

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 85-558 FOR THE
PURPOSE OF APPROVING THE FY 1986 UNIFIED WORK
PROGRAM (UWP)

Date: March 20, 1985

Presented by: Andy Cotugno

PROPOSED ACTION

The first resolution would approve the UWP containing the transportation planning work program for FY 1986 and authorize the submittal of grant applications to the appropriate funding agencies. The second resolution would certify compliance with federal requirements for the transportation planning process.

TPAC has reviewed the UWP and recommends approval of Resolution No. 85-558.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1986 UWP describes the transportation/air quality planning activities to be carried out in the Portland/Vancouver metropolitan region during the fiscal year beginning July 1, 1985. Included in the document are federally funded studies to be conducted by Metro, Regional Planning Council of Clark County (RPC), Tri-Met, the Oregon Department of Transportation (ODOT) and local jurisdictions.

The Oregon portion of the FY 1986 UWP major emphasis areas includes:

- RTP Update and Refinement
- Southwest Corridor Study
- Regionwide Transitway Plan--Phase I
(I-205, Barbur; adoption of Southern and Bi-State Transit Improvement Plan)
- Section 9A - New funds being used for various elements of Tri-Met planning.
- Westside Corridor-Sunset LRT FEIS and Preliminary Engineering
- Banfield Assessment Program

The UWP matches the projects and studies reflected in the proposed Metro budget to be submitted to the Tax Supervisory and Conservation Commission.

A prerequisite for receipt of federal funds for construction is a planning process which meets various requirements. Until 1984, certification was performed by FHWA on a biannual basis. Now, the MPOs have been given responsibility for self-certification. Documentation of compliance is attached to the second resolution.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1985, in accordance with established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 85-558.

KT/srs
8112B/283
04/02/85

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 85-558
FY 1986 UNIFIED WORK PROGRAM (UWP))
) Introduced by the Joint
) Policy Advisory Committee on
) Transportation

WHEREAS, The Unified Work Program (UWP) describes all federally-funded transportation/air quality planning activities for the Portland/Vancouver metropolitan area to be conducted in FY 1986; and

WHEREAS, The FY 1986 UWP indicates federal funding sources for transportation/air quality planning activities carried out by the Metropolitan Service District (Metro), Regional Planning Council of Clark County (RPC), the Oregon Department of Transportation (ODOT), Tri-Met and the local jurisdictions; and

WHEREAS, Approval of the FY 1986 UWP is required to receive federal transportation planning funds; and

WHEREAS, The FY 1986 UWP is consistent with the proposed Metro budget submitted to the Tax Supervisory and Conservation Commission; and

WHEREAS, The FY 1986 UWP has been reviewed and agreed to by the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the RPC; now, therefore,

BE IT RESOLVED,

1. That the FY 1986 work program goals are:

- a. to refine the Transit Development Plan in light of the adopted RTP and Tri-Met's fiscal position; and

b. to identify the total transportation funding needs and outline alternative funding approaches for the region.

2. That the FY 1986 UWP is hereby approved.

3. That the FY 1986 UWP is consistent with the continuing, cooperative and comprehensive planning process and is hereby given positive Intergovernmental Project Review action.

4. That the Metro Executive Officer is authorized to apply for, accept and execute grants and agreements specified in the UWP.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1985.

Ernie Bonner, Presiding Officer

KT/srs
8112B/283
04/02/85

JOINT RESOLUTION OF THE
COUNCIL OF THE METROPOLITAN SERVICE DISTRICT
AND OREGON STATE HIGHWAY ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT) RESOLUTION NO. 85-559
THE PORTLAND METROPOLITAN AREA IS)
IN COMPLIANCE WITH FEDERAL TRANS-) Introduced by the Joint
PORTATION PLANNING REQUIREMENTS) Policy Advisory Committee
) on Transportation

WHEREAS, Substantial federal funding from the Urban Mass Transportation Administration (UMTA) and Federal Highway Administration (FHWA) is available to the Portland metropolitan area; and

WHEREAS, FHWA and UMTA require that the planning process for the use of these funds comply with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, Satisfaction of the various requirements is documented in Attachment "A"; now, therefore,

BE IT RESOLVED,

That the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1985.

Ernie Bonner, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this _____ day of _____, 1985.

State Highway Engineer

Metropolitan Service District
Self Certification

1. Metropolitan Planning Organization Designation

The Metropolitan Service District (Metro) is the MPO designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties, Oregon.

Metro is a regional government with 12 directly elected Councilors and an elected Executive Officer. Local elected officials are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see attached membership). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose local governments" as required by USDOT.

2. Agreements

Even though cooperative working agreements between jurisdictions are no longer required, several are still in effect:

- a. A basic memorandum of agreement between Metro and the Intergovernmental Resource Center (Regional Planning Council of Clark County) which delineates areas of responsibility and necessary coordination and defines the terms of allocating Section 8 funds.
- b. An agreement between Tri-Met, Public Transit Division of ODOT and Metro setting policies regarding special needs transportation.
- c. An intergovernmental agreement between Metro, Tri-Met and ODOT which describes the roles and responsibilities of each agency in the 3C planning process.
- d. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds and Metro and Tri-Met for use of UMTA funds.
- e. Bi-State Resolution - Metro and Intergovernmental Resource Center (Regional Planning Council of Clark County) jointly adopted a resolution establishing a Bi-State Policy Advisory Committee (attached).

3. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban boundary.

4. Transportation Plan

The Regional Transportation Plan was adopted on July 1, 1982. The document has had one approved housekeeping update (October, 1983) and is scheduled for a major update in FY 86.

The short-range Transit Development Program (TDP), the detailed transit operations plan for the region, was adopted in 1980 and is currently being updated by Tri-Met. Because the update will be based on service cutbacks and deletions that will potentially have a severe impact on local jurisdictions and affect other parts of the transportation system, TPAC and JPACT involvement have been requested. The TDP is a prerequisite for approval of federal transit assistance and continued delay jeopardizes the region's certification.

5. Transportation Improvement Program

The FY 85 TIP was adopted in September, 1984 but is amended continuously throughout the year. A recent amendment included authorization of FY 85 Interstate Transfer funds. An upcoming amendment will deal with Section 9 capital funds.

6. Public Involvement

Metro maintains a continuous public involvement process through citizen members on technical advisory committees, newsletters and press releases. Major transportation projects have citizen involvement focused specifically on the special needs of the project. Large projects such as the Westside Corridor have their own citizen group, which has held over 150 public meetings and included numerous mailings, press releases and public service announcements. In addition, each jurisdiction has its own citizen involvement process.

7. Air Quality

Oregon's State Implementation Plans for ozone and carbon monoxide were both adopted by Metro and DEQ and approved by EPA in 1982.

The Metro area has been in compliance with the ozone standard for the last three years and is projected to be by 1987 for carbon monoxide. The TIPS do not contain new control measures on transportation modes in order to reach attainment; rather, they rely on existing commitments, programs and federal emission controls. Current efforts are focusing on increasing the transit mode split throughout the region and particularly to downtown Portland.

8. Civil Rights

Metro's Title VI submittal for FY 84-85 was submitted to UMTA in October, 1984. No response has been received. Since the FHWA review in June, 1981, Metro has developed full plans for MBE Equal Opportunity and Citizen participation. Updates on all Title VI requirements are submitted to UMTA on a regular basis.

9. Elderly and Handicapped

Efforts are being made to update the Special Needs Transportation Service Plan. A new Special Needs Committee has been formed to guide and advise that study. Appropriate parts of the new Special Needs Plan will become an adopted portion of the RTP.

10. Disadvantaged Business Enterprise Program (DBE)

A revised DBE Program was adopted by the Metro Council in December, 1984. Overall agency goals were set for DBE's and WBE's as well as contract goals by type. The annual goal for all Department of Transportation-assisted DBE's is 10 percent and WBE's is 3 percent. The DBE Program is very specific about the RFP, bidding and contract process. So far in FY 85, there have been no contracts executed using Department of Transportation funds. The DBE/WBE goal will most likely not be met this fiscal year because of delays in project work that includes some contractual work where the DBE Program would be utilized.

One major capital purchase planned for this year is for new computer hardware. The RFP will be published in both general and minority publications and sent to all manufacturers we are aware of that meet the specifications.

11. Public/Private Transit Operators

Tri-Met and C-TRAN are the major providers of transit service in the region. Other public and private services are coordinated by these operators.

C-TRAN contracts directly for commuter service with Evergreen Stage Lines. This contract supplements Tri-Met and C-TRAN service between Portland and Vancouver.

Tri-Met contracts for elderly and handicapped service with private entities such as the Broadway/Radio Cab Joint Venture and Special Mobility Services, Inc., and public agencies such as the Community Action Agencies of Clackamas and Multnomah Counties. Tri-Met also coordinates those agencies using federal programs (UMTA's 16(b)(2)) to acquire vehicles. Service providers in this category include Clackamas County Loaves and Fishes, the Jewish Community Center, Special Mobility Services, Inc. and others.

Special airport transit services are also provided in the region (Portland DART and Airporter Services). Involvement with these services is limited to special issues.

REGIONAL TRANSPORTATION PLANNING
IN THE PORTLAND-VANCOUVER METROPOLITAN AREA

FISCAL YEAR 1986 UNIFIED WORK PROGRAM

Metropolitan Service District
Tri-County Metropolitan Transportation District
Intergovernmental Resource Center
(formerly Regional Planning Council of Clark County)

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OREGON PORTION

I. A. REGIONAL TRANSPORTATION PLAN: UPDATE AND REFINEMENT

The adopted RTP provides the region with a comprehensive policy and investment blueprint for an effective long-range transportation system. As a result of demographic and economic events since the original adoption of the RTP, the basic assumptions of the Plan need to be re-evaluated to ensure the most cost-effective mix of transit, highway and rideshare programs are included.

Program Objectives:

1. Adopt the Phase I RTP Update to reflect the following:

- a. Revised 2005 travel forecasts based upon:
 - Update of 2005 population/employment growth patterns.
 - Update of basic assumptions affecting travel patterns including gas price, parking cost, inflation rates, transit fare, etc.
- b. Re-evaluation of the RTP rideshare "target" to ensure it is feasible; evaluate the potential of telecommunications to reduce long-range travel demands.
- c. Evaluation of the performance of the highway and transit systems assuming 1) the adopted RTP is implemented, and 2) only transit and highway improvements with committed funding are implemented.
- d. Update of RTP costs and current, dedicated transportation revenue sources.

Note: This task is carried over from FY 1985; the majority of work was completed in FY 1985, but adoption will occur in FY 1986.

2. Prepare and adopt the Phase II RTP Update to reflect the following:

- a. Revised highway and transit service policies, as needed.
- b. Revised highway and transit improvement programs, as needed.
- c. Updated transportation supportive land use policies.
- d. Development of print materials to document the "Case for Transportation" to include information on alternative levels of service, cost-efficiency

of different system elements, interrelationship of transit and highway improvement programs and relation to land use plans.

- e. Presentation of highway and transit improvement targets for 10- and 15-year intervals.
3. Maintain and refine the RTP as needed to include:
- a. Process requests for minor amendments to the RTP as needed.
 - b. Review local comprehensive plans for consistency with the RTP with a particular emphasis during periodic plan review and update; review significant transportation issues with TPAC and JPACT; implement a program to obtain consistency during the local jurisdiction's or RTP's next review or update process.
 - c. Define the Minor Arterial and Collector system consistent with local comprehensive plans. Identify inconsistencies, perform technical analysis (as required), and coordinate resolution of interjurisdictional disagreements.
 - d. Provide review and technical analysis as required to evaluate the Tri-Met Five-Year Transportation Development Plan (TDP) for consistency with the adopted RTP.
 - e. Assist Tri-Met as needed in elderly and handi-capped service planning; adopt appropriate amendments to the RTP.
 - f. Assist Tri-Met in defining a new direction for the Rideshare program and establishing an appropriate funding source.
4. Evaluate the transportation needs of local comprehensive land use plans at "Build Out" (time and funding permitting).

Products:

- 1. RTP Phase I Update
- 2. RTP - Phase II Update
- 3. Technical Memos Documenting:
 - a. rideshare potential;
 - b. telecommunications;
 - c. alternative transportation service levels;
 - d. RTP staging; and
 - e. Comprehensive Plan Build-Out.

Expenses:

Metro: Personnel	\$141,136
M & S	8,750
TOTAL	<u>\$149,886</u>

Revenues:

FY 86 PL/ODOT	\$ 45,478
FY 86 Sec. 8	83,526
Metro Match	10,113
Tri-Met Match	9,362
ODOT Match	1,407
TOTAL	<u>\$149,886</u>

I. B. REGIONAL TRANSPORTATION PLAN: FINANCING

Program Objective:

The major open issue in the RTP is financing. The Metropolitan Service District (Metro) staff will work with the Transportation Policy Alternatives Committee (TPAC) to identify priority financing issues and build a regional consensus on solutions.

Products:

1. Survey of Financing Techniques - There will be a series of analyses and reports as defined by TPAC on new rules, guidelines and trends in transportation financing. The report series may cover:
 - Federal Legislation
 - State Legislation
 - Private Sector Financing
2. Local Case Studies - A technical group will share case studies from the Portland region. This group will produce analyses and recommendations on specific financing strategies.
3. Technical Assistance - Technical assistance will be provided on a request-basis to provide data, information and regional coordination that are a necessary complement to the financing efforts of the local jurisdictions.
4. Regional Consensus Building on RTP Financing Policies/Mechanisms - As options, policies or financing mechanisms are identified which receive local government support, staff will take all administrative and public involvement steps necessary to amend the RTP.

Expenses:

Personnel	\$42,500
M & S	0
TOTAL	<u>\$42,500</u>

Revenues:

FY 83 (e) (4) OR-23-9001	\$36,125
Metro Match	<u>6,375</u>
TOTAL	<u>\$42,500</u>

I. C. PHASE I ALTERNATIVES ANALYSIS

Program Objectives:

1. Adopt the conclusion for Phase I Alternatives Analysis in the Southern and Bi-State Corridors including:
 - a) adoption of the McLoughlin Boulevard highway and transit improvement plan and staging program; and
 - b) adoption of the Bi-State Transit Improvement Plan.
2. Complete and adopt the conclusion for Part 2 a Phase I Alternatives Analysis for the I-205 Corridor between the Portland International Airport and the Clackamas Town Center, defining the cost and feasibility of light rail in this corridor.
3. Initiate a "sketch" assessment of the remaining transitway corridors identified in the RTP, for which a Phase I analysis has not yet been completed. These include the following:
 - a) I-5 South/Barbur Blvd.;
 - b) Sunset LRT extension from Beaverton to Tigard;
 - c) S.W. 185th Avenue to Hillsboro;
 - d) Tigard to Tualatin;
 - e) Macadam Avenue; and
 - f) Milwaukie LRT extension from Milwaukie to Lake Oswego. On the Eastside, the feasibility of the following LRT extensions will be evaluated:
 - a) from Milwaukie to Oregon City via McLoughlin;
 - b) Milwaukie to Clackamas Town Center; and
 - c) I-205 from Clackamas Town Center to Oregon City.
4. From the sketch assessment, define each corridor as either:
 - a) part of the "Priority LRT Program" for which a full Phase I Alternatives Analysis should be initiated; or
 - b) a secondary corridor, for which further alignment studies should be initiated to allow for designation in local comprehensive plans and right-of-way preservation; or
 - c) a corridor which should be dropped from further consideration for LRT.
5. Define the staging strategy for the "Priority LRT Program" to include in the RTP based upon, but not limited to, the following factors: timing of the need for expanded transit capacity, timing of growth, cost-effectiveness of the facility and degree to which transit-supportive land uses can be expected.
6. More detailed work will follow as required and defined by the "sketch" assessment, including:
 - a. Completion of full "Phase I" work program for corridors recommended to be included in "Priority LRT System" to provide data comparable to Milwaukie, Bi-State and I-205 corridors;

- b. Identification of alignments to be protected for corridors not included in "Priority LRT System" but desired to be retained for further consideration; and
- c. Completion of downtown alignment and operations plan.

