	0	0	0	0	0	18,400
Constr	0	0	0	0	0	0	875,840	875,840
Total	18,400	0	0	0	0	0	875,840	894,240
15 I5-OVERCROSSING COLUMBIA BLVD/UNION AVE(8882)-DECK RESTORATION-4***								
337**10220***01509*FAI5****1*****306****sy***								
Pre Eng	11,020	0	0	0	0	0	0	11,020
Constr	0	809,600	0	0	0	0	0	809,600
Total	11,020	809,600	0	0	0	0	0	820,620
16 I5-OVERCROSSING COLUMBIA SLOUGH(8883)-DECK RESTORATION-4R***								
338**10221***01510*FAI5****1*****306****sy***								
Pre Eng	12,819	0	0	0	0	0	0	12,819
Constr	0	1,294,440	0	0	0	0	0	1,294,440
Total	12,819	1,294,440	0	0	0	0	0	1,307,259
17 I205-SUNNYSIDE INTERCHANGE IMPROVEMENTS-4R***								
339**86-102***03276*FAI205**64*****14*****								
Constr	627,125	0	0	0	0	0	0	627,125
Total	627,125	0	0	0	0	0	0	627,125
18 I205-GLENN JACKSON BRIDGE WATER MAIN/CALL SYSTEM-4R***								
343**84-050***02455*FAI205**64*****26****sy***								
Constr	0	0	506,000	0	0	0	0	506,000
Total	0	0	506,000	0	0	0	0	506,000
19 I405-STADIUM FREEWAY AT SW 6TH AVENUE-4R***								
344**86-104***02507*FAI405**61*****1****sy***								
Rt-of-Way	4,888	632	0	0	0	0	0	5,520
Constr	0	158,584	0	0	0	0	0	158,584
Total	4,888	159,216	0	0	0	0	0	164,104
20 I5-E MARQUAM INTCHG (SE WATER AVE RAMPS)-FAI***								
345**76-011***00435*FAI5****1*****301****sy***								
Constr	0	0	21,160,000	0	0	0	0	21,160,000
Total	0	0	21,160,000	0	0	0	0	21,160,000

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Federal-Aid Interstate (Continued)								
21 I84-WE 111TH AVE TO NE 181ST AVE SOUNDWALL(N SIDE)-FAI***								
349**78-046***04650*FAI84***2*****10****sy***								
Constr	0	1,600,000	0	0	0	0	0	1,600,000
Total	0	1,600,000	0	0	0	0	0	1,600,000
22 I5-OXING VICTORY BLVD(9316)-DECK RESTORATION-4R***								
351**84-007***01503*FAI5***1*****307****sy***								
Pre Eng	13,188	0	0	0	0	0	0	13,188
Constr	0	0	231,840	0	0	0	0	231,840
Total	13,188	0	231,840	0	0	0	0	245,028
23 I205-COLUMBIA RIVER TO SO BANFIELD INTCHG GRADING/LANDSCAPING-4R***								
352**86-116***04019*FAI205**64*****22*****								
Constr	1,186,223	0	1,196,000	0	0	0	0	2,382,223
Total	1,186,223	0	1,196,000	0	0	0	0	2,382,223
24 I5-SW TERWILLIGER CONNECTION(8199)-DECK RESTORATION-4R***								
355**84-017***01506*FAI5***1*****297****sy***								
Pre Eng	17,060	0	0	0	0	0	0	17,060
Constr	0	0	92,000	0	0	0	0	92,000
Total	17,060	0	92,000	0	0	0	0	109,060
25 I205-GLADSTONE INTCHG TO PARK PL-GRADING/PAVING/ADD LANE-4R***								
356**10178***01537*FAI205**64*****0*****								
Pre Eng	130,477	0	0	0	0	0	0	130,477
Constr	1,936,586	0	0	0	0	0	0	1,936,586
Total	2,067,063	0	0	0	0	0	0	2,067,063
26 I205-S BANFIELD TO SE STARK ST GRADING/LANDSCAPE-4R***								
357**87-016***04021*FAI205**64*****21****sy***								
Constr	0	0	0	0	0	1,012,000	0	1,012,000
Total	0	0	0	0	0	1,012,000	0	1,012,000
27 I5-SO TIGARD INTERCHANGE TO E PORTLAND FWY LANDSCAPING-4R***								
358**84-046***01234*FAI5***1*****286****sy***								
Pre Eng	34,120	0	0	0	0	0	0	34,120
Constr	0	0	230,000	0	0	0	0	230,000
Total	34,120	0	230,000	0	0	0	0	264,120
28 I5-TERWILLIGER BLVD INTERCHANGE OVERCROSSING/RAMPS***								
360**84-055***01945*PAU9383*1*****297****sy***								
Pre Eng	0	182,160	0	0	0	0	0	182,160
Constr	0	0	5,440,980	0	0	0	0	5,440,980
Total	0	182,160	5,440,980	0	0	0	0	5,623,140
29 I84-WE 111TH TO NE 134TH-GRADING/PAVING/STRUCTURE/INT/SIG***								
362**78-046***01225*FAI84***2*****10*****								
Pre Eng	1,186,367	0	0	0	0	0	0	1,186,367
Rt-of-Way	18,444	0	0	0	0	0	0	18,444
Constr	0	8,629,600	0	0	0	0	0	8,629,600
Total	1,204,811	8,629,600	0	0	0	0	0	9,834,411
30 NE 181ST AVENUE EXTENSION***								
364**78-046***01458*PAU9891*726*****13****sy***								
Rt-of-Way	0	1,061,500	0	0	0	0	0	1,061,500
Constr	328,708	19,780,000	0	0	0	0	0	20,108,708
Total	328,708	20,841,500	0	0	0	0	0	21,170,208

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Federal-Aid Interstate (Continued)								
31 I205-SE LESTER AVENUE INTERCHANGE***365**80-059**01493*PAU9753*64*****16****sy***								
Rt-of-Way	0	791,248	0	0	0	0	0	791,248
Constr	0	4,183,099	0	0	0	0	0	4,183,099
Total	0	4,974,347	0	0	0	0	0	4,974,347
32 I5-GREELEY RAMP TO N BANFIELD INTERCHANGE PHASE I***370**84-024**01482*FAI5****1*****302****sy***								
Pre Eng	1,091,890	0	0	0	0	0	0	1,091,890
Constr	0	5,262,400	0	0	0	0	0	5,262,400
Total	1,091,890	5,262,400	0	0	0	0	0	6,354,290
33 I84-NE 134TH TO NE 181ST***371**78-046**01226*FAI84****2*****10*****								
Rt-of-Way	1,475,520	0	0	0	0	0	0	1,475,520
Constr	0	12,328,000	0	0	0	0	0	12,328,000
Total	1,475,520	12,328,000	0	0	0	0	0	13,803,520
34 I84-NE 181ST AVE TO TROUTDALE-FAI AND 4R***372**84-023**00787*FAI84****2*****16*****								
Pre Eng	1,132,646	0	0	0	0	0	0	1,132,646
Constr	0	0	0	0	0	24,840,000	0	24,840,000
Total	1,132,646	0	0	0	0	24,840,000	0	25,972,646
35 I205-LAWNFIELD DR TO GLADSTONE INTCHG(82ND DR) BIKEWAY-4R***373**10180***03345*FAI205**64*****11****sy***								
Constr	0	0	469,200	0	0	0	0	469,200
Total	0	0	469,200	0	0	0	0	469,200
36 I5-LOWER BOONES FERRY RD TO SAGERT RD-4R***374**10248***01486*FAI5****1*****289****sy***								
Pre Eng	521,393	0	0	0	0	0	0	521,393
Rt-of-Way	0	368,840	0	0	0	0	0	368,840
Constr	0	0	6,366,400	0	0	0	0	6,366,400
Total	521,393	368,840	6,366,400	0	0	0	0	7,256,633
37 I5-WILSONVILLE INTERCHANGE-4R***375**86-055**02500*FAI5****1*****284****sy***								
Constr	0	0	0	3,542,000	0	0	0	3,542,000
Total	0	0	0	3,542,000	0	0	0	3,542,000
38 I405-FREMONT BRIDGE AND RAMPS DECK RESTORATION-4R***377**87-007**03328*FAI405**61*****3****sy***								
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
39 I5-METRO AREA FREEWAY CALL BOXES AND VARIABLE MESSAGE SIGNING-4R***379**87-012**02494*FAI5****1*****0****sy***								
Constr	0	0	0	0	0	0	920,000	920,000
Total	0	0	0	0	0	0	920,000	920,000
40 DEVELOPMENT PROJECTS***394**86-064**03374*VARVAR**var*****295****sy***								
Pre Eng	160,883	0	0	0	0	0	0	160,883
Reconn	0	0	1,134,000	0	0	88,000	0	1,222,000
Total	160,883	0	1,134,000	0	0	88,000	0	1,382,883

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Federal-Aid Interstate (Continued)								
41 I5-STAFFORD RD INTERCHANGE-4R***								
Pre Eng	204,429	245,605	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	0	6,946,000	6,946,000
Total	2,208,370	245,605	0	0	0	0	6,946,000	9,399,975
42 I205-SUNNYSIDE RD TO LAWNFIELD BIKEWAY UNIT 2-4R***								
Constr	0	0	331,200	0	0	0	0	331,200
Total	0	0	331,200	0	0	0	0	331,200
43 I5-TIGARD PARK-AND-RIDE***								
Constr	0	0	0	0	377,000	0	0	377,000
Total	0	0	0	0	377,000	0	0	377,000
44 I5-I5/I205 INTERCHANGE-4R***								
Constr	0	0	0	718,000	0	0	0	718,000
Total	0	0	0	718,000	0	0	0	718,000
45 I84-WOOD VILLAGE AND E HOOD RIVER INTERCHANGE-4R***								
Pre Eng	339,922	0	0	0	0	0	0	339,922
Constr	0	0	552,000	0	0	0	230,000	782,000
Total	339,922	0	552,000	0	0	0	230,000	1,121,922
46 I5-INTERSTATE BRIDGE TO COLUMBIA BLVD PAVING-4R***								
Constr	0	0	0	0	0	0	1,380,000	1,380,000
Total	0	0	0	0	0	0	1,380,000	1,380,000
47 I5-GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSIDENCE MP287-ST***								
Constr	0	0	0	0	0	0	602,600	602,600
Total	0	0	0	0	0	0	602,600	602,600
48 I205-SE STARK TO SE POWELL BLVD GRADING/LANDSCAPING-4R***								
Constr	0	0	0	828,000	0	0	0	828,000
Total	0	0	0	828,000	0	0	0	828,000
49 I205-OREGON CITY PARK-AND-RIDE***								
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
50 I205-AIRPORT WAY INTERCHANGE IMPROVEMENTS-4R***								
Constr	0	0	0	4,324,000	0	0	0	4,324,000
Total	0	0	0	4,324,000	0	0	0	4,324,000

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Federal-Aid Interstate (Continued)								
51 I205-AT SANDY BLVD WEST BOUND CONNECTION-4R***682**86-058**04059*PAI205**64*****24****sy**								
Pre Eng	38,548	0	0	0	0	0	0	38,548
Constr	0	0	0	340,400	0	0	0	340,400
Total	38,548	0	0	340,400	0	0	0	378,948
52 SUNNYBROOK SPLIT DIAMOND PE***865**86-082**03346*PAU9736*703*****0****sy**								
Pre Eng	186,883	332,858	0	0	0	0	0	519,741
Total	186,883	332,858	0	0	0	0	0	519,741
53 I5-UPPER BOONES FERRY TO I205 INTERCHANGE***876**84-127**02499*PAI5****1*****289****sy**								
Pre Eng	145,230	164,595	0	0	0	0	0	309,825
Constr	0	0	0	3,128,000	0	0	0	3,128,000
Total	145,230	164,595	0	3,128,000	0	0	0	3,437,825
54 I84-COLUMBIA RIVER HWY(238TH AVENUE)BRIDGE #A7097***885**84-023**03327*PAI84***2*****16****sy**								
Constr	0	0	0	0	1,159,200	0	0	1,159,200
Total	0	0	0	0	1,159,200	0	0	1,159,200
55 I5-AT HIGHWAY 217/KROSE WAY INTERCHANGE CONNECTION-DEVELOPMENT***893**86-056**03277*PAI5****1*****292****sy**								
Pre Eng	328,467	110,099	0	0	0	0	0	438,566
Total	328,467	110,099	0	0	0	0	0	438,566
Total Federal-Aid Interstate								
	20,127,443	64,095,960	50,598,479	24,840,400	20,856,200	26,400,000	18,848,440	225,766,922