Relation to Previous Work:

The Regional LRT System Plan Scope of Work (approved in FY 1983) has served as an overall guide for the Regional LRT studies, under which studies in the Milwaukie and Bi-State corridors have been undertaken. A similar study for the I-205 corridor between the Portland International Airport and Gateway was accelerated and will be conducted primarily in FY 1986. Prior to initiating further full Phase I studies for remaining transitway corridors identified in the RTP, a "sketch" assessment will be performed to limit the full "Phase I" work program assessment to those corridors found to be most promising.

Work on various Westside branches and extensions will build upon the results of the Westside Corridor Project Draft Environmental Impact Statement (DEIS) (March 1982) and Preferred Alternative Report (January 1983).

Work on Eastside corridors will build upon the results of the Milwaukie and Bi-State corridor studies conducted as Part One of the Regional LRT System Plan.

Products:

1. Final Southern Corridor Highway/Transit staging plan.
2. Phase I Alternatives Analysis and "Sketch" LRT assessment recommendations and resulting amendments to the RTP.
3. A "Priority LRT System Plan" and financing alternatives for those corridors proven to be most cost-effective.
4. Alignment descriptions for those corridors not part of the priority system, but still considered feasible.

Note: This work element and a portion of the budget will carry over into FY 1987; in particular, approximately 50 percent of the "Sketch" assessment and the tasks thereafter.

Responsibilities:

Metro is responsible for the overall conduct of the study, coordination of the Oregon decisions, Oregon public involvement, technical analysis associated with travel forecasts, impact analysis and cost-effectiveness evaluation.

Tri-Met is responsible for definition of alternatives including engineering analysis, capital costing and operating costing.

The Regional Planning Council of Clark County (RPC) is responsible for coordinating Washington decisions for the Bi-State Study.

Portland and Clackamas County will provide input on impact analyses and provide technical supervision of traffic impact analyses.

Expenses:

Metro: Personnel	\$284,454
M & S	18,250
	<u>\$302,704</u>
Tri-Met: Personnel	\$ 85,257
M & S	78,317
	<u>\$163,574</u>
*Portland: Personnel	\$ 10,000
*Clack. Co. Personnel	<u>\$ 20,000</u>
GRAND TOTAL	\$496,278

Revenues:

Metro:	
FY 86 (e) (4)	\$156,981
OR-29-9008 (e) (4) #1	2,000 ^a
OR-29-9010	123,890 ^b
Metro Match	9,917
Tri-Met Match	9,916
	<u>\$302,704</u>
Tri-Met:	
OR-29-9008 (e) (4) #1	\$ 18,317
OR-29-9010 (e) (4) #2	60,000
Sec. 9 (OR-90-2005)	19,244
FY 86 Sec. 9	20,000
Tri-Met Match	22,013
Clack. Co. Match	4,000
	<u>\$143,574</u>
*Portland:	
OR-29-9010	\$ 8,500
Portland Match	1,500
	<u>\$ 10,000</u>
*Clackamas County	
FY 86 Sec. 9	\$ 16,000
Clackamas Co. Match	4,000
	<u>\$ 20,000</u>
GRAND TOTAL	\$496,278

*Subject to execution of agreement on scope of work.

I. D. SOUTHWEST CORRIDOR STUDY

The adopted RTP recognized several outstanding transportation issues in the Southwest Corridor. Begun in 1984, this study will identify, evaluate and define the effects of different transportation investments and policies in the Corridor, and, upon adoption by the Policy Committee of officials after public hearings, recommend an improvement strategy for the Corridor for inclusion in affected state, regional (RTP) and local plans.

Program Objectives:

1. Complete evaluation and costing of the three alternative strategies beyond improvements to the currently adopted RTP: Bypass Alternative; Modest Improvement Alternative; and Major Existing System Expansion Alternative.
2. Prepare, present and distribute report documenting the evaluation, conclusions and recommendations on the alternatives.
3. Staff Policy Committee public hearings on the study documentation.
4. Develop final report and transit recommendations to affected state and local jurisdictions for inclusion in their plans.
5. Amend adopted RTP to include final recommendations of the study.

Products:

1. Technical memorandums documenting alternatives and evaluation.
2. Recommendation for inclusion in RTP and other pertinent state and local plans.

Expenses:

Personnel	\$106,606
M & S	3,500
TOTAL	<u>\$110,106</u>

*Revenues:

FY 86 (e) (4)	\$ 77,652
Metro Match	5,852
ODOT Match	5,851
Tri-Met Match	2,000
PL/ODOT	<u>18,751</u>
TOTAL	<u>\$110,106</u>

*Considerable FHWA-HPR funds in support of ODOT staff will also be used on this project.

II. A. DATA, GROWTH MONITORING AND FORECASTS

Regional Data Base Maintenance

Objectives:

1. Historical and current year data: to update housing, demographic and economic data on an annual basis.
2. Short- and long-term forecasts: to carry out the annual five-year forecast and to evaluate (and, if necessary, modify) the long-range (year 2005) forecast.
3. Provide socio-economic data and forecasts to local jurisdictions within the following budgets:

Portland	\$14,303
Washington County	8,997
Clackamas County	6,459
Multnomah County	7,151
Port of Portland	1,000
Tri-Met	1,000
	<u>\$38,910</u>

Relation to Previous Work:

A continuation of the annual work required to maintain a satisfactorily updated data base for both transportation and general planning.

Products:

Computer files and hardcopy of the following sets of information:

1. 1985 Updates by Traffic Zones

Persons - by age and sex
Households - by size and income
Dwelling Units - by type
Employees - by place of work by SIC
Land In Use - by zoning
Vacant Land - by plan designation

2. 1990 and 2005 Forecasts by Traffic Zones

Persons - by age and sex
Households - by size and income
Dwelling Units - by type
Employees - by place of work by retail/non-retail
Land In Use
Vacant Land

Expenses:

Personnel	\$156,590
M & S	<u>11,350</u>
TOTAL	\$167,940

Revenues:

PL/ODOT	\$ 30,972
FY 86 Sec. 8	25,633
Metro Match	6,208
Tri-Met Match	200
Metro Dues	<u>104,927</u>
TOTAL	\$167,940

II. B. TRAVEL MODEL REFINEMENT

Objectives:

1. Maintain an up-to-date travel-forecasting model based on project changes, land use changes and projected transit and highway investments.
2. Continue to improve and refine the travel-forecasting models, as appropriate, to enhance the decision-making process served by the model outputs.

Relation to Previous Work:

This is a continuing process to improve travel modeling and forecasting for this region.

Products:

1. Recalibrated Eastside, Westside and Central Area models for 1985 and 2005 following the results of the O-D Survey carried out as part of the Banfield "Before and After" study.
2. Development of technique to produce a.m. peak hour, off-peak hour and 24-hour traffic assignments.
3. Development of volume/capacity link output display.
4. Add subarea link designations to the network to speed results output.

Expenses:

Personnel	\$53,916
M & S	<u>6,500</u>
TOTAL	\$60,416

Revenues:

FY 86 PL/ODOT	\$30,119
FY 86 Sec. 8	24,238
Metro Match	<u>6,059</u>
TOTAL	\$60,416

II. C. BANFIELD ASSESSMENT PROGRAM

Program Objectives:

1. Provide the base case for an assessment of the travel behavior impacts of the Banfield LRT, and provide for the improvement of current travel models by coding the results of Tri-Met's 1985 Regional Transportation Survey; and using those results to re-estimate Metro's trip generation, destination choice, and mode choice travel models. This base case survey will allow assessing whether there is an "intrinsic attractiveness" of LRT to increase transit ridership through a post-Banfield travel survey.
2. Set the stage for a thorough assessment of Banfield project impacts through compilation of base case data for the pre-Banfield condition, including updated land use and values around Banfield station areas, and compilation of transit and highway statistics describing pre-Banfield conditions.

Relation to Previous Work:

Tri-Met is sponsoring a major Regional Transportation Survey in the spring of 1985. This survey will provide a much larger sample of households than was possible with Metro's 1977 Survey, with which current travel models were estimated. The re-estimation made possible by the survey will build upon ongoing Metro model improvement efforts undertaken since 1977.

Banfield corridor data collection will build upon the results of the Banfield FEIS, and the project which followed. Station area impact assessment will build upon the results of the station area planning program conducted by Tri-Met, Metro, and local jurisdictions. Traffic counts and transit ridership and operating data are ongoing efforts to be specially coordinated for this program.

Proposed Program:

The Banfield Assessment Program involves the following major activities to establish a pre-Banfield project inventory:

1. Process the results of the 1985 Regional Transportation Survey for use in describing pre-Banfield travel behavior, and for use in re-estimating Metro's travel-forecasting model.
2. Re-estimate Metro's travel models with the survey results and calibrate to actual on-board transit census and traffic counts.

3. Coordinate the collection of traffic and transit data for the pre-Banfield condition.
4. Update the land use inventory in Banfield station areas. Establish pre-Banfield land and lease value trends.

Products:

1. Banfield Corridor Before Trends Report: Document 1985 travel conditions, travel behavior, and other base data to be eventually used to assess the impacts of the LRT project.

A series of post-Banfield impact assessment reports are envisioned for FY 1987 and 1988.

2. Revised travel-forecasting models for general application in transportation planning.

Responsibilities:

Metro will provide overall project coordination, code and analyze travel survey results, re-estimate travel-forecasting models, calibrate the models to 1985 conditions, and compile and produce a Banfield "Before" trends report in the beginning of FY 1987.

Tri-Met will collect transit ridership and operations data, and other documentation of the pre-Banfield condition.

ODOT and local agencies will provide traffic counts to document the pre-Banfield highway system conditions.

Metro and local agencies will update land use inventories and provide a base case for land use, fiscal and environmental impact assessment of the Banfield LRT.

Expenses:

Personnel	\$129,600
M & S	34,400
TOTAL	<u>\$164,000</u>

Revenues:

FY 86 PL/ODOT	\$ 18,500
FY 86 Sec. 8	16,060
Metro Match	2,008
Tri-Met Match	2,007
FY 86 (e)(4)	16,256
Metro Match	1,435
Tri-Met Match	1,434
Sec. 9	85,040
Metro Match	10,630
Tri-Met Match	10,630
TOTAL	<u>\$164,000</u>

II. D. TECHNICAL ASSISTANCE

Program Objective:

Provide travel analysis and forecasts as needed by local agencies and jurisdictions.

Relation to Previous Work:

This is an ongoing service which has been provided to member jurisdictions on a request basis.

Products:

1. Metro assistance for
 - Staff Assistance to obtain data and forecasts and/or evaluate a particular transportation problem
 - Computer Usage
 - Training
2. Technical Assistance to the jurisdictions will be based on a budget allocation as follows:

Portland	\$18,489
Multnomah County	9,244
Washington County	11,629
Clackamas County	8,351
Port	9,473
Tri-Met	9,473
ODOT	2,000
	<u>\$68,659</u>

Requests for services must be made by the appropriate TPAC members; suburban jurisdictions should channel their request through the TPAC representative in the cities of that county.

3. Complete an assessment of travel problems in the Cornell/Barnes/Burnside corridor and develop recommended improvements for inclusion in the Washington County and Portland comprehensive plans and, as needed, in the RTP. Proposed Budget: \$15,000.

Expenses:

Metro: Personnel	\$74,660
M & S	9,000
TOTAL	<u>\$83,660</u>

Revenues:

FY 86 PL/ODOT	\$45,395
FY 86 Sec. 8	22,806
Tri-Met Match	5,702
Metro Dues	9,757
TOTAL	<u>\$83,660</u>

III. A. TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a federally required document setting forth funding for transportation improvements identified in the RTP, including project length, termini, estimated total costs, federal funds to be obligated by program year, identification of recipient and state and local agencies responsible for carrying out the project.

Program Objectives:

1. Allocate available federal funding for the program year by establishing project priorities and individual jurisdiction budgets. This will require implementation in early 1986 of a process to allocate all remaining Interstate Transfer funds to projects by the September 30, 1986 federal deadline. Similarly, a process will be developed to allocate Federal-Aid Urban funds in keeping with completion of the downstate transfer of these funds in FY 1986.
2. Monitor funding status of applicable federal funds including project authorizations and obligations. Major emphasis will be placed on Interstate Transfer funds (highway and transit), Urban Mass Transportation Administration (UMTA) grants and Federal-Aid Urban funds. Maintain overall status of the above by clear distinction of: UMTA (e)(4) grants broken into Banfield and all other; highway and transit by jurisdiction; and UMTA grants set forth under the UMTA Act.
3. Adopt the FY 1986 TIP annual update including the assessment of air quality conformity (October 1985).
4. Publish monthly and quarterly TIP updates.
5. Provide input at the state and federal level of regional transportation funding needs.
6. Provide generalized support to state and local jurisdictions by conducting specialized cost studies.
7. Update the Federal-Aid Urban boundary as required.

Relation to Previous Work:

TIP updates and ongoing project priority setting.

Products:

1. FY 1986 TIP and periodic updates.
2. FY 1986 funding priorities.

Expenses:

Metro: Personnel	\$115,904
M & S	<u>1,000</u>
TOTAL	<u>\$116,904</u>

Revenues:

FY 86 PL/ODOT	\$ 23,662
FY 86 Sec. 8	25,668
Metro Match	2,139
Tri-Met Match	2,139
ODOT Match	2,139
FY 86 (e) (4)	49,111
Metro Match	2,889
Tri-Met Match	2,889
ODOT	2,889
FY 85 (e) (4)	2,872
Metro Match	169
Tri-Met Match	169
ODOT Match	169
TOTAL	<u>\$116,904</u>

III. B. COORDINATION AND MANAGEMENT

Program Objectives:

1. Internal management of the Transportation Department toward implementation of the Unified Work Program (UWP).
2. Provide support to various Metro committees; coordinate with ODOT, Tri-Met and local jurisdictions.
3. Provide documentation to Federal Highway Administration (FHWA) and UMTA of departmental activities, including Intergovernmental Project Review, monthly and quarterly progress reports.
4. Continue to update Title VI documentation as 1980 Census data becomes available.
5. Provide for staff development through performance evaluations and training.
6. Define appropriate role for private transit operators in planning and decision-making in response to new federal requirements.

Relation to Previous Work:

This work element is ongoing and carries over each year.

Products:

1. FY 1987 Unified Work Program.
2. Execution and monitoring of various pass-through agreements.
3. Required documentation to FHWA and UMTA.
4. Monthly progress reports to the TPAC.
5. Quarterly progress and financial reports to UMTA and ODOT.
6. Minutes, agendas and documentation.
7. Management of department staff time, budget and products.
8. Interdepartmental coordination.
9. Periodic review with FHWA and UMTA on UWP progress.
10. Respond to changes in FHWA/UMTA planning requirements.

Expenses:

Metro: Personnel	\$ 94,560
M & S	<u>10,000</u>
TOTAL	<u>\$104,560</u>

Revenues:

FY 85 PL/ODOT	\$ 36,601
FY 85 Sec. 8	54,369
Metro Match	9,090
Tri-Met Match	<u>4,500</u>
TOTAL	<u>\$104,560</u>

AC/srs
2977C/399-3
03/05/85

ODOT PLANNING ASSISTANCE

Program Objectives:

Major accomplishments for FY 1986 by the Metro/Region Branch include supporting Metro and other agencies in the RTP update. Major assistance emphasis will also be given to the local plan updates and Southwest Corridor Study. Work activities will include:

FY 1985 HPR PROGRAM

1. Continued support of the Southwest Subarea analysis.
2. Access Management Study support (Beaverton and West Linn).
3. Westside Subarea update, including calibrate and review base year "update" traffic (1980-1983). Westside Subarea analysis for forecast traffic needs.
4. External traffic count update at approximately 15 stations.
5. I-205 Light Rail Corridor Study support.
6. Local land use development and traffic impact reviews.
7. RTP update including update of the various subarea analyses.
8. Transit station and park and ride developmental reviews.
9. Small city transportation analysis. City of Portland central city planning support.
10. State/City of Portland highway jurisdictional study.
11. Policy and technical coordination with regional planning, local agencies, TPAC, the Joint Policy Advisory Committee on Transportation (JPACT), State of Washington regional planning (Regional Resource Center), Washington County Transportation Coordinating Committee (WCTCC), Clackamas County Transportation Committee, East Multnomah Transportation Committee and coordination of administration of programs with Metro.
12. Participate in the Regional Banfield Assessment Program.
13. Metro will provide staff and computer assistance for travel forecasts; budget = \$10,000 to be used prior to ODOT portion of Technical Assistance budget.

Expenses:

ODOT: Personnel	\$158,500
M & S	<u>10,000</u>
	\$168,500

Metro: Personnel	\$ 4,000
M & S	
(Computer)	<u>6,000</u>
	\$ 10,000

GRAND TOTAL \$178,500

Revenues:

HPR/ODOT	\$178,500
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AC/srs
2977C/399-4
03/28/85

I. EFFICIENCY PLANNING

- A. Automated Customer Contact Report System
- B. Labor Management and Productivity Analysis
- C. Transit Performance Analysis
- D. Transit Service Efficiency

Expenditures

Tri-Met \$178,500

Revenues

FY '86 Sec 9	\$ 90,000
OR-90-2003	35,200
OR-90-2005	17,600
Tri-Met Match	<u>35,700</u>
TOTAL	\$178,500

I. EFFICIENCY PLANNING

A. AUTOMATED CUSTOMER CONTACT REPORT SYSTEM

Program Objectives:

1. Increase transit service quality control and productivity.
2. Improve research data for service planning and scheduling.

Relation to Previous Work:

Manual Customer Contact Report system has been in place for 4 years. Reports have proved effective for quality control for response to customer complaints, commendations, and suggestions. A by-product of the system is an invaluable data base which if automated would be a cost effective resource for service and personnel problem solving and planning.

Products:

1. Commuter reports by problem category including but not limited to problems by route number, time of day and location.
2. Commuter reports equating service or customer problems as they relate to specific transit employee performance by route, time of day and nature of problem.
3. Increased productivity in transit service and personnel through automation of the system.
4. Improved quality of service to the user of the system as well as improved response time to customers and management staff seeking information from the system.

I. EFFICIENCY PLANNING

B. LABOR MANAGEMENT AND PRODUCTIVITY

Program Objectives:

1. Improve operator productivity through improved absenteeism monitoring. This involves development of a data base of operator time loss data to provide ready access of information to managers for analysis and decision-making.
2. Improve operator safety performance through the development of an analytical information reporting system.
3. Provide timely and detailed information on operator absences and accident costs for management decision support.

Relation to Previous Work:

Currently, absentee data is reported in the Monthly Performance Report and a separate Monthly Absenteeism report for operators. The next step is to make the raw data available to managers throughout the agency for special departmental analyses by building the data into the corporate data base.

The accident and liability tracking system has been prototyped on a micro and developed into a production data base system on the mainframe computer. Additional work needs to be completed to provide users with the necessary reports, and to train users on how to use the data base for departmental analyses.

Products:

1. Regular operator absentee and accident/liability reports.
2. Data base access to absence and accident data for ad hoc analysis by management.

I. EFFICIENCY PLANNING

C. TRANSIT PERFORMANCE ANALYSIS

Program Objectives:

1. Provide timely and accurate management information reports for the Banfield Light Rail System, compatible with the current reports produced for bus operations.
2. Improve utility of the Monthly Performance Report by moving it to the in-house computer with summary data available to management through an SQL database.
3. Improve financial forecasting capabilities by linking the Financial Forecasting Model to the Monthly Performance Report. This would allow comparison of expected revenue and ridership to actual, on a monthly basis.
4. Improve reliability and accuracy of the Route Performance report by validation of the Automatic Passenger Counters. This will provide a range of error on the counts, allowing management to use the report in decisions regarding service levels.

Relation to Previous Work:

The Monthly Performance Report provides accurate and timely systemwide performance measures for the bus system. Key indicators have been developed and are presented in the report numerically and graphically. The next steps are: 1) To provide the same information for the upcoming light rail systems; 2) to make the data more readily available for ad hoc analysis by development as a data base.

The Route Performance Report provides route level ridership and performance data each sign-up. The report is generated using data from the Automatic Passenger Counters. The evaluation methodology incorporates a ranking procedure based on the farebox recovery ratio. The next steps are: 1) validate the APC to find the range of error associated with various levels of detail; 2) move the system onto the in-house computer to provide better access to the information by management.

Products:

1. Banfield Light Rail Monthly Performance Reports that compare current results with previous results.
2. A data base of performance data available for analysis by management; cost savings from moving the system in-house.

3. A "loop" that ties actual ridership and revenue to expected ridership and revenue, allowing for continual modification and refinement of our Financial Forecasting ability in these areas.
4. Accuracy and reliability in the Route Performance Report; the data can be used for evaluating service changes; cost savings from moving the system in-house.

I. EFFICIENCY PLANNING

D. TRANSIT SERVICE EFFICIENCY PROGRAM

Program Objectives:

1. Reduce the amount of low productivity service and hours and strengthen the system as a whole.
2. Develop new Technical Methods and Tools including review of available hardware and software for interactive Schedules Making Tool.
3. Apply TSEP standards to existing lines.

Relation to Previous Work:

Although some of the objectives of this program have been accomplished including establishment of a standardized procedure by which route changes are evaluated and made and development of a system to reduce dead-head costs, because of delays, others are still on-going or in formative stages. No new funding is requested and carryover funding should be expended this year in completion of remaining products.

Products:

1. Computerized Interactive Schedule Writer.
2. Package of service adjustments to improve efficiency of service.

II. INFORMATION SYSTEMS PLANNING

- A. Automated Systems Planning
- B. Financial Forecasting and Planning
- C. Maintenance Management Information Applications

Expenditures

Tri-Met \$257,050

Revenues

FY '86 Sec 9	\$205,640
Tri-Met Match	<u>51,410</u>
TOTAL	\$257,050

II. INFORMATION SYSTEMS PLANNING

A. AUTOMATED SYSTEMS PLANNING

Program Objectives:

1. Continue the planning of automated systems and operating procedures (including disaster recovery plan) that provide a means to collect and develop the information needed for making management and policy decisions, disseminating information regarding these decisions to affected parties, and implementing the decisions once they are made.
2. Evaluate micro-computer systems software and applications software for applicability to our environment. Obtain information from other transit districts, other public sector organizations and UMTA to assist evaluation.
3. Develop procedure and guidelines to administer data base and criteria for evaluating data base system software performance.
4. Develop plans and specifications for local area networks of micro-computers.

Relation to Previous Work:

These projects address planning needs identified as a result of grant funded work in the area of management information systems.

Products:

1. Plans and specifications for automated management information systems needs not previously identified.
2. Data base administration guidelines, and software performance criteria.
3. Data center disaster recovery plan.
4. Micro-computer application evaluations.
5. Micro-computer application plans, specifications, and programs.
6. Plans and specifications for local area network of micro-computers.

II. INFORMATION SYSTEMS PLANNING

B. FINANCIAL FORECASTING AND PLANNING

Program Objectives:

1. Continue refinement and develop technical documentation for financial and economic forecasting models.
2. Support policy analysis by providing management with financial projections based upon alternative policy decisions.
3. Evaluate and begin development of a computerized cash management system to support financial planning and management information.
4. Assess agency's alternatives regarding local financing techniques for operating support and for capital project local match requirements.
5. Analyze successful transit financing techniques used in other cities.
6. Review fare collection practice in terms of reliability and cost effectiveness to minimize loss of fare revenue.

Relation to Previous Work:

Existing financial and economic forecast models were developed with assistance from Grants OR-90-2003 and OR-90-2005. This work continues forecasting refinement, integrates forecasting into the policy decision process, and expands financial planning capabilities.

Products:

1. Improvements to financial forecasting models and systems including integration with the operation budget and operating statements, enabling accurate and timely variance analysis.
2. Financial and economic forecasting reports to be used in budget planning and policy analysis.
3. An economic assessment of alternative local transit financing techniques from the perspective of potential revenue generation; implementation, administration, collection and auditing costs; and equity issues.
4. A report documenting successful, project specific financing techniques for capital projects and operating subsidies with potential for use by Tri-Met.
5. A coordinated system of financial planning information, characterized by a transaction database and direct access to bank records; fully integrated with management reporting system impacting investment decisions.
6. Reliable, cost effective fare collection practices.

II. INFORMATION SYSTEMS PLANNING

C. MAINTENANCE MANAGEMENT INFORMATION APPLICATIONS

Program Objectives:

1. Design and develop a MMIS to track, schedule, and evaluate the light rail right-of-way inspections, preventative maintenance, and maintenance.
2. Design and develop a MMIS to track, schedule, and evaluate the repairs, inspection, and maintenance of the District's facilities.

Relation to Previous Work:

This work is a continuation of the previous work performed on the MMIS. The previous work was primarily concerned with the vehicle maintenance and purchasing and stores models. This continuation will allow a totally integrated comprehensive system to be developed.

Products:

1. An integrated comprehensive R.O.W. module.
2. An integrated comprehensive facilities module.

III. PROJECT PLANNING

- A. Capital Development Program Planning
- B. Final Packaging Reports/Value Capture
- C. Station Area Planning
- D. Transit Centers and TSM Development
- E. Transit Development Plan
- F. Westside Corridor Project
- G. Regional LRT*

Expenditures

Tri-Met	\$1,396,790
Metro	49,019
	<u>\$1,445,809</u>

Revenues

FY'86 Sec. 9	\$ 157,280
OR-90-2003	60,800
OR-90-X011	546,552
OR-23-9002	395,250
OR-29-9009	21,250
Tri-Met	256,108
Metro	8,569
TOTAL	<u>\$1,445,809</u>

*Description and budget for this task are included with Metro Section.

III. PROJECT PLANNING

A. CAPITAL DEVELOPMENT PROGRAM PLANNING

Program Objectives:

1. Prepare a short term and long term capital acquisition program for Tri-Met.
2. Provide an annual prioritization of required capital items for grant funding.
3. Coordinate the scheduling and funding of Tri-Met's capital program with other jurisdictions.
4. Coordinate Tri-Met's projected capital program with the development of the TDP.
5. Coordinate Tri-Met's current and projected capital program with the Blue Ribbon Committee process.

Relation to Previous Work:

The development of the capital program is an iterative process that builds on each year's acquisition of required projects. Each year's proposed capital budget refines the previous projects. Due to different agency needs, the projected capital program is often updated and revised. It is crucial, however, to be able to predict the agency's requirements for large capital acquisitions. In addition to this work that must be done on an annual basis, coordination of the capital program with the Blue Ribbon Committee will be required for this fiscal year.

Products:

1. Refined transit capital improvements program.
2. Annual Tri-Met capital budget.
3. Input to TIP.
4. Input to state and federal capital grant applications.
5. Input to the Blue Ribbon Committee staff report.

III. PROJECT PLANNING

B. FINAL PACKAGING REPORTS

Program Objectives:

To encourage public/private partnerships consistent with local plans and UMTA policies with the private sector on the Banfield LRT and at major transfer stations by utilizing incidental surface and air rights. To increase transit ridership by implementing key private development and services in close proximity to the transit station. To leverage transit and other public improvements with private investment. To lessen operating costs to transit by maintenance agreements with the private sector as a part of an overall public/private partnership. To improve the quality of the transit environment with public and private amenities. To demonstrate value capture techniques and increase local revenue through development of benefit assessment districts with the private sector.

Relationship to Previous Work:

The original EIS for the Banfield LRT contained reference to joint development and value capture in the Land Use Technical Report, which discusses implementation mechanisms including special zoning districts, transit station development districts, joint development/value capture and others. The TSAPP program previously received funding to do a station area analysis. The region obtained an UMTA grant (OR-90-0026) to establish joint development with the Banfield with the initial effort directed to the Gateway transit station area. Multnomah County has established a special planned area for Gateway including the Banfield LRT property. Technical studies in the 1982-83 Unified Work Program (UWP) included a program for "transit station joint development projects." The work scope included "to promote and negotiate transit related development involving developers and private entities...This project will provide the capability to Tri-Met to assist in implementing development projects with local approval which are consistent with conceptual plans evolving from the Banfield transit station..." The conclusion of that program and other work resulted in the successful negotiation of a new \$7.5 million youth and family center at Gateway, which has been approved by Tri-Met, the YMCA and UMTA. Recently Tri-Met and the YMCA have undertaken an Alternative Site Analysis Study to determine ways to leverage the proposed YMCA facility with additional private investment.

Products:

The final packaging reports will determine the optimum footprint for the YMCA and other private development at Gateway and other stations on the LRT for incidental surface and air rights to be developed consistent with local plans and UMTA policies with the private sector. These packaging reports will consist of:

- Land utilization analysis
- Alternative schematic site plans of sufficient detail to make offering to developers.
- Transit modal split analysis of various alternative configurations.
- Cost analysis of public improvements and cost penalty, if any, of proposed development.
- Pro forma
- Lease revenue stream/transit modal split scenarios.
- Prepared offering document.
- Prepared implementation plan.

The value capture study will demonstrate current value-capture techniques in relationship to the Banfield LRT.

Final products will include:

- Report documenting benefit assessment negotiations and financial arrangements.
- Private task force recommendations and endorsement.
- Implementation program to carry out task force recommendation.

Tri-Met will assist in negotiating joint development and shared use agreements at Gateway and at other stations on the Banfield LRT where market conditions are favorable and at key timed transfer stations and park and ride lots where market conditions are favorable.

III. PROJECT PLANNING

C. STATION AREA DEVELOPMENT PLANNING

Program Objectives:

To complete the Gresham Station Area Planning Program to assure that maximum transit compatibility is reinforced as the City revitalizes and redevelops the land uses in its central commercial and residential districts, paying particular attention to the Gresham Central Station Area.

Relationship to Previous Work:

Under UMTA Project No. OR-29-9005, the Transit Station Area Planning Program (TSAPP) preliminary station area planning was undertaken. This work included data collection, market and implementation analysis, and preparation and review of alternative station area master plans. However, due to significant shifts in the economy and practices within the financial community, the previous market and implementation analysis is in need of review. This program will first review and update, as necessary, the market work done in fall of 1980 and then finalize an implementation and marketing strategy. The program will also complete final transportation plans for the Central Station Area, addressing needs identified in the earlier conceptual work. A citizen task force representative of local business and citizen interests will review and comment on all reports and recommendations.

Products:

1. Identification of short term market changes which have occurred since 1980.
2. Refined standards for development.
3. Development of a traffic circulation and improvement program.
4. Development of a parking management program.
5. Preparation of development and implementation strategy.

III. PROJECT PLANNING

D. TRANSIT CENTERS AND TSM DEVELOPMENT

Program Objectives:

1. Identify locations and conduct preliminary planning and design studies for transit transfer centers, park-and-ride lots, and transit priority and other TSM measures.
2. Recommend transit center, park-and-ride lot, transit priority and other TSM projects for inclusion in subsequent fiscal year capital program budgets.

Relation to Previous Work:

Continue planning for and preliminary design for transit centers, for example, in Milwaukie and Oregon City. Continue pursuing transit-related TSM improvements throughout the service area. Continue Tri-Met participation on advisory committees to local area transportation policy and plan development or update programs. Implement a transit priorities planning program jointly with the City of Portland.

Products:

1. Preliminary designs, supporting documentation, and local approvals for transit center, park-and-ride, transit priority and other TSM projects.
2. Transit components of local area transportation policies or plans.
3. A transit priorities planning program implemented jointly by Tri-Met and the City of Portland.

III. PROJECT PLANNING

E. TRANSIT DEVELOPMENT PLAN

Program Objectives:

1. Continue transit development planning process, in the context of Board directive and community consensus, in order to produce a five-year agency plan.

Relation to Previous Work:

This work was begun in 1984 when the Tri-Met Board began consideration of its 1990 Goals and developed a mission statement and revised goals for review by the Blue Ribbon Committee. Staff work conducted under several of the other planning studies provides the information for the Blue Ribbon Committee which will lead to eventual compilation and production of a five-year TDP.

Products:

1. Five-year operations and capital development plan based upon analysis of strategic alternatives and financing constraints.
2. Five-year financing plan to accommodate regional transit service and capital needs.
3. Adoption of five-year TDP.
4. Input to RTP.
5. Final report of the Blue Ribbon Committee.