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Federal-Aid Primary								
56 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE***121**79-076**00376*FAP79**144*****69*****								
Reserve	0	0	0	0	2,000,000	0	0	2,000,000
Total	0	0	0	0	2,000,000	0	0	2,000,000
57 OREGON CITY BYPASS-PARK PLACE TO COMMUNITY COLLEGE***125**76-007**01670*FAP78**160*****0*****								
Reserve	0	0	0	0	890,000	0	0	890,000
Total	0	0	0	0	890,000	0	0	890,000
58 OR8-TV HIGHWAY PAVING/ILLUM-21ST TO SW 160TH AVE-FAP***392**87-004**03652*FAP32**29*****5*****sy**								
Constr	0	0	0	2,270,000	0	0	0	2,270,000
Total	0	0	0	2,270,000	0	0	0	2,270,000
59 DEVELOPMENT PROJECTS***394**86-085**04820*VARVAR**var*****295*****sy**								
Pre Eng	0	120,000	0	0	0	0	0	120,000
Reconn	0	0	0	0	611,650	0	0	611,650
Total	0	120,000	0	0	611,650	0	0	731,650
60 US26-SYLVAN INTERCHANGE TO VISTA RIDGE(ZOO INTERCHANGE)***410**84-014**00491*FAP27**47*****71*****sy**								
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	6,435,000	0	6,435,000
Total	627,115	792,000	0	0	0	6,435,000	0	7,854,115
61 BEAVERTON/TUALATIN HWY AT PACIFIC HWY WEST-FAP***413**84-052**00762*PAD9091*1W*****9*****sy**								
Pre Eng	21,596	0	0	0	0	0	0	21,596
Constr	0	220,000	0	0	0	0	0	220,000
Total	21,596	220,000	0	0	0	0	0	241,596
62 US26-SUNSET/HELVETIA ROAD INTERCHANGE PHASE 2-FAP***416**87-018**03269*FAP27**47*****61*****sy**								
Pre Eng	189,963	0	0	0	0	0	0	189,963
Constr	0	0	0	0	0	0	2,904,000	2,904,000
Total	189,963	0	0	0	0	0	2,904,000	3,093,963
63 US26-SUNSET/CORNELIUS PASS ROAD INTCHG-STM***422**84-038**01556*FAP27**47*****62*****								
Pre Eng	463,509	0	0	0	0	0	0	463,509
Rt-of-Way	511,270	0	0	0	0	0	0	511,270
Total	974,779	0	0	0	0	0	0	974,779
64 US26-SUNSET/JACKSON ROAD OVERPASS-DEVELOPMENT-FAP***425**84-040**00984*FAP27**47*****59*****sy**								
Pre Eng	94,585	53,242	0	0	0	0	0	147,827
Total	94,585	53,242	0	0	0	0	0	147,827
65 US26-SUNSET/NW 185TH AVE INTERCHANGE-DEVELOPMENT-FAP***426**84-013**00847*FAP27**47*****64*****sy**								
Pre Eng	88,120	220,405	0	0	0	0	0	308,525
Total	88,120	220,405	0	0	0	0	0	308,525

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Federal-Aid Primary (Continued)								
66 HWY212-ROCK CREEK JCT TO MP 0.95-DEVELOPMENT-FAP***450**84-045***00775*FAP74***174*****1***sy***								
Pre Eng	122,313	86,102	0	0	0	0	0	208,415
Total	122,313	86,102	0	0	0	0	0	208,415
67 PACIFIC HIGHWAY WEST AT EDY/SCHOLLS-SIX CORNERS***463**86-070***04358*FAP9***1W*****15***sy***								
Constr	0	0	0	2,464,000	0	0	0	2,464,000
Total	0	0	0	2,464,000	0	0	0	2,464,000
68 TV HWY RECONNAISSANCE-HILLSBORO TO BEAVERTON***501**86-059***03620*FAP32***29*****3***sy***								
Pre Eng	88,120	0	0	0	0	0	0	88,120
Total	88,120	0	0	0	0	0	0	88,120
69 US26-SUNSET/MURRAY INTERCHANGE-FAP***567**84-039***00393*FAP27***47*****67***sy***								
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	0	4,840,000	0	0	0	0	4,840,000
Total	158,598	0	4,840,000	0	0	0	0	4,998,598
70 OR8-TV HWY AT MURRAY BLVD INTERSECTION IMPROVEMENT-FAP***680**80-020***00369*FAP32***29*****4*****								
Pre Eng	90,542	0	0	0	0	0	0	90,542
Rt-of-Way	250,346	245,203	0	0	0	0	0	495,549
Constr	5,142	566,595	0	0	0	0	0	571,737
Total	346,030	811,798	0	0	0	0	0	1,157,828
71 SUNRISE CORRIDOR-MCLOUGHLIN BLVD TO US26***722**85-028***03721*FAP74***171*****4***sy***								
Constr	0	0	0	220,000	0	0	0	220,000
Total	0	0	0	220,000	0	0	0	220,000
72 OR8-TUALATIN VALLEY HIGHWAY-SE 21ST AVE TO SE OAK ST***828**79-085***00691*FAP32***29*****11*****								
Pre Eng	474,033	0	0	0	0	0	0	474,033
Total	474,033	0	0	0	0	0	0	474,033
73 NE LOMBARD/COLUMBIA BLVD VIA NE 60TH AVENUE***854**80-011***00835*FAU9917*123*****9***sy***								
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
74 BEAVERTON/TUALATIN HWY AT PACIFIC HWY WEST-CHAN/SIG***877**84-052***00762*FAU9091*141*****9***sy***								
Constr	0	0	0	0	0	220,000	0	220,000
Total	0	0	0	0	0	220,000	0	220,000
75 TUALATIN VALLEY HWY-HILLSBORO SIGNALS(13 LOCATIONS)***878**84-034***03334*FAP32***29*****13***sy***								
Constr	0	0	0	255,200	0	0	0	255,200
Total	0	0	0	255,200	0	0	0	255,200

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Federal-Aid Primary (Continued)								
76 US26-BEAVERTON TO PORTLAND LRT AND HIGHWAY IMPROVEMENTS***888**88-033**04497*FAP27**47*****67***sy***								
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
 Total Federal-Aid Primary	 3,185,252	 5,949,147	 4,840,000	 5,209,200	 3,501,650	 6,655,000	 2,904,000	 32,244,249

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Highway Bridge Replacement								
77 I5-TERWILLIGER BLVD INTERCHANGE OVERCROSSING/RAMPS***								
Pre Eng	215,360	0	0	0	0	0	0	215,360
Total	215,360	0	0	0	0	0	0	215,360
78 DEVELOPMENT PROJECTS***								
Pre Eng	73,920	0	42,240	0	0	0	0	116,160
Total	73,920	0	42,240	0	0	0	0	116,160
79 HAWTHORNE BRIDGE(#2757) PHASE II-SERVICE LIFE EXTENSION-HBR***								
Pre Eng	95,960	0	0	0	0	0	0	95,960
Constr	0	0	0	1,088,000	0	0	0	1,088,000
Total	95,960	0	0	1,088,000	0	0	0	1,183,960
80 BROOKWOOD AVE BRIDGE REPLACEMENT OVER ROCKCREEK-BR#13043-HBR***								
Pre Eng	72,960	0	0	0	0	0	0	72,960
Constr	466,725	0	0	0	0	0	0	466,725
Total	539,685	0	0	0	0	0	0	539,685
81 CLACKAMAS PARK(PACIFIC EAST) BRIDGE NO. 1618-HBR***								
Pre Eng	118,956	0	0	0	0	0	0	118,956
Constr	0	0	1,952,000	0	0	0	0	1,952,000
Total	118,956	0	1,952,000	0	0	0	0	2,070,956
82 HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT(#2757C)-HBR***								
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
83 NE PORTLAND HWY-N LOMBARD/BURGARD ST @ N TERMINAL RD(#25801)-HBR***								
Pre Eng	0	115,760	0	0	0	0	0	115,760
Total	0	115,760	0	0	0	0	0	115,760
Total Highway Bridge Replacement	1,292,121	115,760	1,994,240	2,128,000	0	0	0	5,530,121

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Hazard Elimination System								
84 FARMINGTON RD CORRIDOR(OR208) TSM-185TH AVE TO LOMBARD AVE***								
236**78-057***02233*FAU9064*142*****8*****								
Pre Eng	58,600	0	0	0	0	0	0	58,600
Rt-of-Way	70,200	0	0	0	0	0	0	70,200
Constr	0	256,071	0	0	0	0	0	256,071
Total	128,800	256,071	0	0	0	0	0	384,871
85 MT HOOD AT BIRSDALE(POWELL/190TH INTERSECTION IMPROVEMENT)***								
293**77-064***00366*FAP24***26*****10*****								
Constr	431,100	0	0	0	0	0	0	431,100
Total	431,100	0	0	0	0	0	0	431,100
86 I205-SE LESTER AVENUE INTERCHANGE***								
365**86-121***01493*FAU9753*64*****16*****								
Reserve	0	0	0	0	1,093,500	0	0	1,093,500
Total	0	0	0	0	1,093,500	0	0	1,093,500
87 OR213-AT JOHNSON CREEK BRIDGE #4566-HES***								
385**84-089***01457*FAU9713*68*****7***Sy**								
Constr	0	0	297,000	0	0	0	0	297,000
Total	0	0	297,000	0	0	0	0	297,000
88 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING(III)-HES***								
386**10143c***01892*FAP27***47*****72*****								
Constr	0	1,170,000	0	0	0	0	0	1,170,000
Total	0	1,170,000	0	0	0	0	0	1,170,000
89 US30-SW DOANE AVE TO SW BALBOA AVE-CHANNELIZATION-HES***								
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	114,540	157,090	0	0	0	0	0	271,630
Total	196,080	157,090	0	0	0	0	0	353,170
90 BVTW/TUALATIN HWY AT SW BRIDGEPORT-SIGNAL/CHANNELIZE***								
395**10251***02089*FAU9091*141*****8*****								
Pre Eng	0	12,600	0	0	0	0	0	12,600
Rt-of-Way	30,330	0	0	0	0	0	0	30,330
Constr	0	0	270,000	0	0	0	0	270,000
Total	30,330	12,600	270,000	0	0	0	0	312,930
91 OATFIELD ROAD AT JENNINGS AVENUE INTERSECTION IMPROVEMENT***								
438**78-116***01182*FAU9665*703*****0*****								
Pre Eng	25,839	0	0	0	0	0	0	25,839
Rt-of-Way	63,000	0	0	0	0	0	0	63,000
Constr	321,300	0	0	0	0	0	0	321,300
Total	410,139	0	0	0	0	0	0	410,139
92 OR99W-PACIFIC HIGHWAY WEST AT CANTERBURY LANE***								
469**85-006***02933*FAP9***1W*****10***Sy**								
Pre Eng	75,600	0	0	0	0	0	0	75,600
Constr	0	459,000	0	0	0	0	0	459,000
Total	75,600	459,000	0	0	0	0	0	534,600