III. PROJECT PLANNING

F. WESTSIDE CORRIDOR PROJECT

Program Objectives:

1. Complete PE of a Sunset LRT line between Portland and Washington County; calculate construction costs.
2. Prepare an updated operating plan for the Sunset LRT line, indicating which headways, hours and miles, number of vehicles required and operating costs.
3. Prepare a Final Environmental Impact Statement (FEIS), according to current UMTA guidelines, detailing the reasons for choice of this alternative and answers to questions raised in the DEIS process.
4. Prepare Westside Corridor Project financing package for regional review.
5. Continue Westside Corridor Project consensus building process with key public interests.

Relation to Previous Work:

By July 1, 1983, the Westside Corridor Project had completed the (a) alternatives analysis, (b) DEIS, (c) public hearings, (d) selection of preferred alternatives, and (e) the PE/FEIS grant application. The process over the next two to three years is intended to produce material for review by the participating agencies as adopted in August 1983 including:

- a. The Final Environmental Impact Statement.
- b. A Sunset LRT Conceptual Design which addresses the environmental concerns and design suboptions raised during local jurisdiction public hearings.
- c. A detailed funding and phasing plan which includes commitments from appropriate federal and other agencies to provide new funds for the Sunset LRT.
- d. A one-year assessment of actual Banfield LRT operations.
- e. A cost-effectiveness analysis based upon the newly prepared data.

The following work has been accomplished this past year:

- a. An inventory and analysis of funding options for the capital and operating portions of the Westside has been completed.
- b. Preliminary recommendations on a Capital Funding Plan have been prepared including the development of a regional transportation infrastructure bank.

- c. Major assumptions used in the selection of Sunset LRT have been reviewed and updated.
- d. A Westside Corridor Task Force comprised of chief executive officers and government officials convened and recommended proceeding into Preliminary Engineering.
- e. Light Rail operating cost estimates were updated and new transit networks developed for patronage simulation.

Products:

1. Analysis of Tri-Met's cash-flow position over the next 15 years as it relates to the feasibility of constructing and operating the Westside Corridor Project.
2. Engineering drawings at 1" - 50' of the Sunset LRT alignment and detailed site plans and designs of stations.
3. Cost estimates of right-of-way, track construction, overhead wires, signals, stations, vehicles, and maintenance facilities.
4. LRT operating plan including string charts and labor build-up staffing tables.
5. FEIS for the chosen alternative.
6. Analysis of federal funding opportunities and prospects for Westside Corridor Project.
7. Analysis of state funding opportunities and prospects for Westside Corridor Project including state bonding.
8. Analysis of tax benefit-leveraged lease back financing opportunities for Westside Corridor Project.
9. Analysis of vendor financing opportunities for Westside Corridor Project including export tax credits, turnkey operations, etc.
10. Analysis of land donation opportunities for Westside Corridor Project.
11. Analysis of special taxation district opportunities for Westside Corridor Project.
12. Analysis of LRT operating nonprofit (63-20) corporation opportunities for Westside Corridor Project.
13. Continued public involvement.

14. Translation of funding opportunities into specifications for PE.

Expenses:

Metro	\$ 49,019
Tri-Met	<u>1,124,190</u>
	\$1,173,209

Revenues:

OR-90-K011	\$ 546,552
Tri-Met	131,838
Metro	4,819
OR-23-9002	395,250
Tri-Met	69,750
OR-29-9009	21,250
Metro	<u>3,750</u>
TOTAL	\$1,173,209

IV. SERVICE PLANNING

- A. EMME 2 Model Application
- B. Service Area Research Studies
- C. Service Development Planning, Analysis and Evaluation

Expenditures

Tri-Met \$316,000

Revenues

FY'86 Sec. 9	\$235,200
OR-90-2005	17,600
Tri-Met Match	<u>63,200</u>
TOTAL	\$316,000

IV. SERVICE PLANNING

A. EMME 2 MODEL APPLICATION

Program Objectives:

1. Use EMME 2 as a service evaluation tool.
2. Refine forecasting capabilities of model.
3. Simulate alternative short-range transit networks.
4. Establish EMME 2 as a component of this service evaluation process.

Relation to Previous Work:

The amount of work on this project was less than expected because the Metropolitan Service District (MSD) schedule for model calibration was delayed. The initial MSD calibration should be complete in early CY '85. Hence, some products for FY 85 are now listed for FY '86. The 1985 on-board origin destination survey was loaded into the model. The trip assignment process was executed and calibrated to actual line patronage. The EMME 2 assignment appears to be quite accurate.

Products:

1. Memoranda evaluating the accuracy of trip generation, trip distribution & mode split models.
2. Banfield LRT network simulation result and report.
3. Report assessing role of EMME 2 in service evaluation process.

IV. SERVICE PLANNING

B. SERVICE AREA RESEARCH STUDIES

Program Objectives:

A. Transit Awareness Study

1. Evaluate the public's knowledge and awareness of the transit system based on a geographic segmentation.
2. Determine what information is needed to ride and understand the system.
3. Identify problems riders and non-riders have with service to their respective neighborhoods.

B. Route Analysis Study

4. Select low ridership routes for review.
5. Identify factors which indicate the potential for increased ridership along routes with low patronage.
6. Determine whether service should be changed or eliminated and resources expended on more efficient routes.

Relation to Previous Work:

These two studies relate to existing Tri-Met studies. First, they relate to work already conducted (Transit Attitude Study) which identified attitudes toward the use of transit on a geographic basis. Second, a study is currently being conducted, Market Segmentation and Travel Behavior Study, which examines travel patterns. The information from the proposed Transit Awareness Study will be combined with information from the existing two studies (attitudes, travel behavior, car ownership, etc.) to develop a model to identify transit potential of various geographic areas in Tri-Met's service district. Service plans can then be developed to adjust service levels to geographic areas based on the model.

The proposed Route Analysis Study will examine whether potential exists to increase ridership along specific routes with low ridership or whether the resources should be expended elsewhere. While the other three studies examine service on a macro level this study will complement those studies by providing information on a micro level.

Products:

1. Collection of information through survey instruments.
2. Development of computer data bases for analytical purposes.
3. Formal written reports.
4. Development of a service model using information from the various studies.
5. Review of selected routes with low ridership.

IV. SERVICE PLANNING

C. SERVICE DEVELOPMENT PLANNING, ANALYSIS & EVALUATION

Program Objectives:

1. Develop service designs and conduct implementation process for: downtown (Central City Study Area) suburban southeast, Tanasbourne-Cedar Hills and Banfield LRT area plans.
2. Develop and carryout adoption process for FY 87 Annual Service Plan.
3. Use information collected as part of the passenger census to re-allocate service. Develop a computerized information system to extract patronage data.
4. Analyze service at timed-transfer transit centers and regional shopping centers. Collect passenger counts and shopper surveys as needed.
5. Develop a service evaluation process.
6. Develop a fully-allocated, peak/base cost model to estimate marginal costs of service changes.

Relation to Previous Work:

The service reduction plans for FY 85 have been developed and implemented. Alternative service plans for Banfield LRT feeder bus service were developed. Suburban Southeast plan was developed. Draft preliminary version of FY 86 Annual Service Plan was written. Work on the Downtown Transit Plan was delayed due to the fact that the City of Portland is updating its Downtown Parking and Circulation Policy. Development of the transit service cost allocation model can be considered an enhancement of the financial forecasting models.

Products:

1. Recommendations to Board of Directors concerning service changes.
2. Analysis of proposal for new or modified service.
3. Annual Service Plan
4. Patronage information system.
5. Timed-transfer reliability report and recommendations to improve service to and passenger facilities at centers.
6. Report describing characteristics of regional shopping centers transit riders market.
7. Model and computer program for estimating marginal costs of service based on relevant variables.

V. SPECIAL AREA PLANNING

A. Special Needs Transportation System Planning

B. Civil Rights Planning

Expenditures

Tri-Met \$122,050

Revenues

FY'86 Sec. 9	\$ 91,640
OR-90-2003	6,000
Tri-Met Match	<u>24,410</u>
TOTAL	\$122,050

V. SPECIAL AREA PLANNING

A. SPECIAL NEEDS TRANSPORTATION SYSTEM PLANNING

Program Objectives:

1. Maintain steady level of citizen input and participation into the provision of service for elderly and disabled people.
2. Develop options for long range service to the disabled.
3. Evaluate SNT volunteer program, comparing it with other volunteer projects and researching alternatives for volunteer involvement.
4. Evaluate scheduling procedures used by subcontractors.
5. Analyze software needs for SNT and subcontracted dispatch centers' computer networks.
6. Analyze software needs for SNT client file and ride reporting system updates.

Relation to Previous Work:

Refinement and continuation of Elderly and Handicapped Planning funded under FY 85 Sec. 9, including work with the citizen advisory committee and long range planning. Builds upon and evaluates the existing SNT volunteer program. Updates previous evaluation of SNT subcontractor scheduling.

Computer equipment was procured with Sec. 9A funds for the SNT Information system. This task will help to augment that system by enabling Tri-Met to determine what software will best fit the system and carry out the SNT program's objectives.

Products:

1. Functioning citizen advisory committee and subcommittees.
2. Plans for future program direction.
3. Collection of information through volunteer program study: cost-effectiveness of existing program and list of other options.
4. Written report rating subcontractor scheduling and recommending improvements.
5. Plans for acquisition of functioning computer networks for Tri-Met's SNT Information System and the subcontracted dispatch centers, including communication between the two.
6. SNT client file and ride reporting system integrated into Tri-Met's SNT Information System.

V. SPECIAL AREA PLANNING

B. CIVIL RIGHTS PLANNING

Program Objectives:

1. Complete a thorough analysis of W/DBE participation in Tri-Met contracts.
2. Identify areas of strength in the program which can be capitalized upon and areas of weakness which can be targeted for special efforts to resolve problems.
3. Develop a procedure to be used in establishing realistic project specific W/DBE goals.
4. Revise and update as necessary Tri-Met's W/DBE policy statement.
5. Review and update annual submission of information relative to minorities in the urbanized area as required by UMTA Title VI Circular 1160.1.

Relation to Previous Work:

1. The updated Title VI report is a required annual submission.
2. Tri-Met submitted its 1984 Title VI report in September, 1984, was conditionally certified and has responded to all UMTA comments.
3. The W/DBE policy statement was approved by the Board, but will require periodic updating to reflect current regulations and changing local conditions.

Products:

1. A program for improving Tri-Met's overall W/DBE level of participation in contracted services.
2. An annual update of W/DBE goals.
3. An updated annual Title VI report submitted to UMTA.

PROGRAM ADMINISTRATION

Program Objectives:

1. Monitor and ensure that Planning's program activities and expenditures conform with the UWP.
2. Ensure that appropriate grant file documentation of activities and expenditures is provided for.
3. Provide quarterly financial and progress reports for all UWP planning projects to UMTA and Metro.
4. Initiate requests for any required budget revisions, grant amendments, and UWP amendments.

Relation to Previous Work:

Grants administration is an ongoing process.

Products:

1. Quarterly financial and progress reports.
2. Budget revisions, grant amendments, UWP amendments.

Expenses:

Tri-Met \$5,000

Revenues:

FY '86 Sec. 9	\$4,000
Tri-Met	<u>1,000</u>
	\$5,000

FY 86 UNIFIED WORK PROGRAM FUNDING SUMMARY

	federal funding													Local Match	Total	
	FY 86 PL/ODOT	FY 86 Sec 8	FY 86 (e) (4)	FY 86 Sec. 9	CARRYOVER								FHWA HPR/ODOT			
					FY 85 (e) (4) 29-9010	FY 84 (e) (4) 29-9009	(e) (4) 29-9008	FY 83 (e) (4) 23-9001	Sec. 9 90-2003	Sec. 9 90-2005	FY 84 (e) (4) 23-9002	Sec. 9 90-X011				
RTP Update and Refinement	45,478	83,526													20,882	149,886
RTP Financing							36,125								6,375	42,500
LRT - Phase I Alter. Analysis																
Metro			156,981		123,890		2,000								19,833	302,704
Tri-Met				20,000	60,000		18,317				19,244				26,013	143,574
Portland					8,500										1,500	10,000
Clackamas County				16,000											4,000	20,000
Southwest Corridor	18,751		77,652												13,703	110,106
Data, Growth Monitoring	30,972	25,633													111,335	167,940
Travel Model Refinements	30,119	24,238													6,059	60,416
Banfield Assessment	18,500	16,060	16,256	85,040											28,144	164,000
Technical Assistance	45,195	22,806													15,459	83,660
TIP	23,662	25,668	49,111		2,872										15,591	116,904
Coordination & Management	36,601	54,369													13,590	104,560
Metro Subtotal	249,478	252,300	300,000	137,040	195,262	0	20,317	36,125	0	19,244	0	0	0	0	282,484	1,476,250
ODOT Planning Assistance															178,500	0
Tri-Met																
Efficiency Planning				90,000					35,200	17,600					35,700	178,500
Information Systems Planning				205,640											51,410	257,050
Project Planning				157,280		21,250			60,800		395,250	546,552			264,677	1,445,882
Service Planning				235,200						17,600					63,200	316,000
Special Area Planning				91,640						6,000					24,410	122,050
Program Administration				4,000											1,000	5,000
Tri-Met Subtotal	0	0	0	783,760	0	21,250	0	0	96,000	41,200	395,250	546,552	0	0	440,397	2,324,409
TOTAL	249,478	252,300	300,000	920,800	195,262	21,250	20,317	36,125	96,000	60,444	395,250	546,552	178,500	0	722,881	3,979,159

Note: Amounts shown are federal share except PL and HPR.
 PL is \$222,210 with match \$27,268 at 89.07/10.93% ratio.

2977C/399-A

WASHINGTON PORTION

(Full detailed scope of work
available upon request.)

V. SUMMARY OF EXPENDITURES AND REVENUES

FY 86 UNIFIED WORK PROGRAM

CLARK COUNTY SUMMARY OF EXPENDITURES
BY FUNDING SOURCE (\$000's)

WORK ELEMENT	Base MPO Activities			Special MPO Contracts			Total
	FY 86 PL	FY 86 UMTA	IRC Match	WSDOT	C-TRAN	Other	(\$000's)
<u>I. REGIONAL TRANSPORTATION PLAN</u>							
A. RTP Highway Corridor Costs	9.0		8.0				17.0
B. Auto-Transit Interrelationships to Land Use Plans	6.0	8.0	5.0				19.0
C. South and East Corridor Location Study	5.8		6.7				12.5
<u>II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT</u>							
A. Regional Transportation Model Calibration and Forecast, Phase I	7.0		8.0				15.0
B. Transit Survey		14.0	4.0				18.0
C. Traffic Count Program	3.0		11.0				14.0
D. Data Management and Transportation Mapping	6.0	5.7	12.3				24.0
E. Computer Operations			10.0				10.0
<u>III. TRANSPORTATION PROGRAM MANAGEMENT</u>							
A. Coordination and Management	10.0	10.0	6.0				26.0
B. Transportation Forum, Seminar and MPO Bulletin	7.0	7.0	7.0				21.0
C. Unified Work Program (UWP) and Transportation Improvement Program (TIP)	3.0	3.0	2.0				8.0
SUBTOTAL	56.8	47.7	80.0				184.5
<u>IV. CONTRACT ACTIVITIES</u>							
A. Grove Field Airport Master Plan Work Program ¹						100.722	100.722
B. Rideshare Program ²				3.5		1.0	4.5
C. Access Improvements in the North I-5 Corridor ³				35.0			35.0
D. Transit Development Program, Phase II					12.0		12.0
GRAND TOTAL	56.8	47.7	80.0	38.5	12.0	101.722	324.722

¹Funding Source FAA = \$89,531 plus State/Local Match = \$11,191 for Total = \$100,722
\$100,722 = \$28,698 IRC and \$72,024 Consultant

²Funding Source WSDOT Proposed Contract = \$3,500 plus 175 Grant = \$1,000 for Total = \$4,500

³Funding Source WSDOT Proposed Contract = \$35,000

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 85-560 FOR THE
PURPOSE OF APPROVING THE FY 1985 HIGHWAY ALLOCA-
TIONS PLAN FOR THE INTERSTATE TRANSFER PROGRAM
AND AMENDING THE TRANSPORTATION IMPROVEMENT
PROGRAM ACCORDINGLY

Date: March 21, 1985

Presented by: Andrew Cotugno

PROPOSED ACTION

Recommend adoption of the attached resolution approving FY 1985 Interstate Transfer "Highway" allocations and amending the Transportation Improvement Program (TIP) accordingly. This action will:

1. Allocate \$41.3 million in new funds for use in FY 1985 in addition to \$12.6 million carryover funds from FY 1984 to Category I projects, the City of Portland, and the three counties.
2. Approve specific transfer of funds between projects.