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Hazard Elimination System (Continued)								
93 PACIFIC HWY WEST AT NORTH PORTLAND BLVD***								
518**85-027***03709*FAP9****1W*****4****Sy***								
Pre Eng	19,170	0	0	0	0	0	0	19,170
Constr	0	0	225,000	0	0	0	0	225,000
Total	19,170	0	225,000	0	0	0	0	244,170
94 NE PORTLAND HIGHWAY AT 121ST-INSTALL SIGNAL/NEW CONTROLLER-BES***								
521**86-002***04035*FAU9966*123*****12****Sy***								
Pre Eng	21,915	0	0	0	0	0	0	21,915
Constr	0	0	0	108,000	0	0	0	108,000
Total	21,915	0	0	108,000	0	0	0	129,915
95 HAZARD ELIMINATION PROJECTS UNDER \$100,000***								
522**86-042***03386*VARVAR**var*****14****Sy***								
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	46,450	121,500	90,000	113,220	0	0	841,430
Total	572,950	46,450	121,500	90,000	113,220	0	0	944,120
96 COLUMBIA BLVD-DELAWARE TO CHAUTAUQUA RRXINGS-RRP***								
712**10131***00768*FAU9956*726*****0****Sy***								
Rt-of-Way	44,100	0	0	0	0	0	0	44,100
Constr	0	1,734,750	0	0	0	0	0	1,734,750
Total	44,100	1,734,750	0	0	0	0	0	1,778,850
97 SCHOLLS FERRY ROAD/HALL BOULEVARD INTERSECTION***								
829**85-010***02353*FAU9234*143*****9*****								
Rt-of-Way	290,000	0	0	0	0	0	0	290,000
Total	290,000	0	0	0	0	0	0	290,000
98 TUALATIN VALLEY HWY-HILLSBORO SIGNALS(13 LOCATIONS)***								
878**84-034***03334*FAP32**29*****13****Sy***								
Pre Eng	28,800	0	0	0	0	0	0	28,800
Total	28,800	0	0	0	0	0	0	28,800
99 OR43-OSWEGO HIGHWAY AT PIMLICO DRIVE***								
879**84-100***00975*FAU9565*3*****10****Sy***								
Pre Eng	61,515	0	0	0	0	0	0	61,515
Constr	0	0	0	252,000	0	0	0	252,000
Total	61,515	0	0	252,000	0	0	0	313,515
*100 OR99E-S END ONE WAY COUplet-TACOMA ST(PORTLAND)-MEDIAN BARRIER*****								
886**85-020***02931*FAP26***1E*****1****Sy***								
Pre Eng	61,596	0	0	0	0	0	0	61,596
Constr	543,293	0	0	449,356	0	0	0	992,649
Total	604,889	0	0	449,356	0	0	0	1,054,245
Total Hazard Elimination System	2,915,388	3,835,961	913,500	899,356	1,206,720	0	0	9,770,925

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

State Modernization								
*101 STATE STREET CORRIDOR(OR43)-TERWILLIGER TO LADD*****133**77-068***00359*FAU9565*3*****6*****								
Constr	540,475	0	0	0	0	0	0	540,475
Total	540,475	0	0	0	0	0	0	540,475
*102 MARINE DRIVE WIDENING TO FOUR LANES-I5 TO RIVERGATE*****298**79-056***03395*FAU9962*120*****2*****SY**								
Constr	0	0	6,405,000	0	0	0	0	6,405,000
Total	0	0	6,405,000	0	0	0	0	6,405,000
*103 JOHNSON CK BLVD IMPROVEMENT-CASCADE HWY W TO LESTER INTCHG-STM*****405**86-076***03355*FAU9704*703*****0*****SY**								
Constr	0	0	910,000	0	0	0	0	910,000
Total	0	0	910,000	0	0	0	0	910,000
*104 US26-SYLVAN INTERCHANGE TO VISTA RIDGE(ZOO INTERCHANGE)*****410**84-014***03324*FAP27***47*****71*****SY**								
Constr	0	0	0	0	0	1,650,000	0	1,650,000
Total	0	0	0	0	0	1,650,000	0	1,650,000
*105 STATE MODERNIZATION PROJECTS*****411**86-086***03307*VAR*****var*****7*****								
Constr	1,000,000	0	0	0	0	0	0	1,000,000
Total	1,000,000	0	0	0	0	0	0	1,000,000
*106 US26-SUNSET/CORNELL ROAD INTERCHANGE-STM*****427**79-069***00779*FAP27***47*****66*****SY**								
Constr	0	0	11,993,000	0	0	0	0	11,993,000
Total	0	0	11,993,000	0	0	0	0	11,993,000
*107 US30B-NE PORTLAND HIGHWAY-NE 82ND AVE TO I205-STM*****428**79-055***00456*FAU9966*123*****10*****								
Constr	0	2,052,275	0	0	0	0	0	2,052,275
Total	0	2,052,275	0	0	0	0	0	2,052,275
*108 US30B-NE PORTLAND HWY IMPROVEMENTS AT 201ST AND 223RD AVES-STM*****439**86-028***03343*FAU9966*123*****15*****SY**								
Constr	0	320,000	0	0	0	0	0	320,000
Total	0	320,000	0	0	0	0	0	320,000
*109 AIRPORT WAY-I205 TO 138TH AVE-UNIT I*****858**84-022c**03384*FAU9964*726*****0*****SY**								
Constr	0	3,570,000	0	0	0	0	0	3,570,000
Total	0	3,570,000	0	0	0	0	0	3,570,000
*110 SCHOLLS FERRY RD-MURRAY BLVD TO FANNO CREEK*****875**86-077***03290*FAU9234*143*****7*****SY**								
Constr	0	0	1,560,000	0	0	0	0	1,560,000
Total	0	0	1,560,000	0	0	0	0	1,560,000
 Total State Modernization								
	1,540,475	5,942,275	20,868,000	0	0	1,650,000	0	30,000,750

Metropolitan Service District
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 State Highway Projects

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

State Operations								
*111 METRO PLANNING*****								
Pre Eng	273,949	0	135,065	0	0	0	0	409,014
Total	273,949	0	135,065	0	0	0	0	409,014
*112 99W-PACIFIC HWY AT SW FISCHER ROAD SIGNAL-ST*****								
Constr	0	0	0	0	70,000	0	0	70,000
Total	0	0	0	0	70,000	0	0	70,000
*113 STATE FINANCED PROJECTS UNDER \$100,000*****								
Constr	0	0	0	120,000	50,000	170,000	0	340,000
Total	0	0	0	120,000	50,000	170,000	0	340,000
*114 BEAVERTON/TUALATIN HWY AT SW OAK-SIGNAL/LEFT TURN-ST*****								
Constr	0	0	0	190,000	0	0	0	190,000
Total	0	0	0	190,000	0	0	0	190,000
*115 US26-SUNSET/CORNELIUS PASS ROAD INTCHG-STM*****								
Constr	5,198,797	0	0	0	0	0	0	5,198,797
Total	5,198,797	0	0	0	0	0	0	5,198,797
*116 PACIFIC HIGHWAY WEST AT EDY/SCHOLLS-SIX CORNERS*****								
Pre Eng	138,100	0	0	0	0	0	0	138,100
Total	138,100	0	0	0	0	0	0	138,100
*117 BASELINE/JENKINS RECONNAISSANCE-219TH TO MURRAY-ST*****								
Pre Eng	0	30,500	0	0	0	0	0	30,500
Total	0	30,500	0	0	0	0	0	30,500
*118 OR210-SCHOLLS HWY AT SW JAMIESON ROAD-LT TURN REFUGE*****								
Constr	0	0	0	0	0	150,000	0	150,000
Total	0	0	0	0	0	150,000	0	150,000
*119 SUNRISE CORRIDOR-MCLOUGHLIN BLVD TO US26*****								
Pre Eng	36,600	0	0	0	0	0	0	36,600
Total	36,600	0	0	0	0	0	0	36,600
*120 HALL BOULEVARD AT BURNHAM STREET-SIGNAL*****								
Constr	0	0	130,000	0	0	0	0	130,000
Total	0	0	130,000	0	0	0	0	130,000
*121 PACIFIC HWY EAST/MCLOUGHLIN BLVD AT BOARDMAN AVE-5 PHASE SIGNAL*****								
Constr	0	0	0	0	0	126,000	0	126,000
Total	0	0	0	0	0	126,000	0	126,000

Metropolitan Service District
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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

State Operations (Continued)								
*122 OR43-PORTLAND SCL TO WESTLINN WCL-ROCKFALL/GM BARRIER*****880**86-046**03733*FAU9565*3*****4****SY***								
Rt-of-Way	0	0	5,000	0	0	0	0	5,000
Constr	0	0	150,000	0	0	0	0	150,000
Total	0	0	155,000	0	0	0	0	155,000
*123 OR210-FANNO CREEK TO BEAVERTON/TIGARD HWY(TIGARD)*****881**86-049**03908*FAU9234*143*****9****SY***								
Rt-of-Way	0	0	30,000	0	0	0	0	30,000
Constr	0	0	597,000	0	0	0	0	597,000
Total	0	0	627,000	0	0	0	0	627,000
*124 OR210-SCHOLLS HWY AT DENNY RD-SIGNAL*****882**86-052**02170*FAU9234*143*****11****SY***								
Constr	0	0	217,800	0	0	0	0	217,800
Total	0	0	217,800	0	0	0	0	217,800
*125 US30-DOANE CREEK TO NW HODGE AVENUE GUARDRAIL*****883**86-107**03932*FAP1***2W*****7****SY***								
Constr	0	0	0	0	0	0	160,000	160,000
Total	0	0	0	0	0	0	160,000	160,000
*126 OR43-OSWEGO HIGHWAY AT JOLIE POINT ROAD*****884**86-054**03939*FAU9565*3*****10****SY***								
Constr	0	0	0	0	0	0	220,000	220,000
Total	0	0	0	0	0	0	220,000	220,000
Total State Operations	5,647,446	30,500	1,264,865	310,000	120,000	446,000	380,000	8,198,811

Metropolitan Service District
 Transportation Improvement Program
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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Access Oregon Highway								
*127 99W PACIFIC HWY WEST-GREENBURG TO TUALATIN RIVER-AOH*****								
457**88-026**04342*PAP9****1W*****9****SY***								
Constr	0	0	1,350,000	0	0	0	0	1,350,000
Total	0	0	1,350,000	0	0	0	0	1,350,000
*128 PACIFIC HIGHWAY WEST AT EDY/SCHOLLS-SIX CORNERS*****								
463**88-040**04358*PAP9****1W*****15****SY***								
Rt-of-Way	0	0	0	1,100,000	0	0	0	1,100,000
Constr	0	0	0	2,800,000	0	0	0	2,800,000
Total	0	0	0	3,900,000	0	0	0	3,900,000
*129 MT HOOD PARKWAY-I84 TO MT HOOD HWY-PRELIMINARY ENGINEERING*****								
719**88-010**04752*VAR0****726*****0****SY***								
Pre Eng	1,053,000	0	0	0	0	0	0	1,053,000
Total	1,053,000	0	0	0	0	0	0	1,053,000
*130 WESTERN BYPASS-PHASE I-PRELIMINARY ENGINEERING*****								
720**88-011**04457*VAR0****734*****0****SY***								
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
*131 SUNRISE CORRIDOR-MCLOUGHLIN BLVD TO US26*****								
722**86-036b**00923*PAP74****171*****4****SY***								
Pre Eng	2,095,700	0	0	0	0	0	0	2,095,700
Total	2,095,700	0	0	0	0	0	0	2,095,700
*132 OR99W PACIFIC HWY WEST-PPAFFLE RD/COMMERCIAL STREET*****								
887**86-085**04820*PAP9****1W*****8*****								
Pre Eng	0	472,991	0	0	0	0	0	472,991
Total	0	472,991	0	0	0	0	0	472,991
Total Access Oregon Highway	3,148,700	1,510,491	1,350,000	3,900,000	0	0	0	9,909,191

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
report total	37,856,825	81,480,094	81,829,084	37,286,956	25,684,570	35,151,000	22,132,440	321,420,969

STAFF REPORT

Agenda Item No. _____
Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 89-1135 FOR THE
PURPOSE OF ALLOCATING THE MCLOUGHLIN CORRIDOR
INTERSTATE TRANSFER RESERVE

Date: September 7, 1989

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution allocates the remaining \$3,002,610 McLoughlin Interstate Transfer Reserve to seven projects described in Exhibit A, subject to adoption of the Southeast Corridor Study. The projects include projects resulting from the Southeast Corridor Study, future light rail studies in the Milwaukie Corridor, and the McLoughlin Boulevard highway improvements.