TPAC has reviewed this plan and recommends approval of Resolution No. 85-560.

FACTUAL BACKGROUND AND ANALYSIS

1. The FY 1985 Interstate Transfer "Highway" program authorized by this resolution as reflected in the attached TIP is \$53.9 million. This is based upon the availability of \$12,565,184 of carryover funds as shown on line A below, and the federal appropriation of \$41,328,063 new funding as shown on lines B, C and D below. Of the total \$53.9 million of spending authority, \$24.9 million was previously authorized for FY 84 by Resolution No. 84-443.

<u>Funding Status</u>	<u>Cumulative Appropriation Authority</u>	<u>Past Obligations</u>	<u>Balance Available to Spend</u>
A. As of 12/31/84	\$214,154,405	\$201,589,221	\$12,565,184
New Federal Appropriations			
B. As of 1/01/85	+23,365,503		+23,365,503*
	<u>\$237,519,908</u>		<u>\$35,930,687</u>

<u>Funding Status</u>	<u>Cumulative Appropriation Authority</u>	<u>Past Obligations</u>	<u>Balance Available to Spend</u>
As of 3/15/85			
C. FY 1984 Formula	+ 5,987,520		+ 5,987,520*
D. FY 1985 Formula	+ 11,975,040		+11,975,040*
GRAND TOTAL	<u>\$255,482,468</u>	<u>\$201,589,221</u>	<u>\$53,893,247</u>
Must be spent			\$41,328,063

These funds have been recommended for distribution as detailed in the TIP to correspond with project needs established by the jurisdictions as follows:

	<u>Total</u>
Category I	
Projects	\$16,540,163
Reserves	3,538,995
Subtotal	<u>\$20,079,158</u>
Portland	
Projects	\$ 8,766,473
Reserves	3,750,000
Subtotal	<u>\$12,516,473</u>
Multnomah County	
Projects	\$ 5,301,491
Reserves	999,655
Subtotal	<u>\$ 6,301,146</u>
Clackamas County	
Projects	\$ 6,294,044
Reserves	1,889,570
Subtotal	<u>\$ 8,183,614</u>
Washington County	
Projects	\$ 4,157,860
Reserves	2,654,996
Subtotal	<u>\$ 6,812,856</u>
<hr/>	
TOTAL	
Projects	\$41,060,031
Reserves	12,833,216
Subtotal	<u>\$53,893,247</u>

Firm projects have been programmed at \$41.1 million with reserves of \$12.8 million. The \$12.6 million of carryover funding need not be spent in FY 1985, and if not used, can be carried over to FY 1986. The \$41.1 million for projects is slightly less than the amount that must be spent to avoid lapsing of funds. As such, it is critical that all jurisdictions ensure project schedules are met.

2. This resolution approves several funding transfers that are reflected in the attached TIP:
 - Transfer of \$98,071 from the McLoughlin Corridor Reserve to the McLoughlin Boulevard Intersection and Signal Improvements project (between Milwaukie and Gladstone). Funds needed to cover construction overrun.
 - Transfer of \$818,184 from the Thiessen/Jennings project to the Beaver Creek Road extension (Red Soils) project. Status of the Thiessen/Jennings project is uncertain at this time. The Beaver Creek Road project had previously been approved for PE only; this will allow funding for construction.
3. The TIP reflects adjustments as approved by the East Multnomah County Transportation Committee including transfer of \$877,000 from a reserve to:
 - 257th Avenue Improvement \$500,000
 - 221st/223rd - Powell to Fariss \$177,000
 - Stark Street - 242nd to 257th \$200,000

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 85-560.

BP/srs
3116C/411-4
04/02/85

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING THE)	RESOLUTION NO. 85-560
FY 1985 HIGHWAY ALLOCATIONS PLAN)	
FOR THE INTERSTATE TRANSFER)	Introduced by the
PROGRAM AND AMENDING THE TRANSPOR-)	Joint Policy Advisory
TATION IMPROVEMENT PROGRAM)	Committee on Transportation
ACCORDINGLY)	

WHEREAS, Through Resolution No. 84-498, the Council of the Metropolitan Service District (Metro) adopted the Transportation Improvement Program (TIP) and its FY 1985 Annual Element; and

WHEREAS, The TIP must be revised to reflect changing project priorities and funding availability; and

WHEREAS, Interstate Transfer "Highway" funds in the amount of \$12.6 million have been carried over from FY 1984 and \$41.3 million of new funds have been appropriated by Congress for FY 1985; and

WHEREAS, Projects and reserves for the TIP and its FY 1985 Annual Element have been developed by the TIP Subcommittee to meet the targeted amount of \$53.9 million; now, therefore,

BE IT RESOLVED,

1. That the Metro Council approves the FY 85 Interstate Transfer program of projects and amounts specified in the attached TIP.

2. That the funds can be transferred between authorized projects and phases to respond to cost and schedule changes.

3. That the Metro Council approves the transfers of \$98,071 from the McLoughlin Corridor Reserve to the McLoughlin

Boulevard Intersection and Signal Improvements project, and \$818,184 from the Thiessen/Jennings project to the Beaver Creek Road project.

4. That the Metro Council finds these actions to be in accordance with the Regional Transportation Plan and the 1982 Air Quality State Implementation Plan (Ozone and Carbon Monoxide) and gives Affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1985.

Ernie Bonner, Presiding Officer

BP/srs
3116C/411-4
04/02/85

ATTACHMENT "A"

Staff Report No. 92

INTERSTATE TRANSFER PROGRAM
PRELIMINARY FY 1985 HIGHWAY ALLOCATION PLAN

MARCH 19, 1985

Metropolitan Service District

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 INTERSTATE TRANSFER PROGRAM
 FEDERAL OBLIGATIONS FOR QUARTER ENDING 31-DEC-84

PENDING OBLIGATIONS FOR PERIOD ENDING 31-DEC-84

PRELIMINARY FY1985 HIGHWAY ALLOCATION PLAN
 CATEGORY I

19-Mar-83

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	-----OBLIGATIONS-----		BASE	SOFT	1986	1987	1988	POST 1988	AUTHORIZED	PLNG#
	FEDERAL	PENDING								
CATEGORY I										
1 BANFIELD TRANSITWAY-HIGHWAY FUNDS**115*279*280*****									FAP68	80900
PE	5,473,180	0	-280,249	0	0	0	0	0	5,192,931	
R/W	8,517,639	0	410,000	0	0	0	0	0	8,927,639	
CONST	12,933,737	0	-489,079	0	0	0	0	0	12,444,658	
RESRV	0	0	0	0	0	0	19,273	19,273	19,273	
TOTAL	26,924,556	0	-359,328	0	0	0	19,273	19,273	26,584,501	
2 M'CLOUGHLIN CORRIDOR-UNION/GRAND AVE VIADUCT TO SE RIVER ROAD**4**127*291*292*293*294**										
PE	406,570	0	0	0	0	0	0	0	406,570	77159
RESRV	0	0	0	0	0	0	24,674,540	24,674,540	24,674,540	
TOTAL	406,570	0	0	0	0	0	24,674,540	24,674,540	25,081,110	
3 M'CLOUGHLIN BLVD INTERSECTION AND SIGNAL IMPROVEMENTS**4**147*501**										
PE	114,656	0	0	0	0	0	0	0	114,656	80058
CONST	841,473	0	51,027	0	0	0	0	0	892,500	
TOTAL	956,129	0	51,027	0	0	0	0	0	1,007,156	
4 POWELL BLVD R/W & CONSTRUCTION-ROSS ISLAND BRIDGE TO 52ND-SECT I**4**162*332*602**										
PE	172,027	0	0	0	0	0	0	0	172,027	80069
R/W	1,339,429	0	0	0	0	0	0	0	1,339,429	
CONST	3,624,490	0	0	0	0	0	0	0	3,624,490	
RESRV	0	0	0	0	0	0	45,664	45,664	45,664	
TOTAL	5,135,946	0	0	0	0	0	45,664	45,664	5,181,610	
5 POWELL BLVD R/W & CONST-50TH AVE TO I205-SECTION II**164*333*334*608*548*****										
PE	515,641	0	5,738	0	0	0	0	0	521,379	76012
R/W	6,665,055	0	0	0	0	0	0	0	6,665,055	
CONST	4,249,793	0	0	0	0	0	0	0	4,249,793	
RESRV	0	0	0	0	0	0	328,253	328,253	328,253	
TOTAL	11,430,489	0	5,738	0	0	0	328,253	328,253	11,764,480	

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 INTERSTATE TRANSFER PROGRAM
 FEDERAL OBLIGATIONS FOR QUARTER ENDING 31-DEC-84

PENDING OBLIGATIONS FOR PERIOD ENDING 31-DEC-84

PRELIMINARY FY1985 HIGHWAY ALLOCATION PLAN
 CATEGORY I

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	OBLIGATIONS		BASE	SOFT	1986	1987	1988	POST 1988	AUTHORIZED	PLNG#
	FEDERAL	PENDING								
CATEGORY I (CONTINUED)										
6 SUNSET HIGHWAY OVERLAYS - CONSTRUCTION**			267	468					FAP27	78086
CONST	1,422,729	0	0	0	0	0	0	0	1,422,729	
TOTAL	1,422,729	0	0	0	0	0	0	0	1,422,729	
7 RECONSTRUCTION OF YEON/VAUGHN/NICOLAI/WARDWAY AND ST HELENS RD**										
PE	1,062,585	0	51,298	0	0	0	0	0	1,113,883	79038
TOTAL	1,062,585	0	51,298	0	0	0	0	0	1,113,883	
8 TRI-MET RIDESHARE PROGRAM**										
OPRTG	1,566,013	0	0	0	0	0	0	0	1,566,013	80303
RFSRV	0	0	0	0	253,633	0	0	-52,505	201,128	
TOTAL	1,566,013	0	0	0	253,633	0	0	-52,505	1,767,141	
9 I5 NORTH RIDESHARE PROGRAM**										
PE	95,379	0	0	0	0	0	0	0	95,379	80043
OPRTG	69,621	0	0	0	0	0	0	0	69,621	
TOTAL	165,000	0	0	0	0	0	0	0	165,000	
10 WESTSIDE CORRIDOR RELATED HIGHWAY PROJECTS-FHWA FUNDED**										
PE	60,965	0	0	0	0	0	0	0	60,965	10013
TOTAL	60,965	0	0	0	0	0	0	0	60,965	
11 NW NICOLAI ST-NW 29TH TO NW 24TH**										
R/W	43,775	0	85,000	0	0	0	0	0	128,775	79038
CONST	1,979,004	0	230,333	0	0	0	0	0	2,209,337	
TOTAL	2,022,779	0	315,333	0	0	0	0	0	2,338,112	
12 NW YEON AVE-NW ST HELENS RD TO NW NICOLAI**										
R/W	2,125,000	0	-599,250	0	0	0	0	0	1,525,750	79038
CONST	0	0	10,285,000	0	0	0	0	0	10,285,000	
TOTAL	2,125,000	0	9,685,750	0	0	0	0	0	11,810,750	

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
INTERSTATE TRANSFER PROGRAM
FEDERAL OBLIGATIONS FOR QUARTER ENDING 31-DEC-84

PENDING OBLIGATIONS FOR PERIOD ENDING 31-DEC-84

PRELIMINARY FY1985 HIGHWAY ALLOCATION PLAN
CATEGORY I

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-----OBLIGATIONS-----											
FEDERAL	PENDING	BASE	SOFT	1984	1987	1988	POST 1988	AUTHORIZED	PLNG#		
CATEGORY I (CONTINUED)											
13 NW ST HELENS RD-NW KITTRIDGE ST TO NW 29TH AVE***734*49*604***** FAU9296 79038											
R/W	189,550	0	223,550	0	0	0	0	413,100			
CONST	1,383,985	0	187,001	0	0	0	0	1,570,986			
TOTAL	1,573,535	0	410,551	0	0	0	0	1,984,086			
14 VAUGHN ST/WARDWAY-NW 29TH AVE TO NW 24TH AVE***735*491***** FAU9296 79038											
CONST	0	0	0	0	1,275,000	0	0	1,275,000			
RESRV	0	0	0	0	0	0	-217,618	-217,618			
TOTAL	0	0	0	0	1,275,000	0	-217,618	1,057,382			
15 FRONT-YEON CONNECTION***738*492***** FAU9300 79038											
R/W	1,753,549	0	1	0	0	0	0	1,753,550			
CONST	0	0	5,950,000	0	0	0	0	5,950,000			
TOTAL	1,753,549	0	5,950,001	0	0	0	0	7,703,550			
16 REGIONAL RESERVE***755*315*359*397*432*508*511*570*581***** N/A 00000											
RESRV	0	0	0	0	0	0	17,120,464	17,120,464			
TOTAL	0	0	0	0	0	0	17,120,464	17,120,464			
17 BANFIELD CORRIDOR RIDESHARE MARKETING PROGRAM***770*317***** FAP68 10192											
OPRTG	53,380	0	0	0	0	0	0	53,380			
TOTAL	53,380	0	0	0	0	0	0	53,380			
18 BANFIELD TRAFFIC MONITORING PROGRAM***771*318***** FAP68 10183											
CONST	193,290	0	0	0	0	0	0	193,290			
TOTAL	193,290	0	0	0	0	0	0	193,290			
19 NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM***802*493***** MISC 84016											
PE	142,035	0	0	0	0	0	0	142,035			
CONST	0	0	70,465	0	0	0	0	70,465			
TOTAL	142,035	0	70,465	0	0	0	0	212,500			

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 INTERSTATE TRANSFER PROGRAM
 FEDERAL OBLIGATIONS FOR QUARTER ENDING 31-DEC-84

PENDING OBLIGATIONS FOR PERIOD ENDING 31-DEC-84

PRELIMINARY FY1985 HIGHWAY ALLOCATION PLAN
 CATEGORY I

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	OBLIGATIONS		BASE	SOFT	1986	1987	1988	POST 1988	AUTHORIZED	PLNG#
	FEDERAL	PENDING								
CATEGORY I (CONTINUED)										
4420 SUNSET HIGHWAY RAMP METERING*****827*320*****										FAP27 00000
PE	40,000	0	0	0	0	0	0	0	40,000	
CONST	0	0	0	0	730,000	0	0	0	730,000	
TOTAL	40,000	0	0	0	730,000	0	0	0	770,000	
4421 OBLIGATIONAL AUTHORITY RESERVE-CATEGORY I-HIGHWAY*****832*476*****										
RESRV	0	0	3,898,323	0	0	0	0	-3,898,323	0	N/A 00000
TOTAL	0	0	3,898,323	0	0	0	0	-3,898,323	0	
TOTAL CATEGORY I										
PE	8,083,038	0	-223,213	0	0	0	0	0	7,859,825	
R/W	20,633,997	0	119,301	0	0	0	0	0	20,753,298	
CONST	26,628,501	0	16,284,748	0	730,000	1,275,000	0	0	44,918,249	
OPRTG	1,689,014	0	0	0	0	0	0	0	1,689,014	
* RESRV	0	0	3,898,323	0	253,633	0	0	38,019,748	42,171,704	
TOTAL	57,034,550	0	20,079,158	0	983,633	1,275,000	0	38,019,748	117,392,089	
OBLIGATION AUTHORITY:			77,113,708							

*The Reserve is greater than that in the Staff Report by \$359,328 with an offsetting difference in the Program. The TIP provides for a future deobligation on the Banfield in order to fix the Reserve at \$3,898,323. The Reserve in the Staff Report does not include the deobligation in order to account for the current rather than the future status.

In both cases, the totals are the same with offsets in Reserve/Program amounts being \$359,328 for the purposes noted.