The Southeast Corridor Technical Advisory Committee (TAC) and the Transportation Improvement Program (TIP) Subcommittee discussed the proposed allocation at their meetings on August 1 and 2 and unanimously endorsed this recommendation.

TPAC has reviewed the proposed allocation and recommends approval of Resolution No. 89-1135.

FACTUAL BACKGROUND AND ANALYSIS

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 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.

The Southeast Corridor Study performed an analysis of existing and future transportation problems in a broad study area including Southeast Portland, Milwaukie, and inner Clackamas County. That study, which has not yet been adopted, defined eight projects which are important to provide adequate mobility in the study area, mitigate possible impacts of the Tacoma Overpass, and lessen traffic pressure on Johnson Creek Boulevard. 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.

A recent Oregon Department of Transportation (ODOT) analysis indicates that the McLoughlin Corridor Improvement Program is underfunded by approximately \$14 million. This is following a value engineering study which reduced costs on certain elements of the project which were feasible to scale back. The discussion by the Southeast Corridor TAC and the TIP Subcommittee was therefore put in the context that only a limited portion of the highway overrun could be funded even if all the reserve were allocated to it and that ODOT would have to find other resources to complete the highway projects.

Following a discussion of the 1986 JPACT resolution and statements made to neighborhood groups over the past several years, the Southeast TAC and the TIP Subcommittee recommend that the McLoughlin Reserve in part be allocated to a portion of the projects resulting from the Southeast Corridor Study as reflected in Exhibit A. These projects would mitigate traffic impacts of the Tacoma Overpass on Johnson Creek Boulevard. In addition, allocations are recommended to provide additional funding for light rail studies in the Milwaukie corridor and provide additional resources to the McLoughlin Corridor Improvement Program.

The TIP Subcommittee recommends one change from the Southeast Corridor TAC. The Southeast TAC recommends that the Johnson Creek Boulevard project be defined and agreed to within 24 months of this approval. If agreement is not reached, the TAC recommends that the million dollar allocation be available only for projects 2, 3 and 4 on the attached list, which are recommended to be funded for preliminary engineering by this action. The TIP Subcommittee recommends that, if agreement is not reached on the Johnson Creek Boulevard project, the monies would go back into the reserve and be eligible for a wider variety of McLoughlin Corridor related projects.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1135.

BEFORE THE COUNCIL OF THE
THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ALLOCATING THE) RESOLUTION NO. 89-1135
MCMCLOUGHLIN CORRIDOR INTERSTATE) Introduced by
TRANSFER RESERVE) Mike Ragsdale, Chair,
) JPACT

WHEREAS, Metro Resolution No. 86-632 approved a McLoughlin Boulevard Improvement Program, consisting of highway and transit improvements, and established a McLoughlin Corridor Interstate Transfer Reserve; and

WHEREAS, Resolution No. 86-632 included a provision to allocate the newly established Reserve to projects in the corridor that are consistent with the McLoughlin Corridor Improvement Program or that result from the Southeast Corridor Study; and

WHEREAS, The Southeast Corridor Study identified projects which would mitigate potential impacts of the McLoughlin Corridor Improvement Program and improve mobility within the Southeast Study area; and

WHEREAS, These projects have been endorsed by the Southeast Corridor Citizens and Technical Advisory Committees; and

WHEREAS, ODOT and the concerned local jurisdictions have identified the need for further resources to be allocated to the McLoughlin Corridor highway improvements; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District endorses allocation of the McLoughlin Corridor Interstate Transfer Reserve to the projects described in Exhibit A.

2. That the Transportation Improvement Program is hereby amended in accordance with Exhibit A.

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

Mike Ragsdale, Presiding Officer

RB:mk

89-1135.RES

09-07-89

Exhibit A
McLoughlin Reserve Allocation -- \$3,002,610

	<u>Project</u>	<u>Cost</u>	<u>Comments</u>
1.	<p>Johnson Creek Boulevard (32nd Avenue to 45th Avenue)</p> <p>Provide mitigation and safety measures such as curbs, drainage, street lighting and sidewalks where needed. Design lanes to meet minimum standards. Exact scope of project will be determined by Portland, Milwaukie, the Ardenwald Neighborhood Association and affected property owners.</p>	\$1 m.	Project to be defined within 24 months. If project is not defined, money would go back to Reserve.
2.	<p>Harrison Street (Highway 224 - 32nd Avenue)</p> <p>Conduct preliminary engineering (P.E.) to determine scope of project. This is an at-grade project and should be coordinated with the Sunrise Corridor DEIS.</p>	\$50,000 - P.E. Only	To provide additional capacity at Highway 224 intersection and improve east/west flow; corridor is currently under utilized.
3.	<p>Johnson Creek Boulevard (Linwood Avenue to 82nd Avenue)</p> <p>Upgrade to urban industrial road standards; two travel lanes with turn lanes where needed; examine need for curbs, sidewalks and safety improvements. Design project to maintain rail feasibility at crossings.</p>	\$50,000 - P.E. Only	To encourage truck traffic to utilize I-205 to the extent possible; facility is currently sub-standard; roadway is narrow and uneven with cracked pavement.
4.	<p>45th Avenue (Harney to Glenwood)</p> <p>Narrows the street with curb extensions, subject to the endorsement of the Woodstock Neighborhood Association and 45th Avenue residents. Should be constructed no later than project 3. Impacts of project should be monitored so traffic is not diverted to other streets.</p>	\$50,000 - P.E. Only	Treats 45th as neighborhood collector by reducing excessive speeds on facility. Decreases truck accessibility.

	<u>Project</u>	<u>Cost</u>	<u>Comments</u>
5.	LRT studies in Milwaukie Corridor. \$360,000 to supplement currently allocated \$1 m. for Phase II AA/DEIS from Portland to Milwaukie; \$100,000 each for Phase I study from Milwaukie to Clackamas Town Center and Milwaukie to Oregon City.	\$ 560,000	Supplements existing LRT reserve. Will be available for EIS and systems planning.
6.	Hawthorne Bridge transition structure LRT study.	\$ 5,000	Determine cost of making Hawthorne Bridge rail ready in current project vs. retrofitting at a later date.
7.	McLoughlin Corridor Highway Improvements.	\$1,287,610	Will reduce shortfall on overall McLoughlin highway improvements, Phases I, II, IIIA.
		<u>\$3,002,610</u>	

1 (RECEIVED SEP 25 1989)

CENTRAL EASTSIDE INDUSTRIAL COUNCIL

P.O. Box 14251
Portland, Oregon 97214
(503) 232-1012

September 21, 1989

Officers 1989

President
Donald Schmidt
Nygaard, Mims & Hoffman
PCCPA

Vice-President
Stuart Shleifer
Shleifer Furniture Company

Treasurer
Robert Foote
Benjamin Franklin F.S.L.A.

Chairman of Board
Rick Parker, Jr.
United Finance

MEMORANDUM

TO: Lois Kaplan, Secretary to Joint Policy Advisory Committee
on Transportation (JPACT)
FROM: Peter F. Fry, Consultant to Central Eastside Industrial
Council (CEIC)
RE: CEIC resolution on southeast light rail

Directors 1989

Earl Bolliger
Bolliger & Sons, Inc.

John Bradshaw
Bradshaw Auto Parts, Inc.

Dick Burnham
United States National
Bank of Oregon

Bruce Burns
Burns Brothers, Inc.

Gary Coe
Speeds Automotive &
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Mike Love
Columbia Corrugated Box
Company

Michael Miller
Goodwill Industries of
Oregon

Margaret Moreland
Morrow Building

Dave Perry
First Interstate Bank of
Oregon

William Potter
Citizens Graphic Arts, Inc.

Greg Wentworth
Wentworth Chevrolet

The two resolutions referred to by Rick Parker, Jr., CEIC
Chairman of Board, are enclosed.

The draft resolution dated July 13, 1989 has been adopted in
concept by the CEIC Board at their July meeting. The draft
resolution is being circulated among affected southeast
neighborhoods and will return to the CEIC Board in October
as modified by their input and concurrence.



CENTRAL EASTSIDE INDUSTRIAL COUNCIL

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First Interstate Bank of
Oregon

William Potter
Citizens Graphic Arts, Inc.


Greg Wentworth
Wentworth Chevrolet

July 19, 1989

RESOLUTION

The Central Eastside Industrial Council voted
unanimously to RECOMMEND THAT:

Improvements made by the County to the Hawthorne
Bridge and Ramps include any future requirements
necessary for completion of the Milwaukie Light
Rail Line.



R. H. Parker, Jr., Chairman
Central Eastside Industrial Council



D R A F T

A resolution for the purpose of presenting a joint southeast neighborhood and business district position as regards the proposed transit corridors to Milwaukie, Oregon (light rail) from downtown Portland, Oregon and across the Hawthorne Bridge, as presented in Policy Number 4, Transportation portion of the Central City Plan which was adopted by the City of Portland on March 24, 1988.

WHEREAS, the Central City Plan, as adopted, was developed by several commissions and committees with direct involvement and support by over 10,000 citizens, and that as a result of these actions, it would be imprudent to consider changing a plan that these citizens of Portland helped develop.

WHEREAS, we do support, and always have supported, an integrated light rail system throughout the metropolitan area to provide transportation capacity for our region's growth and to expedite an economically efficient method of transportation.

WHEREAS, our concern addresses what should be Portland's most effective strategic position that will serve both the North Macadam area and Portland's southeast neighborhoods and business districts. We further believe that consensus and support are critical elements to compete successfully for public and private funds. To meld two distinct transportation corridors (west bank and east bank) into a single corridor competition where one is destined to lose, insures conflict and loss of support.

WHEREAS, there are eighteen (18) southeast neighborhoods impacted that represent approximately 25% of the population of the City of Portland. This population generally consists of people with the demographics well suited for light rail transit corridor.

WHEREAS, with the location of OMSI to it's planned location on the old Station L property targeted for completion in late 1991, the potential ridership in support of an anticipated one million visitors per year is significant. Combine this with the potential ridership linked to completion of the Oregon Convention Center and it's surrounding activities, the issue becomes even more critical as an essential part of the total integrated transit system.

THEREFORE, BE IT RESOLVED, that

1. Policy Number 4, Transportation portion of the Central City Plan as it relates to transit corridor (light rail) to Milwaukie, Oregon should be followed.
2. The transit corridor (light rail) through North Macadam to Lake Oswego, Oregon should be approached separately from the alignment from downtown Portland, across the Hawthorne Bridge to Milwaukie, Oregon.



METRO

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

Memorandum

DATE: September 7, 1989

TO: Joint Policy Advisory Committee on Transportation (JPACT)

FROM: Andy Cotugno, Transportation Director

RE: ODOT SIX-YEAR HIGHWAY PROGRAM -- REGIONAL PRIORITIES

ODOT's schedule for updating their Six-Year Highway Improvement Program is as follows:

September-October 1989	Oregon Transportation Commission (OTC) Work Sessions
November 1989	Release Preliminary Draft
December 1989	OTC Approves Draft for Public Hearing
February 1990	Public Hearing (Statewide)
June 1990	OTC Adoption

Attached is a "Draft" staff report and resolution dealing with project-specific priorities. This recommendation is now under review by TPAC and will be forwarded for JPACT adoption at the October 12 meeting. In addition to project-specific priorities, TPAC recommends that JPACT communicate a number of policy concerns to the OTC to take into consideration as they set the overall policy direction for the program. In particular, TPAC recommends that the following issues be presented to the OTC:

1. Consideration should be given to adding the Sunset Highway to the Access Oregon system and to scheduling improvements to be coordinated with the LRT construction schedule. The Sunset Highway should meet ODOT's criteria for the Access Oregon system.
2. Consideration should be given to maintaining an adequate funding level for Interstate modernization. The past policy of splitting the FAI-4R funds 60/40 percent for Rehabilitation/Modernization ensures needed modernization projects can be advanced while a change in policy to 90/10 percent Rehabilitation/Modernization would significantly delay the entire program. Maintaining the

JPACT

September 7, 1989

Page Two

40 percent share or supplementing FAI-4R funds with state funds should be considered.