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	OBLIGATIONS		BASE	SOFT	1986	1987	1988	POST 1988	AUTHORIZED	PLNG#
	FEDERAL	PENDING								
CITY OF PORTLAND										
22 N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE***9*434*517*****FAU9956										75019
R/W	331,500	0	0	0	0	0	0	0	331,500	
CONST	2,742,935	0	0	0	0	0	0	0	2,742,935	
TOTAL	3,074,435	0	0	0	0	0	0	0	3,074,435	
23 BASIN AVENUE/GOING STREET PROJECT***18*362*****FAU9930										
R/W	296,310	0	0	0	0	0	0	0	296,310	76088
CONST	1,679,623	0	0	0	0	0	0	0	1,679,623	
TOTAL	1,975,933	0	0	0	0	0	0	0	1,975,933	
24 N INTERSTATE AVE-GREELEY TO RUSSELL***21*363*****FAU9945										
CONST	88,403	0	0	0	0	0	0	0	88,403	76009
TOTAL	88,403	0	0	0	0	0	0	0	88,403	
25 TRAFFIC SIGNAL PROJECTS***23*563*****MISC										
										00000
26 SIGNAL COMPUTER CONTROL EXPANSION***26*627*435*****MISC										
CONST	55,334	0	0	0	0	0	0	0	55,334	77026
TOTAL	55,334	0	0	0	0	0	0	0	55,334	
27 MACADAM AVE(OR43) PROJECT-ROSS ISL BRIDGE TO SELWOOD BRIDGE***27*364*365*****FAU9565										
PE	198,370	0	0	0	0	0	0	0	198,370	78063
R/W	72,507	0	0	0	0	0	0	0	72,507	
CONST	3,910,000	0	0	0	0	0	0	0	3,910,000	
RE:RV	0	0	0	0	0	0	0	0	0	
TOTAL	4,180,877	0	0	0	0	0	0	0	4,180,877	
28 HOLLYWOOD DISTRICT IMPROVEMENTS-NE SANDY BLVD-37TH TO 47TH***28*546*607*****FAU9326										
PE	287,002	0	0	0	0	0	0	0	287,002	79071
R/W	197,200	0	0	0	0	0	0	0	197,200	
CONST	223,957	0	2,403,003	0	0	0	0	0	2,626,960	
TOTAL	708,159	0	2,403,003	0	0	0	0	0	3,111,162	

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	FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)										
29 NW FRONT AVE-NW 26TH AVE TO NW KITTRIDGE***29>366*****									FAU9300	10031
CONST	522,074	0	0	0	0	0	0	0	522,074	
TOTAL	522,074	0	0	0	0	0	0	0	522,074	
30 SE HOLGATE BLVD-SF 17TH AVE TO SE 28TH AVE-BRIDGE AND APPROACHES***42>329*****										
CONST	4,450,600	0	0	0	0	0	0	0	4,450,600	76002
TOTAL	4,450,600	0	0	0	0	0	0	0	4,450,600	
31 ARTERIAL STREET 3R PROGRAM***43>628>518>519>520>521>606*****										
PE	215,664	0	0	0	0	0	0	0	215,664	10050
CONST	5,732,785	0	0	0	0	0	0	0	5,732,785	
RESRV	0	0	0	0	0	0	0	0	0	
TOTAL	5,948,449	0	0	0	0	0	0	0	5,948,449	
32 MCLOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION***153>302*****										
PE	19,000	0	0	0	0	0	0	0	19,000	80081
RESRV	0	0	0	0	0	0	414,153	414,153	414,153	
TOTAL	19,000	0	0	0	0	0	414,153	433,153	433,153	
33 MCLOUGHLIN BLVD(OR99E) PED UNDERPASS - 100 FT SO OF HAIG***169>337>629*****										
PE	37,100	0	0	0	0	0	0	0	37,100	77127
TOTAL	37,100	0	0	0	0	0	0	0	37,100	
34 GRAND AVE(OR99E) AT MORRISON - 2 LEFT TURN LANES***170>338*****										
PE	22,358	0	0	0	0	0	0	0	22,358	80084
CONST	145,180	0	0	0	0	0	0	0	145,180	
TOTAL	167,538	0	0	0	0	0	0	0	167,538	

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		FEDERAL	PENDING	BASE	SOFT	1986	1987	1988	POST 1988	AUTHORIZED	PLNG#	
CITY OF PORTLAND (CONTINUED)												
35 33RD AT BROADWAY - SB/NB LEFT TURN REFUGES***173*339*340*635*****FAU9823 77123												
PE	21,801	0	0	0	0	0	0	0	0	21,801		
R/U	144,212	0	0	0	0	0	0	0	0	144,212		
CONST	118,964	0	0	0	0	0	0	0	0	118,964		
TOTAL	284,977	0	0	0	0	0	0	0	0	284,977		
36 39TH AVE - SE GLENWOOD TO CRYSTAL SPRINGS BLVD - WIDENING*175*341*****FAU9699 77125												
PE	46,450	0	0	0	0	0	0	0	0	46,450		
R/U	41	0	0	0	0	0	0	0	0	41		
CONST	494,434	0	0	0	0	0	0	0	0	494,434		
TOTAL	540,925	0	0	0	0	0	0	0	0	540,925		
37 39TH @ STARK -WIDENING/SB LEFT TURN MEDIAN/SIGNAL INTERTIE/STRIP***178*342*343*****FAU9699 77124												
PE	19,332	0	0	0	0	0	0	0	0	19,332		
R/U	38,616	0	0	0	0	0	0	0	0	38,616		
CONST	114,239	0	0	0	0	0	0	0	0	114,239		
TOTAL	172,187	0	0	0	0	0	0	0	0	172,187		
38 CURB EXTENSION PROGRAM***179*344*****MISC 77129												
PE	13,889	0	0	0	0	0	0	0	0	13,889		
TOTAL	13,889	0	0	0	0	0	0	0	0	13,889		
39 CURB CORNER MODIFICATION PROGRAM***180*345*****MISC 77119												
PE	2,969	0	0	0	0	0	0	0	0	2,969		
CONST	7,259	0	0	0	0	0	0	0	0	7,259		
TOTAL	10,228	0	0	0	0	0	0	0	0	10,228		
40 ACTUATED SIGNALS-S* BYBEE @ 23RD/SE TOLMAN @ MILWAUKIE-@17TH183*346*****FAU9760 77118												
PE	1,153	0	0	0	0	0	0	0	0	1,153		
CONST	41,152	0	0	0	0	0	0	0	0	41,152		
TOTAL	42,305	0	0	0	0	0	0	0	0	42,305		

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CITY OF PORTLAND (CONTINUED)												
41	SIGNAL MODIFICATION AND REPLACEMENT PROGRAM - 8 LOCATIONS***185*347*****										MISC	77117
PE	1,691	0	0	0	0	0	0	0	0	1,691		
CONST	13,313	0	0	0	0	0	0	0	0	13,313		
TOTAL	15,004	0	0	0	0	0	0	0	0	15,004		
42	MCLOUGHLIN(OR99E)/MILWAUKIE CONNECTION***187*348*****										FAP26	77128
PE	2,742	0	0	0	0	0	0	0	0	2,742		
TOTAL	2,742	0	0	0	0	0	0	0	0	2,742		
43	SE DIVISION CORRIDOR-DIVISION/CLINTON/HARRISON***189*349*****										FAU9800	78069
PE	51,550	0	0	0	0	0	0	0	0	51,550		
TOTAL	51,550	0	0	0	0	0	0	0	0	51,550		
44	39TH AVENUE CORRIDOR IMPROVEMENT-GLISAN TO HOLGATE***191*350*351*****										FAU9699	78070
PE	76,592	0	0	0	0	0	0	0	0	76,592		
R/W	425,000	0	0	0	0	0	0	0	0	425,000		
CONST	1,166,252	0	0	0	0	0	0	0	0	1,166,252		
TOTAL	1,667,844	0	0	0	0	0	0	0	0	1,667,844		
45	CONTINGENCY-CATEGORY II-CITY OF PORTLAND***194*352*****										N/A	00000
RESRV	0	0	0	0	0	0	0	0	1,439,934	1,439,934		
TOTAL	0	0	0	0	0	0	0	0	1,439,934	1,439,934		
46	UNION AVENUE(OR99E)-WEIDLER TO COLUMBIA BLVD #6***195*380*381*382*383*384*385*386*387*388*389*390*391*392*393*394*395*396*397*398*399*****										FAU9809	74001
PE	267,944	0	0	0	0	0	0	0	0	267,944		
R/W	205,700	0	0	0	0	0	0	0	0	205,700		
CONST	6,521,829	0	0	0	0	0	0	0	0	6,521,829		
TOTAL	6,995,473	0	0	0	0	0	0	0	0	6,995,473		

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	FEDERAL	PENDING	BASE	SOFT	1986	1987	1988	POST 1988	AUTHORIZED	PLNG#
CITY OF PORTLAND (CONTINUED)										
47 GOING STREET NOISE MITIGATION PROJECT***198*381*550*****									FAU9945	78080
PE	287,720	0	0	0	0	0	0	0	287,720	
CONST	626,450	0	0	0	0	0	0	0	626,450	
TOTAL	914,170	0	0	0	0	0	0	0	914,170	
49 SW BROADWAY-SW 4TH TO SW 6TH***200*382*****										
PE	99,194	0	0	0	0	0	0	0	99,194	10092
CONST	374,465	0	280,141	0	0	0	0	0	654,606	
TOTAL	473,659	0	280,141	0	0	0	0	0	753,800	
49 CONTINGENCY-CITY OF PORTLAND-CATEGORY III***203*383*****										
RESRV	0	0	0	0	0	0	0	2,071,364	2,071,364	00000
TOTAL	0	0	0	0	0	0	0	2,071,364	2,071,364	
50 NW 18TH/19TH AND NW 14TH/16TH COUPLETS***239*424*****										
PE	55,920	0	0	0	0	0	0	0	55,920	78067
CONST	384,680	0	0	0	0	0	0	0	384,680	
TOTAL	440,600	0	0	0	0	0	0	0	440,600	
51 BEAVERTON HILLSDALE HWY(OR10)-CAPITOL HWY TO SCHOLLS FY RD***243*425*551*****										
PE	272,935	0	0	0	0	0	0	0	272,935	78050
R/W	522,410	0	0	0	0	0	0	0	522,410	
CONST	1,431,903	0	40,946	0	500,000	0	0	0	1,972,849	
RESRV	0	0	0	0	0	0	0	109,651	109,651	
TOTAL	2,227,248	0	40,946	0	500,000	0	0	109,651	2,877,845	
52 FAU REPLACEMENT CONTINGENCY-CITY OF PORTLAND***261*449*532*****										
RESRV	0	0	0	0	0	0	0	1,093,431	1,093,431	00000
TOTAL	0	0	0	0	0	0	0	1,093,431	1,093,431	

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	FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)										
453 ST HELENS ROAD RECONSTRUCTION--WEST CITY LIMITS TO NW KITTRIDGE A***271*495*****									FAP1	79067
PE	197,665	0	0	0	23,803	0	0	0	221,468	
RESRV	0	0	0	0	0	0	0	250,000	250,000	
TOTAL	197,665	0	0	0	23,803	0	0	250,000	471,468	
54 TRANSPORTATION IMPROVEMENTS IN NORTHWEST PORTLAND***278*496*****										
RESRV	0	0	0	0	0	0	0	4,185,724	4,185,724	MISC 79035
TOTAL	0	0	0	0	0	0	0	4,185,724	4,185,724	
55 W BURNSIDE ROAD/TICHER DRIVE INTERSECTION IMPROVEMENT***282*497*605*****										
PE	26,972	0	0	0	0	0	0	0	26,972	FAU9326 79058
R/W	69,820	0	0	0	0	0	0	0	69,820	
CONST	487,749	0	0	0	0	0	0	0	487,749	
TOTAL	584,541	0	0	0	0	0	0	0	584,541	
56 NORTHWEST PORTLAND TRANSPORTATION STUDY***285*498*****										
PE	32,130	0	0	0	0	0	0	0	32,130	N/A 84016
TOTAL	32,130	0	0	0	0	0	0	0	32,130	
57 NW FRONT AVENUE RECONSTRUCTION--NW GLISAN TO NW 26TH AVE***286*631*499*611*****										
PE	243,537	0	0	0	0	0	0	0	243,537	FAU9300 80006
R/W	120,700	0	0	0	0	0	0	0	120,700	
CONST	4,179,497	0	0	0	0	0	0	0	4,179,497	
TOTAL	4,543,734	0	0	0	0	0	0	0	4,543,734	
58 MARINE DRIVE WIDENING TO FOUR LANES--IS TO RIVERGATE***298*554*****										
PE	233,750	0	225,675	0	0	0	0	0	459,425	FAU9962 79056
CONST	0	0	0	0	4,470,575	0	0	0	4,470,575	
TOTAL	233,750	0	225,675	0	4,470,575	0	0	0	4,930,000	

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CITY OF PORTLAND (CONTINUED)											
459	NE PORTLAND HWY IMPROVEMENT TO FOUR LANES-NE 60TH AVE TO I205***301*393*****									FAU9917	79055
PE	190,570	0	0	0	0	0	0	0	0	190,570	
TOTAL	190,570	0	0	0	0	0	0	0	0	190,570	
460 COLUMBIA BLVD/COLUMBIA WAY/N PORTLAND RD INTERSECTION IMPRVMT***303*555*****											
PE	12,436	0	0	0	0	0	0	0	0	12,436	79057
CONST	115,762	0	0	0	0	0	0	0	0	115,762	
TOTAL	128,198	0	0	0	0	0	0	0	0	128,198	
461 COMMERCIAL ARTERIAL STREET LIGHT CONVERSION-CITY WIDE***307*556*****											
PE	28,681	0	0	0	0	0	0	0	0	28,681	79041
CONST	1,011,257	0	0	0	0	0	0	0	0	1,011,257	
TOTAL	1,039,938	0	0	0	0	0	0	0	0	1,039,938	
462 POWELL BUTTE/MT SCOTT STUDY AREA-PROJECT DEVELOPMENT***308*557*****											
PE	29,750	0	6,922	0	0	0	0	0	0	36,672	79081
TOTAL	29,750	0	6,922	0	0	0	0	0	0	36,672	
463 SW TERWILLIGER BLVD-BARBUR BLVD TO TAYLORS FERRY RD***309*559*****											
PE	272,506	0	55,204	0	0	0	0	0	0	327,710	80015
R/W	0	0	0	0	602,225	0	0	0	0	602,225	
CONST	0	0	0	0	551,920	0	0	0	0	551,920	
TOTAL	272,506	0	55,204	0	1,154,145	0	0	0	0	1,481,855	
464 82ND AVENUE-SISKIYOU TO BROADWAY***551*561*****											
PE	37,442	0	0	0	0	0	0	0	0	37,442	79049
CONST	221,178	0	0	0	0	0	0	0	0	221,178	
TOTAL	258,620	0	0	0	0	0	0	0	0	258,620	

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	FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)										
65 SIGNAL MODIFICATION AT 10 LOCATIONS (LEFT TURN)-SE PORTLAND558*450***** MISC 79075										
PE	1,750	0	0	0	0	0	0	0	1,750	
CONST	47,461	0	0	0	0	0	0	0	47,461	
TOTAL	49,211	0	0	0	0	0	0	0	49,211	
66 EAST BURNSIDE-90TH TO 94TH599*353***** FAU9822 10077										
PE	44,238	0	0	0	0	0	0	0	44,238	
CONST	295,926	0	33,436	0	0	0	0	0	329,362	
TOTAL	340,164	0	33,436	0	0	0	0	0	373,600	
67 NW 23RD AVE/BURNSIDE626*500***** FAU9326 10093										
PE	69,850	0	39,800	0	0	0	0	0	109,650	
R/W	0	0	0	0	435,200	0	0	0	435,200	
CONST	0	0	0	0	1,125,000	0	0	0	1,125,000	
TOTAL	69,850	0	39,800	0	1,560,200	0	0	0	1,669,850	
68 NW 21ST/22ND-THURMAN TO FRONT630*501***** FAU9317 10126										
PE	112,710	0	0	0	0	0	0	0	112,710	
R/W	0	0	0	0	19,975	0	0	0	19,975	
CONST	0	0	0	0	0	0	792,000	0	792,000	
TOTAL	112,710	0	0	0	19,975	0	792,000	0	924,685	
69 NW INTERSECTION IMPROVEMENTS-22 LOCATIONS631*502***** MISC 10017										
PE	33,000	0	0	0	0	0	0	0	33,000	
CONST	0	0	0	0	294,015	0	0	0	294,015	
RESRV	0	0	0	0	0	0	0	32,985	32,985	
TOTAL	33,000	0	0	0	294,015	0	0	32,985	360,000	
70 NW CIRCULATION IMPROVEMENTS-10 INTERSECTIONS632*503***** MISC 84015										
PE	13,600	0	1,400	0	0	0	0	0	15,000	
R/W	0	0	0	0	8,500	0	0	0	8,500	
CONST	0	0	0	0	59,800	0	0	0	59,800	
TOTAL	13,600	0	1,400	0	68,300	0	0	0	83,300	