3. ODOT should clarify how it proposes to treat arterial projects:
 - a. which arterials does ODOT plan to retain and improve; what funding program is set up for this purpose?
 - b. which arterials does ODOT plan to drop; under what conditions should local jurisdictions expect to assume responsibility?
4. The Access Oregon program is a good one, but the region may see little or no improvements for eight to ten years. Although the region expects to seek funding from the Access Oregon program for the Westside Bypass, the Sunrise Corridor and the Mt. Hood Parkway, ODOT's policy prohibits including a commitment to construction in the Six-Year Program until the project has completed the EIS process. As such, funding cannot be committed in this update and perhaps the next update. If the OTC fully commits the Access Oregon funding, no construction activity can be committed to for the next six to eight years, causing a significant delay to these projects. Consideration should be given to not fully committing all available Access Oregon funding in the next several updates to the Six-Year Highway Program.
5. Consideration should be given to establishing a funding program for intersection improvements, freeway management projects and other small scale operations improvements. These projects produce a very high degree of benefit at minimal cost.
6. Funding Commitment -- The Portland region has historically viewed the Six-Year Program as a commitment by ODOT to fund the project. This is a good policy that should be continued. Furthermore, ODOT should maintain a commitment to a project once included in the Six-Year Program in the event funding is reprogrammed to other purposes.

ACC:mk

- D R A F T -

STAFF REPORT

Agenda Item No. _____
Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 89-1134 FOR THE
PURPOSE OF ESTABLISHING THE REGION'S PRIORITY HIGHWAY
PROJECT IMPROVEMENTS FOR INCLUSION IN THE 1991-1996
ODOT SIX-YEAR HIGHWAY PROGRAM

DATE: September 7, 1989

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would establish 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. Prior to commencing construction, local government must demonstrate that these projects are consistent with their local comprehensive plans.

FACTUAL BACKGROUND AND ANALYSIS

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 is currently being updated to provide funding for projects to be implemented during 1991-1996. The attached resolution identifies the region's highway project priorities for inclusion in the current update of the ODOT program.

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 current ODOT Six-Year Program update process.

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. The new project proposals for the current update are shown in Table 1. 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 (see Tables 2 through 4). Any of those projects recommended for PE/ROW in the "high priority" categories could be accelerated to construction if the process proceeds faster than anticipated at this time.

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 (Table 3) and the Other State Fund priorities (Table 4).

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 inter-sections 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.

There was unanimous concurrence of the Transportation Improvement Program Subcommittee to forward the attached resolution to the Transportation Policy Alternatives Committee (TPAC) for approval.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1134.

ATTACHMENT A

I. JPACT CRITERIA

To implement the 10-year program, priorities must be established to guide specific funding decisions, now and during the course of the 10-year period. Criteria for setting these priorities will be as follows:

A. Criteria for Ranking Projects:

1. Improvements that correct severe existing traffic problems will have first priority.
 2. Improvements that correct traffic congestion problems anticipated in the next 10 years and improvements that correct access capacity deficiencies that constrain 10-year development areas will have next priority.
- B. In order to minimize costs, regional corridor improvements to be implemented will give priority consideration to actions to reduce costs through increased people-moving capacity obtained by transit, regional and corridor ride-share programs and low-cost management techniques such as ramp metering, signal improvements, access control and high-occupancy vehicle lanes.
- C. Large projects should be broken into manageable parts so that the most critical part is prioritized for construction.
- D. Consideration should be given to the region "reserving" a portion of available funds in order to be able to quickly respond to economic development opportunities.

II. TECHNICAL CRITERIA

- A. 1985 v/c: Volume to capacity ratio (p.m. pk. hr./pk. direction)
- > .9 = High = 3 pts.
 - .8 - .9 = Med. = 2 pts.
 - < .8 = Low = 1 pt.
- B. 1985 Accident Rate per vehicle mile (from 1985 ODOT Accident Rate Book)
- > 124% statewide median = High = 3 pts.
 - 100% - 124% statewide median = Med. = 2 pts.
 - < 100% statewide median = Low = 1 pt.

C. 1985 VHD = annual vehicle hours of delay

(time at assigned peak-hour volume) - (time at LOS "c"
volume) x 3,300 x peak-hour volume

1. Intersections/Interchanges

- > 9 hours = High = 3 pts.
- 5 - 9 hours = Med. = 2 pts.
- < 5 hours = Low = 1 pt.

2. Interstate Projects

- > 74 hours = High = 3 pts.
- 25 - 74 hours = Med. = 2 pts.
- < 25 hours = Low = 1 pt.

3. Link Improvements

- > 15 hours = High = 3 pts.
- 7.5 - 15 hours = Med. = 2 pts.
- < 7.5 hours = Low = 1 pt.

D. 1998 v/c: Volume to capacity ratio (p.m. pk. hr./pk.
direction)

- > .94 = High = 3 pts.
- .85 - .94 = Med. = 2 pts.
- < .85 = Low = 1 pt.

E. 1998 VHD = annual vehicle hours of delay

(time at assigned peak-hour volume) - (time at LOS "c"
volume) x 3,300 x peak-hour volume

1. Intersections/Interchanges

- > 19 hours = High = 3 pts.
- 10 - 19 hours = Med. = 2 pts.
- < 10 hours = Low = 1 pt.

2. Interstate Projects

- > 149 hours = High = 3 pts.
- 50 - 149 hours = Med. = 2 pts.
- < 50 hours = Low = 1 pt.

3. Link Improvements

- > 29 hours = High = 3 pts.
- 15 - 29 hours = Med. = 2 pts.
- < 15 hours = Low = 1 pt.

F. 1998 v/c > .9 Into Development Area

Does the project improve 1998 access into an area with vacant developable acreage with a projected v/c greater than .9? (Yes/No)

G. Recent Development Occurred?

Using 1980-1987 Total Employment and recent commitments, is the area accessed by the project actively developing? (Yes/No)

Combined Rating for F. and G.

- Yes/Yes = High = 3 pts.
- Yes/No or No/Yes = Med. = 2 pts.
- No/No = Low = 1 pt.

H. Cost per 2005 VMT (or VT: Interchanges and intersections)

Estimated project cost ÷ 2005 Vehicles or Vehicle Miles of Travel

1. Intersections/Interchanges

- < \$.51/vehicle = High = 3 pts.
- \$.51 - \$.99/vehicle = Med. = 2 pts.
- \$1.00/vehicle or over = Low = 1 pt.

2. Interstate Projects

- 0 - \$.50/vehicle-mile = High = 3 pts.
- \$.51 - \$.99/vehicle-mile = Med. = 2 pts.
- \$1.00/vehicle-mile or more = Low = 1 pt.

3. Link Improvements

- 0 - \$.33/vehicle-mile = High = 3 pts.
- \$.34 - \$.67/vehicle-mile = Med. = 2 pts.
- > \$.67/vehicle-mile = Low = 1 pt.

BEFORE THE COUNCIL OF
THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING)	RESOLUTION NO. 89-1134
THE REGION'S PRIORITY HIGHWAY)	Introduced by Mike
PROJECT IMPROVEMENTS FOR INCLUSION)	Ragsdale, Chair, Joint
IN THE 1991-1996 OREGON DEPARTMENT)	Policy Advisory Committee
OF TRANSPORTATION SIX-YEAR HIGHWAY)	on Transportation (JPACT)
PROGRAM)	

WHEREAS, The Joint Policy Advisory Committee on Transportation has established a preliminary 10-year transportation program of priorities and strategies; and

WHEREAS, These priorities are identified in the adopted Regional Transportation Plan (RTP); and

WHEREAS, The program sets the agenda for transportation improvements throughout the next decade; and

WHEREAS, Many of the identified improvements are required on facilities owned by the state of Oregon; and

WHEREAS, The improvements programmed on the State Highway System must be included in the Oregon Department of Transportation Six-Year Highway Improvement Program; and

WHEREAS, The Six-Year Program is currently being updated to encompass projects to be scheduled in the period 1991-1996; and

WHEREAS, The Transportation Improvement Program Subcommittee and the Transportation Policy Alternatives Committee have developed a consensus as to the region's priorities for projects to be included in the current Oregon Department of Transportation Six-Year Program update; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District adopts the highway improvements contained in Exhibit A as the region's priorities for inclusion in the 1991-1996 Oregon Department of Transportation Six-Year Program.

2. That staff be directed to forward these priorities in testimony during the appropriate hearings on the Six-Year Program update by the Oregon Transportation Commission.

3. That this action is consistent with the Regional Transportation Plan.

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

Mike Ragsdale, Presiding Officer

JAG:mk

89-1134.RES

08-22-89

EXHIBIT A

HIGHWAY PROJECT PRIORITIES FOR INCLUSION IN
1991-1996 ODOT SIX-YEAR PROGRAM

	<u>Project Limits</u>	<u>Recommendation</u>	<u>Cost</u>
A. <u>Interstate Projects</u>			
I-5	Western Bypass/I-205 Int.	PE/ROW	\$12.0
I-205	Highway 224 Interchange	PE/ROW	6.0
I-5	Highway 217 Interchange	Construction	45.5
I-5	Greeley - N. Banfield Ph. 1	Construction	6.0 m.
I-5	Greeley - N. Banfield Ph. 2	Construction	27.9
I-5	Greeley - N. Banfield Ph. 3	PE/ROW	3.0
I-5	Greeley - N. Banfield Ph. 4	PE/ROW	5.5
I-205	Sunnybrook Interchange	Construction	9.2
I-5	Barbur/49th/Taylor's Ferry Int.	PE/EIS	1.0
I-405	W. Marquam - Fremont Bridge	PE	4.0
I-5	Stafford Road Interchange	Construction	10.2 (5.2 prog.)
I-84	181st - Troutdale	Construction	67.3 (55.0 prog.)
I-205	Sunnyside Interchange	Construction	0.2
B. <u>Access Oregon Projects</u>			
Hwy. 99E	McLoughlin - Phases 1, 2, 3	Construction	10.5 (short- fall)
Western	Bypass I-5 to Sunset Highway	PE	5.0
Western	Bypass Phase I (I-5 to Highway 99W)	ROW	8.9
Western	Bypass (Boones Ferry Road) Bypass to I-5 Phase 1	PE/ROW	1.9
Hwy. 99W	at Six Corners	Construction	5.6 (4.4 prog.)
U.S. 26	Zoo - Sylvan Road Phase 1 (including Zoo ramp Ph. 2)	Construction	11.5 (5.4 prog.)
U.S. 26	Sylvan - Canyon Phase 2	Construction	11.3
U.S. 26	Canyon - Cornell	Construction	19.2
U.S. 26	158th/Cornell Interchange	Construction	18.5 (12.4 prog.)
U.S. 26	185th Avenue Interchange	Construction	8.1
I-84/U.S. 26	Connection (Mt. Hood Parkway)	PE/ROW	12.0 (2.0 prog.)
Hwy. 224	McLoughlin - 37th/Edison	Construction	5.0
Hwy. 224	37th/Edison - Webster Phase 1	Construction	0.5
Hwy. 224	37th/Edison - Webster Phase 2	PE	0.4

EXHIBIT A
(continued)