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CITY OF PORTLAND (CONTINUED)											
71 NW EVERETT/GLISA/NW 18TH TO WESTOVER ROAD***				633*504*****							FAU9314 10097
PE	0	0	0	0	0	0	8,500	0	8,500		
CONST	0	0	0	0	0	0	50,700	0	50,700		
TOTAL	0	0	0	0	0	0	59,200	0	59,200		
72 WEST FREMONT TSM***											
				641*505*****							FAU9305 00060
73 SIGNAL REPLACEMENT-34 LOCATIONS***											
PE	41,576	0	0	0	0	0	0	0	41,576		MISC 10107
CONST	1,111,784	0	0	0	0	0	0	0	1,111,784		
TOTAL	1,153,360	0	0	0	0	0	0	0	1,153,360		
74 SIGNAL REPLACEMENT-16 LOCATIONS***											
CONST	386,083	0	0	0	0	0	0	0	386,083		MISC 80080
TOTAL	386,083	0	0	0	0	0	0	0	386,083		
75 NEW SIGNALS-5 LOCATIONS-PORTLAND BLVD ET AL***											
CONST	129,310	0	0	0	0	0	0	0	129,310		MISC 78122
TOTAL	129,310	0	0	0	0	0	0	0	129,310		
76 COLUMBIA BLVD (3) NEW TRAFFIC SIGNALS***											
CONST	221,698	0	0	0	0	0	0	0	221,698		FAU9956 78026
TOTAL	221,698	0	0	0	0	0	0	0	221,698		
77 NE SANDY BLVD AT 50TH AND 70TH-NEW SIGNALS***											
CONST	44,724	0	0	0	0	0	0	0	44,724		FAU9326 78120
TOTAL	44,724	0	0	0	0	0	0	0	44,724		

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		FEDERAL	PENDING	BASE	SOFT	1984	1987	1988	POST 1988	AUTHORIZED	PLM#
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78	COLUMBIA BLVD AT 47TH-NEW TRAFFIC SIGNAL***653*454*****									FAU9956	80060
PE	1,410	0	0	0	0	0	0	0	0	1,410	
CONST	38,208	0	0	0	0	0	0	0	0	38,208	
TOTAL	39,618	0	0	0	0	0	0	0	0	39,618	
79	SU CAPITOL AT HUBER-NEW TRAFFIC SIGNAL***655*455*****									FAU9407	10032
CONST	60,810	0	0	0	0	0	0	0	0	60,810	
TOTAL	60,810	0	0	0	0	0	0	0	0	60,810	
80	COLISEUM AREA TRAFFIC SIGNALS-SIGNAL IMPROVEMENT***657*354*562*****									MISC	78119
CONST	390,000	0	0	0	0	0	0	0	0	390,000	
TOTAL	390,000	0	0	0	0	0	0	0	0	390,000	
81	CITYWIDE SIGNAL SYSTEM ANALYSIS***660*355*356*394*539*****									MISC	80042
PE	795,474	0	0	0	0	0	0	0	0	795,474	
CONST	1,064,300	0	388,300	0	350,000	0	0	0	0	1,802,600	
TOTAL	1,859,774	0	388,300	0	350,000	0	0	0	0	2,598,074	
82	CBD TRAFFIC SIGNAL REPLACEMENTS UNIT A-21 LOCATIONS***661*456*****									MISC	78028
CONST	645,022	0	0	0	0	0	0	0	0	645,022	
TOTAL	645,022	0	0	0	0	0	0	0	0	645,022	
83	CBD TRAFFIC SIGNAL REPLACEMENTS UNIT B-BANFIELD LRT CORRIDOR**662*589*****									MISC	84091
PE	110,272	0	0	0	0	0	0	0	0	110,272	
CONST	1,050,228	0	0	0	0	0	0	0	0	1,050,228	
TOTAL	1,160,500	0	0	0	0	0	0	0	0	1,160,500	
84	INTERSTATE AT TILLAMOOK-SIGNAL REPLACEMENT***663*457*****									FAU9361	80005
PE	2,040	0	0	0	0	0	0	0	0	2,040	
CONST	28,033	0	0	0	0	0	0	0	0	28,033	
TOTAL	30,073	0	0	0	0	0	0	0	0	30,073	

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	FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)										
85 82ND AVE (6) SIGNAL REPLACEMENTS-SANDY TO WASHINGTON***668*540*****										FAU9713 80061
PE	6,623	0	0	0	0	0	0	0	6,623	
CONST	193,148	0	0	0	0	0	0	0	193,148	
TOTAL	199,771	0	0	0	0	0	0	0	199,771	
86 COLUMBIA BLVD-DELAWARE TO CHAUTAUGUA***712*633*564*****										
PE	118,150	0	0	0	0	0	0	0	118,150	FAU9956 10131
R/W	0	0	255,000	0	0	0	0	0	255,000	
CONST	0	0	0	0	1,377,850	0	0	0	1,377,850	
RESRV	0	0	0	0	0	0	0	0	0	
TOTAL	118,150	0	255,000	0	1,377,850	0	0	0	1,751,000	
87 SE FOSTER RD IMPROVEMENTS-122ND TO JENNE RD***714*395*565*****										
RESRV	0	0	0	0	0	0	0	0	0	FAU9776 10144
TOTAL	0	0	0	0	0	0	0	0	0	
88 NORTHWEST RIDESHARE***723*506*****										
OPRTC	85,000	0	0	0	0	0	0	0	85,000	N/A 10090
TOTAL	85,000	0	0	0	0	0	0	0	85,000	
89 BANFIELD FIRE LINE***724*566*****										
PE	0	0	17,000	0	0	0	0	0	17,000	FAP68 00000
TOTAL	0	0	17,000	0	0	0	0	0	17,000	
90 SW VERMONT STREET-30TH AVENUE TO OLESON ROAD***726*313*357*396*634*413*****										
PE	208,930	0	23,000	0	0	0	0	0	231,930	FAU9398 10133
TOTAL	208,930	0	23,000	0	0	0	0	0	231,930	

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	FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)										
91 MARGUAM RAMP STREET IMPROVEMENTS-SE WATER/YAMHILL/TAYLOR/CLAY727*358***** FAU9366 10132										
PE	37,400	0	0	0	0	0	0	0	37,400	
CONST	0	0	450,000	0	207,050	0	0	0	657,050	
TOTAL	37,400	0	450,000	0	207,050	0	0	0	694,450	
92 82ND AVENUE-DIVISION TO CRYSTAL SPRINGS-UNITS 1 & 2730*567***** FAU9713 79049										
PE	206,422	0	0	0	0	0	0	0	206,422	
R/W	0	0	0	0	1,404,200	0	0	0	1,404,200	
CONST	0	0	0	0	586,500	525,130	0	0	1,111,630	
TOTAL	206,422	0	0	0	1,990,700	525,130	0	0	2,722,252	
93 CITY OF PORTLAND REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS749*469*470*568***** 0 00000										
RESRV	0	0	0	0	0	0	0	948,648	948,648	
TOTAL	0	0	0	0	0	0	0	948,648	948,648	
94 NW FRONT AVE-GLISAH TO COUCH(EVERETT-FRONT CONNECTOR)751*507***** FAU9300 10140										
PE	159,120	0	0	0	0	0	0	0	159,120	
R/W	0	0	6,800	0	0	0	0	0	6,800	
CONST	0	0	1,622,450	0	0	0	0	0	1,622,450	
RESRV	0	0	0	0	0	0	0	145,790	145,790	
TOTAL	159,120	0	1,629,250	0	0	0	0	145,790	1,934,160	
95 N VANCOUVER WAY-UNION AVENUE TO MARINE DRIVE762*398***** FAU9960 10149										
PE	270,300	0	0	0	0	0	0	0	270,300	
R/W	21,250	0	0	0	0	0	0	0	21,250	
CONST	2,329,802	0	447,828	0	0	0	0	0	2,777,630	
TOTAL	2,621,352	0	447,828	0	0	0	0	0	3,069,180	
96 UNALLOCATED RESERVE-CITY OF PORTLAND788*474***** N/A 00000										
RESRV	0	0	0	0	0	0	0	162,575	162,575	
TOTAL	0	0	0	0	0	0	0	162,575	162,575	

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97 PEDESTRIAN/SCHOOL SIGNAL-NE 47TH AVENUE AND OREGON***801*572*613*****									FAU9837	10207
PE	4,818	0	0	0	0	0	0	0	4,818	
CONST	35,094	0	5,588	0	0	0	0	0	40,682	
TOTAL	39,912	0	5,588	0	0	0	0	0	45,500	
98 BANFIELD FREEWAY-CITY BRIDGE REPAIR WORK***808*573*****										
CONST	0	0	387,875	0	0	0	0	0	387,875	00000
TOTAL	0	0	387,875	0	0	0	0	0	387,875	
99 OBLIGATIONAL AUTHORITY RESERVE-CITY OF PORTLAND***833*477*****										
RESRV	0	0	3,750,000	0	0	0	0	-3,750,000	N/A	00000
TOTAL	0	0	3,750,000	0	0	0	0	-3,750,000		0
*100 SIGNAL MODIFICATIONS(3)-NORTH PORTLAND*****840*460*****										
PE	7,100	0	0	0	0	0	0	0	7,100	84001
CONST	0	0	76,500	0	0	0	0	0	76,500	
TOTAL	7,100	0	76,500	0	0	0	0	0	83,600	
*101 NEW CBD TRAFFIC SIGNALS(5)*****841*461*****										
PE	18,800	0	0	0	0	0	0	0	18,800	84003
CONST	0	0	205,000	0	0	0	0	0	205,000	
TOTAL	18,800	0	205,000	0	0	0	0	0	223,800	
*102 SIGNAL REPLACEMENTS(22)*****842*360*545*575*****										
PE	33,000	0	4,500	0	0	0	0	0	37,500	84002
CONST	0	0	856,600	0	0	0	0	0	856,600	
TOTAL	33,000	0	861,100	0	0	0	0	0	894,100	

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	FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)										
*103 NE HOLLADAY LRT TRAFFIC SIGNALS*****847*597*****									FAU9903	00000
CONST	696,900	0	0	0	0	0	0	0	696,900	
TOTAL	696,900	0	0	0	0	0	0	0	696,900	
*104 SW BERTHA BLVD-SW VERMONT TO BARBER BLVD*****849*598*558*****									FAU9420	84078
PE	0	0	141,950	0	0	0	0	0	141,950	
R/U	0	0	0	0	9,350	0	0	0	9,350	
CONST	0	0	0	0	671,350	0	0	0	671,350	
TOTAL	0	0	141,950	0	680,700	0	0	0	822,650	
*105 NE LOMBARD/COLUMBIA BLVD VIA NE 60TH AVENUE*****854*569*****									FAU9917	80011
PE	212,925	0	50,000	0	0	0	0	0	262,925	
TOTAL	212,925	0	50,000	0	0	0	0	0	262,925	
*106 N RIVERGATE DRIVE SLOUGH BRIDGE STREET APPROACHES*****856*576*****									FAU9958	10246
PE	31,875	0	0	0	0	0	0	0	31,875	
CONST	691,070	0	441,555	0	0	0	0	0	1,132,625	
TOTAL	722,945	0	441,555	0	0	0	0	0	1,164,500	
*107 NE GERTZ/13TH-VANCOUVER WAY TO MERRITT/FAZIO*****857*577*****									FAU9961	84051
PE	62,611	0	0	0	15,929	0	0	0	78,540	
CONST	0	0	0	0	688,560	0	0	0	688,560	
TOTAL	62,611	0	0	0	704,489	0	0	0	767,100	
*109 AIRPORT WAY-I205 TO 148TH AVE-UNI I*****858*578*****									FAU9940	84022
PE	397,800	0	300,000	0	21,005	0	0	0	718,805	
CONST	0	0	0	0	0	1,889,600	0	0	1,889,600	
TOTAL	397,800	0	300,000	0	21,005	1,889,600	0	0	2,608,405	

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	FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)										
*109 AIRPORT WAY-NE 149TH TO NE 168TH-UNIT II*****859*361*****44*****FAU9940										84022
CONST	0	0	0	0	0	0	1,364,300	0	1,364,300	
TOTAL	0	0	0	0	0	0	1,364,300	0	1,364,300	
*110 AIRPORT WAY-NE 168TH TO 181ST/SANDY-UNIT III*****861*579*****44*****FAU9940										
CONST	0	0	0	0	0	0	3,783,800	0	3,783,800	84022
TOTAL	0	0	0	0	0	0	3,783,800	0	3,783,800	
TOTAL CITY OF PORTLAND										
PE	6,308,609	0	865,451	0	60,737	0	8,500	0	7,243,297	
R/W	2,445,266	0	261,800	0	2,479,450	0	0	0	5,186,516	
CONST	46,320,875	0	7,639,222	0	10,882,620	2,414,730	5,990,800	0	73,248,247	
OPRTG	85,000	0	0	0	0	0	0	0	85,000	
RESRV	0	0	3,750,000	0	0	0	0	7,104,254	10,854,254	
TOTAL	55,159,750	0	12,516,473	0	13,422,807	2,414,730	5,999,300	7,104,254	96,617,314	

OBLIGATION AUTHORITY: 67,676,223

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	FEDERAL	PENDING								
MULTNOMAH COUNTY										
*111 SELLWOOD BRIDGE PROJECT*****52*367*401*436*522*****										FAU9704 76031
CONST	903,436	0	0	0	0	0	0	0	903,436	
RESRV	0	0	0	0	0	0	0	0	0	
TOTAL	903,436	0	0	0	0	0	0	0	903,436	
*112 238TH AVE IMPROVEMENT-UP RRNG TO HALSEY ST*****58*402*****										
PE	36,216	0	0	0	0	0	0	0	36,216	FAU9877 78009
R/U	16,267	0	0	0	0	0	0	0	16,267	
CONST	275,200	0	0	0	0	0	0	0	275,200	
TOTAL	327,683	0	0	0	0	0	0	0	327,683	
*113 EAST COUNTY SIGNAL PROJECTS-STARK/22ND/HALSEY/A02ND****137*298*403*****										
PE	14,591	0	0	0	0	0	0	0	14,591	MISC 80037
CONST	466,842	0	0	0	0	0	0	0	466,842	
TOTAL	481,433	0	0	0	0	0	0	0	481,433	
*114 242ND AVE TSM IMPROVEMENTS-DIVISION TO GLISAN*****138*299*331*379*404*****										
PE	18,844	0	12,691	0	0	0	0	0	31,535	FAU9877 80047
CONST	522,749	0	4,000	0	0	0	0	0	526,749	
RESRV	0	0	0	0	0	0	852,347	852,347	852,347	
TOTAL	541,593	0	16,691	0	0	0	852,347	852,347	1,410,631	
*115 257TH AVE IMPROVEMENT & EXTENSION-COLUMBIA HWY TO STARK ST****139*300*****										
PE	148,027	0	74,750	0	0	0	0	0	222,777	FAU9883 80048
R/U	0	0	1,224,000	0	0	0	0	0	1,224,000	
CONST	0	0	1,847,653	0	0	0	0	0	1,847,653	
TOTAL	148,027	0	3,146,403	0	0	0	0	0	3,294,430	
*116 SE 72ND RECONSTRUCTION-DUKE TO CLACKAMAS COUNTY LINE****165*335*****										
PE	17,800	0	0	0	0	0	0	0	17,800	FAU9723 80083
CONST	567,115	0	0	0	0	0	0	0	567,115	
TOTAL	584,915	0	0	0	0	0	0	0	584,915	