<u>Project Limits</u>		<u>Recommendation</u>	<u>Cost</u>
B. <u>Access Oregon Projects</u> (continued)			
Hwy. 224	Webster - Johnson	PE	0.4
Hwy. 224	Ext. Lawnfield - 135th	PE/ROW	10.0 (1.0 prog.)
Hwy. 212	Chitwood - Royer (Damascus)	PE/ROW	3.5 (1.1 prog.)
C. <u>Other State Fund Projects</u>			
U.S. 26	Zoo - Sylvan Road Phase 1 (including Zoo ramp Ph. 2)	Construction	11.5 (5.4 prog.)
U.S. 26	Canyon - Cornell	Construction	19.2
Barbur Blvd.	S.W. Third - S.W. 49th (TSM)	Construction	1.3
Powell Blvd.	I-205 - 181st Phase 1 (TSM)	Construction	7-10.0
T.V. Hwy.	Murray - Highway 217 (Beaverton)	PE/ROW	10.0
U.S. 26	Sylvan - Canyon Phase 2	Construction	11.3
Farmington Road	Murray - 209th	Construction	11.2 (3.45 local)
Hwy. 43	Willamette Falls Dr. - Laurel	Construction	1.0
OR 213	C.C.C. - Mulino	Construction	3.9
Hwy. 217	Sunset - Scholls Ferry Rd. (Ramp Metering)	Construction	0.8
Hwy. 217	Sunset - Hall Phase 1	PE/ROW	1.2
Hwy. 217	Hall Boulevard - Hall O'xing	PE/ROW	1.1
U.S. 26	Ross Island Br./West Bridgehead	PE/ROW	5.0
U.S. 26	158th/Cornell Interchange	Construction	12.0 (10.8 prog.)
Hwy. 99W	Highway 217 to Main	PE/ROW	1.5
Hwy. 99W	Highway 217 Interchange	PE/ROW	4.7
Hwy. 217	Greenburg Overcrossing	PE/ROW	0.5
B.H. Hwy.	Scholls Ferry - Hwy. 217 (TSM)	Construction	1.7
B.H. Hwy.	Scholls/Oleson Interchange	Construction	1.0 (0.33 prog.)
Barbur Blvd.	Hamilton - Terwilliger	PE/ROW	1.3
T.V. Hwy.	Murray - 21st Phase 1 (TSM)	PE	2.5
T.V. Hwy.	21st - Oak	Construction	3.1 (4.8 other \$)
Scholls Ferry	Highway 217 - Murray	Construction	7.5 (3.8 prog.)

EXHIBIT A
(continued)

<u>Project Limits</u>		<u>Recommendation</u>	<u>Cost</u>
C. <u>Other State Fund Projects</u> (continued)			
Macadam			
Avenue	at Taylors Ferry	PE/ROW	0.4
Macadam			
Avenue	Taylors Ferry - Bancroft (TSM)	PE	1.0
Hwy. 99E	Union/Grand Viaduct	Construction	14.4 (HBR poss.)
U.S. 30	N. Columbia - Lombard via 60th	Construction	3.5
U.S. 26	185th Avenue Interchange	Construction	8.1
Graham			
Road	Structure Widening	Construction	2.8

D. State Operations Fund

That the state establish, on a regional basis, an operations fund to be used for intersections and other small scale operations improvements for new projects and to supplement HES funds.

E. Freeway Management Techniques

That ODOT initiate and implement over time the freeway management techniques, including ramp metering, identified in the November 1987 Freeway Congestion Management Report prepared by ODOT Region I.

Table 1
New Project Rankings for the 1991-1996 Six-Year Program Update

Facility	Project Limits	Project Description	1987 V/C	1987 Rating (Points)	1987 Accident Rate	1987 Rating (Points)	1987 VHD	1987 Rating (Points)	1998 V/C	1998 Rating (Points)	1998 VHD	1998 Rating (Points)	1998 V/C > .2	Recent Development	Rating (Points)	Est. Cost	2005 VMT/VT	Cost per 2005 VMT	Rating (Points)	Total (Points)
McLoughlin Boulevard	Units 1, 2, 3	Shortfalls	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
*T.V. Highway	Beaverton E/W	Interchange and Arterial Imps.	1.01	High (3 pts.)	234%	High (3 pts.)	18.7	High (3 pts.)	1.15	High (3 pts.)	35.9	High (3 pts.)	Yes	Yes	High (3 pts.)	\$10.0 m.++	\$16.9 m.	\$ 0.59	Med. (2 pts.)	20
*Ross Island Bridge	West Bridgehead	Reconstruct, Access	1.30	High (3 pts.)	110%	Med. (2 pts.)	19.2	High (3 pts.)	1.59	High (3 pts.)	21.2	High (3 pts.)	Yes	Yes	High (3 pts.)	50.0 m.	4.1 m.	12.20	Low (1 pt.)	18
*Union/Grand Viaduct	Division - ramps	Widening	1.00	High (3 pts.)	75%	Low (1 pt.)	24.4	High (3 pts.)	1.15	High (3 pts.)	28.7	High (3 pts.)	Yes	Yes	High (3 pts.)	14.4 m.	6.4 m.	2.26	Low (1 pt.)	17
*I-205/Sunnyside	Interchange	NB Off-Ramp Widening	0.8	Med. (2 pts.)	0%	Low (1 pt.)	5.8	Med. (2 pts.)	1.03	High (3 pts.)	7.2	Low (1 pt.)	Yes	Yes	High (3 pts.)	0.2 m.	3.3 m.	0.06	High (3 pts.)	15
+Sandy Boulevard	41st - 102nd	TSM	.94-.32	Low (1 pt.)	222%-75%	High (3 pts.)	4.3	Low (1 pt.)	1.03-.38	Med. (2 pts.)	15.0	Med. (2 pts.)	No	No	Low (1 pt.)	4.0 m.	18.8 m.	0.21	High (3 pts.)	13
*I-205/Park Place	Interchange	NB Ramp Improvements	.75	Low (1 pt.)	233%	High (3 pts.)	5.1	Med. (2 pts.)	0.83	Low (1 pt.)	6.0	Low (1 pt.)	No	Yes	Med. (2 pts.)	1.5 m.	0.9 m.	1.67	Low (1 pt.)	11
*Steel Bridge	East Bridgehead	Circulation, Access	.9	Med. (2 pts.)	56%	Low (1 pt.)	0.5	Low (1 pt.)	0.92	Low (1 pt.)	0.6	Low (1 pt.)	Yes	Yes	High (3 pts.)	5.0 m.	4.5 m.	1.10	Low (1 pt.)	10
*I-5/Nyberg	Interchange	SB-EB RTL	.67	Low (1 pt.)	74%	Low (1 pt.)	4.6	Low (1 pt.)	0.84	Low (1 pt.)	5.6	Low (1 pt.)	No	Yes	Med. (2 pts.)	0.2 m.	5.3 m.	0.04	High (3 pts.)	10
+Highway 47	Council Creek - Hwy. 47 Bypass	Widen	.2	Low (1 pt.)	107%	Med. (2 pts.)	0.0	Low (1 pt.)	0.65	Low (1 pt.)	0.0	Low (1 pt.)	No	No	Low (1 pt.)	5.6 m.	20.7 m.	0.27	High (3 pts.)	10
+U.S. 30	Kittridge - WCL	TSM	.61	Low (1 pt.)	26%	Low (1 pt.)	0.0	Low (1 pt.)	0.72	Low (1 pt.)	1.5	Low (1 pt.)	No	No	Low (1 pt.)	2.5 m.	19.9 m.	0.13	High (3 pts.)	9
*I-5/N. Kerby	Interchange	NB Off-Ramp	.45	Low (1 pt.)	101%	Med. (2 pts.)	2.3	Low (1 pt.)	0.54	Low (1 pt.)	3.3	Low (1 pt.)	No	No	Low (1 pt.)	2.8 m.	2.3 m.	1.22	Low (1 pt.)	8
*I-5	Columbia - Portland	Capacity, Ramps	.5	Low (1 pt.)	15%	Low (1 pt.)	0.2	Low (1 pt.)	0.51	Low (1 pt.)	0.2	Low (1 pt.)	No	No	Low (1 pt.)	3.0 m.	1.2 m.	2.50	Low (1 pt.)	7

* Data supplied by ODOT
+ Data supplied by Metro
++ Reflects ODOT participation

TABLE 2

INTERSTATE PROJECT PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>	
<u>High</u>						
I-5	Greeley - N. Banfield Phase I	Ramp mods; new local street	19	Construction	---	\$ 6.0 m.
I-5	Western Bypass/I-205 Interchange	Construction	19	PE/ROW	Insufficient time available to construct in six-year period.	12.0
I-205	Highway 224 Interchange	Reconstruction	19	PE/ROW	Insufficient time available to construct in six-year period.	6.0
I-5	Highway 217 Interchange	Reconstruction	18	Construction	---	45.5
I-5	Greeley - N. Banfield Phase II	Widen to 6 lanes	18	Construction	---	27.9
I-5	Greeley - N. Banfield Phase III	Braided ramps	18	PE/ROW	Construction of Phases 1 and 2 will allow lengthening of schedule.	3.0
I-5	Greeley - No. Banfield Phase IV	SB frontage road	18	PE/ROW	Construction of Phases 1 and 2 will allow lengthening of schedule.	5.5
I-205	Sunnybrook Interchange	Construction of split diamond	17	Construction	---	9.2
I-5	Barbur/49th/Taylor's Ferry Int.	To be determined	17	PE/EIS	Project has yet to be defined.	1.0
I-405	W. Marquam - Fremont Bridge	To be determined	16	PE	Project has yet to be defined.	4.0
I-5	Stafford Road Interchange	Widening	15	Construction	Required for Phase 1 of W. Bypass.	10.2 (5.2 funded)
I-84	181st - Troutdale	Widen to 6 lanes; new ints. at 207th and 238th	10	Construction	Accelerate priority due to U.S. 26 Connector priority.	67.3 (55.0 funded)
I-205	Sunnyside Interchange	NB Off-ramp widening	15	Construction	Deferred part of original project.	0.2
<u>Medium</u>						
I-5	Multnomah - Terwilliger	NB weave and merge	16	---	---	
I-205	Airport Way - Sunnyside	Ramp metering	16	---	---	
I-5	Hood Avenue - Terwilliger	SB Climbing Lane	15	---	---	
<u>Low</u>						
I-205	Gladstone Interchange	Widening	13	---	---	
I-5	Lower Boones Ferry Interchange	Widening	12	---	---	
I-205	Highway 43 Interchange	Widening	11	---	---	
I-205	Park Place Interchange	NB Ramp improvements	11	---	---	
I-5	Nyberg Road Interchange	SB-EB RTL	10	---	---	
I-5	Willsonville Interchange	Reconstruction	10	---	FEIS FY 91	
I-5	Charbonneau Interchange	Widening	8	---	---	
I-5	N. Kerby Avenue	NB Off-ramp	8	---	Privately funded PE should proceed.	
I-5	Columbia - Portland Boulevard	Capacity, ramps	7	---	---	

TABLE 3

ACCESS OREGON PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
<u>High</u>					
Hwy. 99E W. Bypass W. Bypass	Units 1, 2, 3 I-5 to Sunset Highway Phase I (I-5 to Highway 99W)	Shortfalls Construct 4-lane facility Construct 4-lane facility	N/A PE 21 ROW	Construction PE ROW	Cover shortfalls on committed \$9.9-11.6 m. 5.0 Insufficient time to go to construction in six-year period. 8.9
U.S. 26	Zoo - Sylvan Road Phase I (including Zoo ramp II)	Complete WB Climbing Lane	20	Construction	11.5 (5.4 prog.)
U.S. 26	Canyon - Cornell	Widen to 6 lanes	20	Construction	19.2
U.S. 26 I-84/ U.S.26	Sylvan - Canyon Phase 2 Connection	Widen; construct CD roads Construct 4-lane facility	19 19	Construction PE/ROW	11.3 Insufficient time to go to construction in six-year period. 12.0 (2.0 prog.)
Hwy. 224 Hwy. 224 Hwy. 224	McLoughlin - 37th/Edison 37th/Edison - Webster Phase I Extension (Lawnfield - 135th)	Widen to 6 lanes Reconfigure, signal intertie Construct 4-lane facility	18 12 18	Construction Construction PE/ROW	5.0 Required for previous project. Insufficient time to go to construction in six-year period. 10.0 (1.0 prog.)
W. Bypass	(Boones Ferry Rd.) Bypass - I-5/Stafford Phase I	Widen to 3 lanes	17	Construction	1.9 Connected to I-5/Stafford and Bypass Phase 1
U.S. 26	158th/Cornell Interchange	Reconstruct interchange	17	Construction	18.5 (12.4 prog.)
Hwy. 99W	at Six Corners	Reconfigure interchange	17	Construction	5.6 (4.4 prog.)
Hwy. 212	Chitwood - Royer (Damascus)	Widen or couplet	14	PE/ROW	Insufficient time to go to construction in six-year period. 3.5 (1.1 prog.)
Hwy. 224	37th/Edison - Webster Phase 2	Widen to 6 lanes	12	PE	Moved up to allow all Hwy. 224 PE to proceed at same time. 0.4
Hwy. 224	Webster - Johnson	Widen to 6 lanes	11	PE	(See previous project.) 216th/219th segment; construction is subject to meeting land use requirements. 0.4
Hwy. 26	185th Interchange	Reconstruct	15	Construction	8.1 Connected to 185th widening.

Medium

- NONE -

TABLE 3

ACCESS OREGON PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
		<u>Low</u>			
Hwy. 212	Rock Creek Junction - Chitwood	11	Widen to 4 lanes	FEIS FY 92	
Hwy. 212	Lani Lane - U.S. 26 Phase I	11	Widen to 2 lanes	FEIS FY 92	
Hwy. 212	Lani Lane - U.S. 26 Phase II	11	Widen to 4 lanes	FEIS FY 92	
Hwy. 212	School Rd. - Lani Ln. (Boring)	9	Widen or couplet	FEIS FY 92	
Hwy. 212	Royer - 242nd	8	Widen to 4 lanes	FEIS FY 92	
Hwy. 212	242nd - School Road	8	Widen to 4 lanes	FEIS FY 92	
U.S. 26	Helvetia Int. Phase 2	8	All capacity at interchange	Construction FY 94	
U.S. 26	Jackson Interchange	7	Construct interchange	ROW FY 94	
Hwy. 212	at U.S. 26	7	Improve interchange	FEIS FY 92	

TABLE 4

OTHER STATE FUNDING SOURCE PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
<u>High</u>					
U.S. 26	Zoo - Sylvan Phase I (including Zoo ramp II)	Complete WB Climbing Lane	20	Construction	\$11.5 m.
U.S. 26	Canyon - Cornell	Widen to 6 lanes	20	Construction	19.2
Barbur Blvd.	S.W. Third - S.W. 49th	TSM	20	Construction	1.3
Powell Blvd.	I-205 - 181st Phase 1	TSM	20	Construction	7-10
T.V. Hwy.	Murray - Highway 217	Interchange and E/W arterials	20	PE/ROW	Development of project scope and financial plan required. 10.0
U.S. 26	Sylvan - Canyon Phase 2	Widen; all CD roads	19	Construction	11.3
Farmington Road	Murray - 209th	Widen to 3-5 lanes	19	Construction	Local \$ committed (\$3.45 m.). 11.2
Hwy. 43	Willamette Falls Dr. - Laurel	TSM; intersections	19	Construction	1.0
OR 213	C.C.C. - Mulino	Widen	19	Construction	3.9
Hwy. 217	Sunset - Scholls Ferry Road	Ramp meter	18	Construction	0.8
Hwy. 217	Sunset - Hall Phase I	Auxiliary lanes	18	PE/ROW	1.2
Hwy. 217	Hall Boulevard - Hall O'xing	Widen to 6 lanes	18	PE/ROW	1.1
U.S. 26	Ross Island Br./West	Reconstruct access	18	PE/ROW	Project development required 5.0
U.S. 26	158th/Cornell Interchange	Reconstruct interchange	17	Construction	12.0 (10.8 prog.)
Hwy. 99W	Highway 217 to Main	Reconfigure; widen	19	PE/ROW	1.5
Hwy. 99W	Hwy. 217 Interchange	Reconstruct	17	PE/ROW	4.7
Hwy. 217	Greenburg O'xing	Widen to 7 lanes	17	PE/ROW	0.5
B.H. Hwy.	Scholls Ferry - Highway 217	TSM	17	Construction	1.7
B.H. Hwy.	Scholls/Oleson Interchange	Reconfigure interchange	17	Construction	1.0 (0.33 prog.)
Hwy. 99E	Union/Grand Viaduct	Widen	17	Construction	Tied to committed East Marquam project. 14.4
Barbur Blvd.	Hamilton - Terwilliger	SB Climb Lane	17	PE/ROW	1.3
T.V. Hwy.	Murray - 21st Phase I	TSM	17	PE	2.5
T.V. Hwy.	21st - Oak	Widening	17	Construction	(e) (4) and local \$ committed (\$4.8 m.) 3.1
Scholls Ferry	Hwy. 217 - Murray (incl. WB lane; FC Br. & 135th Ph. I)	Widen	16	Construction	Local \$ committed 7.5 (3.8 prog.)
Macadam Ave.	at Taylors Ferry	Reconfigure; TSM	17	PE/ROW	Project needs to be defined. 0.4
Macadam Ave.	Taylors Ferry - Bancroft	TSM	17	PE	Project needs to be defined. 1.0

TABLE 4 (continued)

OTHER STATE FUNDING SOURCE PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>	
<u>High</u> (continued)						
U.S. 30	N. Columbia - Lombard at 60th	Reconfigure	11	Construction	Last piece of corridor truck-route program.	3.5
U.S. 26	185th Interchange	Reconstruct	15	Construction	Connected to 185th widening.	8.1
Graham Rd.	Col. S. Highway - I-84	Widen structure	11	Construction	Connected to I-84 widening and 257th project.	2.8
<u>Medium</u>						
Hwy. 99W Scholls Ferry	Main - Tualatin Road	TSM	15			
Hall Blvd. McLoughlin Blvd.	Highway 217 - Hall Phase II Scholls Ferry - Durham Phase I	Widen TSM	15 15		Some intersections in construction	
Barbur Blvd. Sandy Blvd.	Hanson - River Road at Hamilton Interchange	Widen to 5 lanes Reconfigure	15 14			
B.H. Hwy. Oregon City Bypass	at 12th/Burnside Interchange at Capital/Bertha	Reconfigure Reconfigure	14 14			
Durham Road Sandy Blvd.	at Beaver Creek Road	Construct interchange	14			
	Hall - 72nd	Widen to 3 lanes	13			
	41st - 102nd	TSM	13			
<u>Low</u>						
Hwy. 43 Boones Ferry Rd. McLoughlin Steel Bridge	at Terwilliger Extension	Intersection TSM	12			
	Tualatin River Bridge Bypass at Arlington	Widen to 3-4 lanes Intersection	12 11			
	East Bridgehead	Circulation, access	10			

TABLE 4 (continued)

OTHER STATE FUNDING SOURCE PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
<u>Low (continued)</u>					
Scholls Ferry	at Old Scholls/135th Phase II	Reconfigure	14	Need lessened by Phase 1.	
Hwy. 217	Hall - Hall O'xing	Widen to 6 lanes	16	Need lessened by Phase 1.	
Hwy. 99W	I-5 to Highway 217	Widen to 7 lanes	21	Deferred until after Ph. 1 Bypass opens.	
T.V. Hwy.	Murray to 21st Phase II	Widen to 6-7 lanes	17	Deferred until Ph. 1 completed, Farmington and Baseline improved.	
Boones Ferry Rd.	I-5 to Tualatin River	Widen to 3 lanes	11		
Boones Ferry Rd.	at Tualatin River	Widen to 3 lanes	11		
Boones Ferry Rd.	W. Bypass - I-5/Stafford Ph. II	Widen to 5 lanes	13	Need lessened by Phase 1.	
Scholls Ferry Rd.	Murray - Beef Bend	Widen to 4-5 lanes	11		
Scholls Ferry Rd.	Beef Bend - Western Bypass	Widen to 4-5 lanes	12	Don't need until W. Bypass Phase 2.	
Farmington Road	209th - Western Bypass	Widen to 3 lanes	10		
Hall Blvd.	Scholls Ferry - Durham Phase II	Widen to 3 lanes	14	Need lessened by Phase 1.	
Barbur Blvd.	Front - Hamilton	Add SB lane	17	Deferred in favor of transit expansion.	
Sandy Blvd.	99 - 121 (105 - 109)	TSM; interchange imps.	11		
Sandy Blvd.	121st - 181st	Widen to 5 lanes	9		
Sandy Blvd.	181st - 244th Phase I	TSM	10		
Sandy Blvd.	181st - 244th Phase II	Widen to 3 lanes	8		
McLoughlin Blvd.	Ross Island Br. - Harold Ph. 3B	Widen to 3 lanes	18	Deferred in favor of transit expansion.	
McLoughlin Blvd.	Harold - Tacoma Phase IV	Widen to 3 lanes	19	Deferred in favor of transit expansion.	
82nd Avenue	Division - Schiller	Widen	11		

TABLE 4 (continued)

OTHER STATE FUNDING SOURCE PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
		<u>Low</u> (continued)			
Hwy. 47	Council Creek - Hwy. 47 Bypass	Widen	10		
82nd Avenue	Killingsworth - Division	Widen	10		
82nd Avenue	Crystal Springs - Schiller	Widen	11		
Powell Blvd.	I-205 - 181st Phase II	Widen to 4-5 lanes	17		Need lessened by Phase 1.
U.S. 30	Kittridge - WCL	TSM	9		
U.S. 26	Helvetia Phase II Interchange	Widen interchange	8		Construction FY 94
U.S. 26	Jackson Road	Construct interchange	7		ROW FY 94



METRO

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

Memorandum

Date: September 14, 1989
To: JPACT
From: JPACT Membership Committee
Re: Draft JPACT Bylaws

Enclosed is a complete "draft" set of JPACT bylaws that is written to largely institutionalize present practice and is intended to define JPACT as the key focus for regional transportation decision-making in the Portland metropolitan area. It deals with the present roles and responsibilities of JPACT and recognizes the pending addition to JPACT's responsibilities as it relates to an Arterial Fund. It is also structured around the present 17 members, although it proposes refinements in who represents some of the agencies and how they are selected.

In addition to the attached bylaws that are oriented toward refinement of status quo, other options that involve a significant shift in membership should also be considered by JPACT, including:

Option 1 -- Reduce JPACT membership by:

- a. Reducing "city" representatives from 3 to 1
- b. Reducing Clark County representatives from 3 to 1
- c. Reducing Metro Council representatives from 3 to 1
- d. Reducing state agency representatives from 2 to 1

Option 2 -- Increase JPACT membership by:

- a. Adding a C-TRAN member
- b. Providing for 2 "city" representatives from each county

Option 3 -- Creating an Executive Committee with expanded membership on the general committee and reduced membership on the Executive Committee.

The JPACT Membership Committee recommends that serious consideration be given to Option 3 involving an expansion of general membership with the appointment of an Executive Committee. For purposes of discussion by the full JPACT, presented below are some principles that could be followed in implementing Option 3:

a. The full JPACT would be expanded to include more "city" representatives and a C-TRAN representative. Additional "city" representatives could be included on the basis of two per county or one per county plus one for each city in excess of 30,000 population (Gresham -- 60,315; Beaverton -- 40,515; and Hillsboro -- 32,320).

b. An Executive Committee would be appointed to include:

. Portland	1
. Counties	3
. Cities	1-3
. ODOT	1
. Tri-Met.	1
. Metro.	1
. State of Washington.	<u>1</u>
	TOTAL 9-11

c. The following action items would require approval of the full (expanded) JPACT:

1. Annual adoption of the Regional Transportation Plan, Transportation Improvement Program and Unified Work Program
2. Adoption of Six-Year Program priorities
3. Allocation of new funding
4. Approval of any action item considered by the Executive Committee not receiving a unanimous vote

d. The Executive Committee would meet monthly and the full JPACT bimonthly.

e. All Executive Committee meetings would be publicized and open to all JPACT members and alternates.

f. These changes would be tried on a test basis and the bylaws would include an automatic Sunset clause (i.e., the bylaws would expire December 31, 1990).

Comments on these options should be forwarded to Mike Ragsdale, Chair of the JPACT Membership Committee. The Committee will then formulate a recommendation for JPACT's consideration.

ACC:lmk

Attachment
CC: Larry Shaw

- D R A F T -

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
(JPACT)

BYLAWS

ARTICLE I

This committee shall be known as the JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT).

ARTICLE II
MISSION

It is the mission of JPACT to coordinate the development of plans defining required regional transportation improvements, to develop a consensus of governments on the prioritization of required improvements and to promote and facilitate the implementation of identified priorities.

ARTICLE III
PURPOSES

Section 1. The purpose of JPACT is as follows:

- a. To provide the forum of general purpose local governments and transportation agencies required for designation as the metropolitan planning organization for the Oregon urbanized portion of the Portland metropolitan area and to provide a mechanism for coordination and consensus on regional transportation priorities and to advocate for their implementation.
- b. To provide recommendations to the Metro Council under state land use requirements for the purpose of adopting and enforcing the Regional Transportation Plan.
- c. To coordinate on transportation issues of bi-state significance with the Clark County, Washington metropolitan planning organization and elected officials.
- d. (Pending establishment of an Urban Arterial Fund) To establish the program of projects for disbursement from the Urban Arterial Fund.

Section 2. In accordance with these purposes, the principal duties of JPACT are as follows:

a. To approve and submit to the Metro Council for adoption the Regional Transportation Plan (RTP) and periodic amendments.

b. To approve and submit to the Metro Council for adoption short and long range growth forecasts and periodic amendments upon which the RTP and other Metro functional plans will be based.

c. To adopt and periodically amend the Unified Work Program for the Oregon and Washington portions of the metropolitan area.

d. To adopt and periodically amend the Transportation Improvement Program (TIP). Projects included in the Transportation Improvement Plan must be consistent with the RTP or a concurrent RTP amendment will be submitted to the Metro Council for approval.

e. To adopt the program of projects for annual disbursement of funds from the Urban Arterial Fund (pending). Projects recommended for funding must be consistent with the RTP or a concurrent RTP amendment will be submitted to the Metro Council for approval.

f. To adopt and periodically amend the transportation portion of the State Implementation Plan for Air Quality Attainment for submission to the Oregon Department of Environmental Quality.

g. To periodically adopt positions that represent the consensus agreement of the governments throughout the region on transportation policy matters, including adoption of regional priorities on federal funding, the Surface Transportation Act, the Six-Year Highway Improvement Program priorities and regional priorities for LRT funding.

h. To review and comment on the RTP and TIP for the Clark County portion of the metropolitan area and include in the RTP and TIP for the Oregon urbanized portion of the metropolitan area a description of issues of bi-state significance and how they are being addressed.

i. To review and comment, as needed, on the regional components of local comprehensive plans, public facility plans and transportation plans and programs of ODOT, Tri-Met and the local jurisdictions.

**ARTICLE IV
MEMBERSHIP**

Section 1. Membership

a. The Committee will be made up of representatives of the following jurisdictions and agencies:

City of Portland	1
Multnomah County	1
Washington County.	1
Clackamas County	1
Cities of Multnomah County	1
Cities of Washington County.	1
Cities of Clackamas County	1
Oregon Department of Transportation.	1
Tri-Met.	1
Port of Portland	1
Department of Environmental Quality.	1
Metropolitan Service District.	3
State of Washington.	3
	<u>TOTAL 17</u>

b. Alternates may be appointed to serve in the absence of the regular members.

c. Members and alternates will be individuals in a position to represent the policy interests of their jurisdiction.

Section 2. Appointment of Members and Alternates

a. Members and alternates from the City of Portland and the Counties of Multnomah, Washington and Clackamas will be elected officials from those jurisdictions and will be appointed by the chief elected official of the jurisdiction. The member and alternate will serve until removed by the appointing jurisdiction.

b. Members and alternates from the Cities of Multnomah, Washington and Clackamas Counties will be elected officials from the represented cities and will be appointed through the use of a mail ballot of all represented cities based upon a consensus field of candidates developed through a forum convened by the largest city being represented. The member and alternate will be from different jurisdictions. The member and alternate will serve for two-year terms. In the event the member's position is vacated, the alternate will automatically become member and complete the original term of office. The member and alternate will periodically consult with the appropriate transportation coordinating committees for their area.

c. Members and alternates from the two statewide agencies (Oregon Department of Environmental Quality and Oregon Department of Transportation) will be a principal staff representative of the agency and will be appointed by the director of the agency. The member and alternate will serve until removed by the appointing agency.

d. Members and alternates from the two tri-county agencies (Tri-Met and the Port of Portland) will be board members and will be appointed by the chief board member of the agency. The member and alternate will serve until removed by the appointing agency.

e. Members and alternates from the Metropolitan Service District will be elected officials and will be appointed by the Presiding Officer of the Metro Council in consultation with the Metro Executive Officer and will represent a broad cross-section of geographic areas. The member and alternate will serve until removed by the Presiding Officer of the Metro Council.

f. Members and alternates from the State of Washington will be either elected officials or principal staff representatives from Clark County, the cities of Clark County, the Washington Department of Transportation or C-TRAN. Each member will be from different organizations. The members and alternates will be appointed by the Clark County metropolitan planning organization and will serve until removed by the appointing agency.

**ARTICLE V
MEETINGS, CONDUCT OF MEETINGS, QUORUM**

a. Regular meetings will be held each month at a time and place established by the chairperson. Special meetings may be called by the chairperson or a majority of the membership.

b. A majority of the voting members (or designated alternates) shall constitute a quorum for the conduct of business. The act of a majority of those present at meetings at which a quorum is present shall be the act of the Committee.

c. Subcommittees to develop recommendations for JPACT can be appointed by the Chair. The Chair will consult on subcommittee membership and charge with the full membership at a regularly scheduled meeting. Subcommittee members can include JPACT members, JPACT alternates and/or outside experts.

d. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.

e. The Committee may establish other rules of procedure as deemed necessary for the conduct of business.

f. Each member shall be entitled to one (1) vote on all issues presented at regular and special meetings of the Committee. In the absence of the member, the alternate shall be entitled to one (1) vote. The chairperson shall vote only in case of a tie.

g. Unexcused absence from regularly scheduled meetings for three (3) consecutive months shall require the chairperson to notify the appointing agency with a request for remedial action. In the case of the representative for the "cities" of Multnomah, Washington and Clackamas Counties, the chairperson will contact the largest city being represented to convene a forum of represented cities to take remedial action.

h. The Committee shall make its reports and findings public and available to the Metro Council.

i. Metro shall provide staff, as necessary, to record the actions of the Committee and to handle Committee business, correspondence and public information.

ARTICLE VI OFFICERS AND DUTIES

a. The chairperson and vice-chairperson of the Committee shall be designated by the Metro Presiding Officer.

b. The chairperson shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the Committee's business.

c. In the absence of the chairperson, the vice-chairperson shall assume the duties of the chairperson.

ARTICLE VII RECOGNITION OF TPAC

a. The Committee will take into consideration the alternatives and recommendations of the Transportation Policy Alternatives Committee (TPAC) in the conduct of its business.

ARTICLE VIII AMENDMENTS

a. These bylaws may be amended or repealed only by a majority vote of the full membership of the Committee.

RECEIVED AUG 25 1989

CC JPACT

HAGEN, DYE, VIAL & HIRSCHY, P.C.

ATTORNEYS AT LAW

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JEFFREY L. DYE
A. RICHARD VIAL
JOHN A. HIRSCHY
DANA R. TAYLOR
MARK A. GOLDING
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(503) 222-1812

FAX (503) 274-7979

August 22, 1989

IN REPLY PLEASE REFER TO

FILE NO.: 2398-001

Tri-County Metropolitan Transportation
District of Oregon
4012 S.E. 17th Avenue
Portland, OR 97202

Attn: Kevin McDonald

Re: Project Breakeven/Holladay Investors, Ltd.

Dear Mr. McDonald:

We have been retained to assist Holladay Investors, Ltd. relative to the request to inspect public records signed by Mr. Alan Peters dated July 11, 1989, and your response in memorandum form dated August 14, 1989. The purpose of this letter is to inform you that unless all of the previously requested records are made available to Mr. Peters, a petition pursuant to ORS 192.460 will be filed.

As we understand it, Mr. Peters was allowed to inspect certain documents in your office made available by you relating to Project Breakeven and the hotel component of said project. At that time, Mr. Peters read in the files provided, a number of letters and interoffice memorandum which he was interested in obtaining a copy of. Among those items for which copies were requested were all of the items listed on your memorandum of August 14. You have relied upon ORS 192.500(2)(a) in denying Mr. Peters copies of these documents. We do not understand how the "trade secrets" exemption applies. We were also unable to find ORS 192.500(2)(a).

While we do not agree with your interpretation of ORS 192.500 and its application to exempting the documents listed, once a public agency has made available for inspection any documents to a member of the public, the claim of exemption is thereafter waived. Having originally made these documents available for inspection, it is unimaginable that your present refusal to provide copies as requested would be construed as anything other than a blatant attempt on the part of the agency to avoid whatever potential liability is perceived results from the positions taken in those documents. If in fact the documents are or could be used in a later proceeding, your refusal to provide them at this time will only serve to exacerbate the negative effect of those documents.

HAGEN, DYE, VIAL & HIRSCHY, P.C.

ATTORNEYS AT LAW

Tri-County Metropolitan Transportation
District of Oregon
August 22, 1989
Page 2

Holladay Investors, Ltd. is very concerned about the fact that going back even one year ago, Tri-Met has not been forthright in providing requested information. Not only did Mr. Peters learn recently while reviewing the documents provided in your office that a number of pages from the Project Breakeven/Proposal for a Major Breakthrough package were originally withheld, but he also noted that none of the correspondence between himself and your agency was included in the files he reviewed. We obviously are left with the question as to how many files were not shown to Mr. Peters at all.

As legal counsel, we also would like to inspect the records previously made available to Mr. Peters. I will contact your office shortly to arrange a mutually convenient time when that inspection will take place. It may be convenient for you to provide the copies spoken of above at that time.

Recently, newspaper articles have clearly established the relationship Tri-Met has with PDC regarding the hotel site for Project Breakeven. As you are no doubt aware, Holladay Investors, Ltd. is currently engaged in litigation with PDC regarding the property and the Urban Renewal District which would affect it. We have recently become aware of a very rapid timetable proposed by PDC to establish the need for a hotel and move toward acquisition of property. We are anxious that during this time we are not misled by Tri-Met as to its intentions.

We are confident that Tri-Met and its Board will recognize the prudence of being completely forthright concerning Mr. Peters' interest in Project Breakeven and the hotel site which his company controls.

Thank you very much for your time and attention to this matter. We look forward to working with you on this matter. Please feel free to call if you have any questions.

Very truly yours,

HAGEN, DYE, VIAL & HIRSCHY, P.C.



A. Richard Vial

ARV:tmp

(402.054)

cc: Joint Policy Advisory Committee on Transportation
Portland Development Commissioners,
Alan C. Peters

COMMITTEE MEETING TITLE JPACT

DATE 9-14-89

NAME

AFFILIATION

M- Carl Blumenthal	City of Portland
M- Bob Geist	Clackamas Co.
M- George Jan Bryan	MSD.
M- Mike Knopke	Metro
M- Clifford Clark	Cities of Washington County
M- FRED HANSEN	ODEQ
M- Jim Gardner	METRO
MA- Dan Adams	ODOT
M- Gary Demich	WSDOT
M- Green	Tri-Met
M- Scott Collier	City of Vancouver
M- Wade Byers	Cities of Clackamas County
M- Marjorie D. Schmuck	Cities of Mult. County
G- Rick Parker	CEIC
G- Richard Brandeman	Metro
G- STEVE DOTERRER	PORTLAND
G- Penny Moore	ODOT - Transit
G- Cynthia Weston	Tri-Met
G- Kevin McDonald	Tri-Met
G- Zel Peru	ODOT
G- Robert Dreyfuss	Citizen-Clark Co.
G- Susie Labene	Mult Co.
G- Don VanderZanden	Clackamas County