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MULTNOMAH COUNTY (CONTINUED)											
*117	BURNSIDE BRIDGE RESURFACING AND JOINTS*****166*336*****									FAU9326	77017
PE	5,974	0	0	0	0	0	0	0	0	5,974	
CONST	284,518	0	0	0	0	0	0	0	0	284,518	
TOTAL	290,492	0	0	0	0	0	0	0	0	290,492	
*118	BROADWAY BRIDGE RESURFACING-#3*****204*384*****									FAU9318	77048
PE	5,540	0	0	0	0	0	0	0	0	5,540	
CONST	87,276	0	0	0	0	0	0	0	0	87,276	
TOTAL	92,816	0	0	0	0	0	0	0	0	92,816	
*119	221ST/223RD-POWELL BLVD TO FARISS RD-UNITS 1 & 2*****205*385*386*405*****									FAU9867	77078
PE	278,559	0	0	0	0	0	0	0	0	278,559	
R/W	1,190,000	0	0	0	0	0	0	0	0	1,190,000	
CONST	1,907,171	0	0	0	0	0	0	0	0	1,907,171	
TOTAL	3,375,730	0	0	0	0	0	0	0	0	3,375,730	
*120	FAIRVIEW AVE SIGNALIZATION- AT HALSEY ST AND AT SANDY BLVD*****212*406*****									FAU9867	78008
PE	3,272	0	0	0	0	0	0	0	0	3,272	
CONST	40,346	0	0	0	0	0	0	0	0	40,346	
TOTAL	43,618	0	0	0	0	0	0	0	0	43,618	
*121	182ND AVENUE WIDENING-DIVISION ST TO POWELL BLVD*****213*390*407*****									FAU9891	78010
PE	53,700	0	0	0	0	0	0	0	0	53,700	
R/W	72,250	0	0	0	0	0	0	0	0	72,250	
CONST	1,030,702	0	0	0	0	0	0	0	0	1,030,702	
RESRV	0	0	0	0	0	0	0	0	84,263	84,263	
TOTAL	1,156,652	0	0	0	0	0	0	0	84,263	1,240,915	
*122	221ST AVENUE-POWELL THROUGH JOHNSON CREEK BRIDGE-(1 & 2)*****214*408*412*****									FAU9867	78012
PE	283,000	0	124,580	0	0	0	0	0	0	407,580	
R/W	342,635	0	85,445	0	0	0	0	0	0	428,100	
CONST	2,039,169	0	0	0	0	0	0	0	0	2,039,169	
RESRV	0	0	233,951	0	0	0	0	0	106,733	340,684	
TOTAL	2,664,804	0	443,976	0	0	0	0	0	106,733	3,215,533	

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MULTNOMAH COUNTY (CONTINUED)											
*123 CHERRY PARK RD/257TH DRIVE-242ND AVE TO TROUTDALE RD*****216*409***** FAU9880 78011											
PE	47,887	0	0	0	0	0	0	0	0	47,887	
CONST	591,239	0	0	0	0	0	0	0	0	591,239	
TOTAL	639,126	0	0	0	0	0	0	0	0	639,126	
*124 SANDY BLVD CORRIDOR-99TH AVE TO 162ND AVE*****244*426*427*603***** FAU9326 78049											
PE	77,415	0	0	0	0	0	0	0	0	77,415	
R/W	41,990	0	0	0	0	0	0	0	0	41,990	
CONST	453,163	0	0	0	0	0	0	9,597	0	462,760	
RESRV	0	0	0	0	0	0	0	0	-95	-95	
TOTAL	572,568	0	0	0	0	0	0	9,597	-95	582,070	
*125 E BURNSIDE-SE 223RD TO SE POWELL BLVD-CONSTRUCTION*****252*410*431*449***** FAU9822 76034											
CONST	1,634,200	0	0	0	0	0	0	0	0	1,634,200	
RESRV	0	0	0	0	0	0	0	0	0	0	
TOTAL	1,634,200	0	0	0	0	0	0	0	0	1,634,200	
*126 POWELL AND 190TH INTERSECTION IMPROVEMENT*****293*516***** FAP24 77064											
PE	153,340	0	26,222	0	0	0	0	0	0	179,562	
R/W	0	0	748,000	0	0	0	0	0	0	748,000	
CONST	0	0	0	0	1,672,800	0	0	0	0	1,672,800	
RESRV	0	0	0	0	0	0	0	0	-136,388	-136,388	
TOTAL	153,340	0	774,222	0	1,672,800	0	0	0	-136,388	2,463,974	
*127 BURNSIDE ST-STARK TO 223RD AVE*****294*411*533***** FAU9822 76034											
R/W	225,250	0	0	0	0	0	0	0	0	225,250	
CONST	1,757,521	0	0	0	0	0	0	0	0	1,757,521	
RESRV	0	0	15,704	0	0	0	0	0	622,775	638,479	
TOTAL	1,982,771	0	15,704	0	0	0	0	0	622,775	2,621,250	

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FEDERAL	PENDING	BASE	SOFT	1986	1987	1988	POST 1988	AUTHORIZED	PLNG#		
MULTNOMAH COUNTY (CONTINUED)											
*128 SYLVAN/SKYLINE IMPROVEMENTS-VICINITY OF SUNSET HIGHWAY*****831*323*399*433*459*543*574***** TBD 10138											
PE	29,750	0	70,250	0	0	0	0	100,000			
R/U	0	0	0	0	1,243,000	0	0	1,243,000			
CONST	0	0	23,800	0	318,000	0	0	341,800			
RESRV	0	0	0	0	0	0	115,200	115,200			
TOTAL	29,750	0	94,050	0	1,561,000	0	115,200	1,800,000			

*129 OBLIGATIONAL AUTHORITY RESERVE-MULTNOMAH COUNTY*****834*478***** N/A 00000											
RESRV	0	0	750,000	0	0	0	-750,000	0			
TOTAL	0	0	750,000	0	0	0	-750,000	0			

*130 SE STARK STREET-242ND AVENUE TO 257TH AVENUE*****837*324*40)*414***** FAU9810 10206											
PE	20,400	0	55,080	0	0	0	0	75,480			
R/U	0	0	850	0	0	0	0	850			
CONST	0	0	1,004,150	0	0	0	0	1,004,150			
TOTAL	20,400	0	1,060,080	0	0	0	0	1,080,480			

TOTAL MULTNOMAH COUNTY

PE	1,194,315	0	363,573	0	0	0	0	1,557,888			
R/U	1,888,392	0	2,058,315	0	1,243,000	0	0	5,189,707			
CONST	12,560,647	0	2,879,603	0	1,990,800	0	9,597	17,440,647			
RESRV	0	0	999,655	0	0	0	894,835	1,894,490			
TOTAL	15,643,354	0	6,301,146	0	3,233,800	0	9,597	26,082,731			

OBLIGATION AUTHORITY: 21,944,500

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	FEDERAL	PENDING								
CLACKAMAS COUNTY										
*131 LOWER BOONES FERRY RD-MACRONA TO SW JEAN*****68*271*368*415*****FAU9473										80104
R/W	525,583	0	0	0	0	0	0	0	525,583	
CONST	497,137	0	0	0	0	0	0	0	497,137	
TOTAL	1,022,720	0	0	0	0	0	0	0	1,022,720	
*132 82ND DRIVE-HIGHWAY 212 TO I205- CONSTRUCTION*****71*437*****FAU9653										
CONST	393,474	0	0	0	0	0	0	0	393,474	76048
TOTAL	393,474	0	0	0	0	0	0	0	393,474	
*133 SUNNYSIDE ROAD-STEVENS ROAD TO 122ND UNIT I*****77*523*****FAU9718										
PE	21,845	0	0	0	0	0	0	0	21,845	77147
R/W	148,750	0	0	0	0	0	0	0	148,750	
CONST	342,912	0	0	0	0	0	0	0	342,912	
TOTAL	513,507	0	0	0	0	0	0	0	513,507	
*134 SUNNYSIDE ROAD REALIGNMENT-0.25 MI WEST OF 142ND (S CURVE)*****78*438*****FAU9718										
CONST	172,517	0	0	0	0	0	0	0	172,517	77149
TOTAL	172,517	0	0	0	0	0	0	0	172,517	
*135 OSWEGO CREEK BRIDGE (OR43)-BRIDGE REPLACEMENT AND NEW BIKEWAY*****103*278*371*442*463*512*528*****FAU9565										
PE	98,856	0	0	0	0	0	0	0	98,856	76085
R/W	37,635	0	0	0	0	0	0	0	37,635	
CONST	1,836,169	0	80,152	0	0	0	0	0	1,916,320	
RESRV	0	0	0	0	0	0	0	6,434	6,434	
TOTAL	1,972,659	0	80,152	0	0	0	0	6,434	2,059,245	
*136 OSWEGO HIGHWAY(OR43) AT CEDAR OAKS-LEFT TURN REFUGES*****113*529*****FAU9565										
CONST	34,438	0	0	0	0	0	0	0	34,438	78118
TOTAL	34,438	0	0	0	0	0	0	0	34,438	

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CLACKAMAS COUNTY (CONTINUED)										
*137 HIGHWAY 212 IMPROVEMENTS (I205 EAST TO HIGHWAY 224)*****124*288*289*376*514*530*****									FAU74	77037
PE	490,535	0	0	0	0	0	0	0	490,535	
R/W	2,874,700	0	0	0	0	0	0	0	2,874,700	
CONST	4,638,476	0	0	0	0	0	0	0	4,638,476	
RESRV	0	0	442,277	0	0	0	0	0	442,277	
TOTAL	8,003,711	0	442,278	0	0	0	0	0	8,445,989	
*138 OREGON CITY BYPASS-PARK PLACE TO COMMUNITY COLLEGE*****125*290*377*378*515*****										
PE	1,093,950	0	0	0	0	0	0	0	1,093,950	76007
R/W	4,986,100	0	0	0	0	0	0	0	4,986,100	
CONST	15,312,129	0	0	0	0	0	0	0	15,312,129	
RESRV	0	0	947,293	0	0	0	0	666,524	1,613,817	
TOTAL	21,392,179	0	947,293	0	0	0	0	666,524	23,005,996	
*139 STATE STREET CORRIDOR(OR43)-TERWILLIGER TO LADD*****133*296*418*609*****										
PE	189,805	0	0	0	0	0	0	0	189,805	77068
R/W	0	0	768,910	0	0	0	0	0	768,910	
CONST	116,096	0	466,000	0	968,729	0	0	0	1,550,825	
RESRV	0	0	0	0	0	0	0	-748,401	-748,401	
TOTAL	305,901	0	1,234,910	0	968,729	0	0	-748,401	1,761,139	
*140 GLADSTONE/MILWAUKIE SUBAREA TSM*****248*428*429*610*447*****										
PE	212,708	0	17,479	0	0	0	0	0	230,187	00000
R/W	152,623	0	7,782	0	0	0	0	0	160,405	
CONST	1,457,498	0	249,919	0	0	0	0	0	1,707,417	
TOTAL	1,822,829	0	275,180	0	0	0	0	0	2,098,009	
*141 RAILROAD AVENUE/HARMONY ROAD-82ND TO MILWAUKIE CBD-UNIT I*****553*005*****										
PE	124,992	0	63,008	0	0	0	0	0	188,000	10037
R/W	0	0	31,992	0	0	0	0	0	31,992	
CONST	0	0	1,000,000	0	899,532	0	0	0	1,899,532	
TOTAL	124,992	0	1,095,000	0	899,532	0	0	0	2,119,524	

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CLACKAMAS COUNTY (CONTINUED)										
*142 CLACKAMAS TOWN CENTER SIGNALS*****561*307*****									N/A	10038
PE	10,530	0	0	0	0	0	0	0	10,530	
CONST	86,488	0	0	0	0	0	0	0	86,488	
RESRV	0	0	0	0	0	0	0	-488	-488	
TOTAL	97,018	0	0	0	0	0	0	-488	96,530	
*143 82ND DRIVE-HWY 212 TO CLADSTONE/I205 INTERCHANGE*****578*308*****										
PE	170,000	0	100,000	0	0	0	0	0	270,000	10051
CONST	0	0	0	0	2,206,145	0	0	0	2,206,145	
TOTAL	170,000	0	100,000	0	2,206,145	0	0	0	2,476,145	
*144 THIESSEN/JENNINGS CORRIDOR-OATFIELD ROAD TO I205*****581*309*****										
PE	145,520	0	0	0	0	0	0	0	145,520	10052
TOTAL	145,520	0	0	0	0	0	0	0	145,520	
*145 RAILROAD AVENUE/HARMONY ROAD-82ND/SUNNYSIDE REALIGNMENT-UNIT II*****764*316*****										
PE	34,850	0	15,150	0	0	0	0	0	50,000	10037
R/W	533,800	0	0	0	0	0	0	0	533,800	
CONST	0	0	451,200	0	0	0	0	0	451,200	
TOTAL	568,650	0	466,350	0	0	0	0	0	1,035,000	
*146 UNALLOCATED RESERVE-CLACKAMAS COUNTY*****789*458*475*541*****										
RESRV	0	0	0	0	0	0	0	62,812	62,812	00000
TOTAL	0	0	0	0	0	0	0	62,812	62,812	
*147 OBLIGATIONAL AUTHORITY RESERVE-CLACKAMAS COUNTY*****835*479*****										
RESRV	0	0	500,000	0	0	0	0	-500,000	0	00000
TOTAL	0	0	500,000	0	0	0	0	-500,000	0	

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CLACKAMAS COUNTY (CONTINUED)										
*148 SUNNYSIDE ROAD-STEVENSON TO 122ND-UNIT II*****838*325*544***** FAU9718 77147										
PE	112,115	0	0	0	0	0	0	112,115		
R/W	399,950	0	133,850	0	0	0	0	533,800		
CONST	0	0	1,318,000	0	0	0	0	1,318,000		
RESRV	0	0	0	0	0	0	185,703	185,703		
TOTAL	512,065	0	1,451,850	0	0	0	185,703	2,149,618		
*149 HUBBARD ROAD EXTENSION TO CLACKAMAS HIGHWAY*****839*326*444***** TBD 10236										
PE	43,775	0	21,225	0	0	0	0	65,000		
CONST	0	0	435,000	0	0	0	0	435,000		
TOTAL	43,775	0	456,225	0	0	0	0	500,000		
*150 HIGHWAY 43 @ MCKILLICAN/HOOD AVENUE WIDENING*****853*327*444***** FAU9565 10252										
PE	21,670	0	0	0	0	0	0	21,670		
R/W	0	0	16,150	0	0	0	0	16,150		
CONST	0	0	211,395	0	0	0	0	211,395		
TOTAL	21,670	0	227,545	0	0	0	0	249,215		
*151 BEAVERCREEK RD EXT(RED SOILS)-BEAVERCREEK RD TO WARNER-MID.NE*****855*328*462***** FAU9742 10249										
PE	41,352	0	88,648	0	0	0	0	130,000		
CONST	0	0	818,184	0	0	0	0	818,184		
TOTAL	41,352	0	906,832	0	0	0	0	948,184		
TOTAL CLACKAMAS COUNTY										
PE	2,812,503	0	305,510	0	0	0	0	3,118,013		
R/W	9,659,141	0	958,684	0	0	0	0	10,617,825		
CONST	24,887,333	0	5,029,850	0	4,074,406	0	0	33,991,589		
RESRV	0	0	1,889,570	0	0	0	-327,416	1,562,154		
TOTAL	37,358,977	0	8,183,614	0	4,074,406	0	-327,416	49,289,581		

OBLIGATION AUTHORITY: 45,542,591

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	FEDERAL	PENDING								
WASHINGTON COUNTY										
*152 SW 65TH/NYBERG RD-I5 TO SAGERT RD-UNIT #1-CONSTRUCTION*****44183*439*****										FAU9556 77020
CONST	382,344	0	0	0	0	0	0	0	382,344	
RESRV	0	0	0	0	0	0	39,862	39,862	39,862	
TOTAL	382,344	0	0	0	0	0	39,862	422,206		
*153 SW NYBERG ROAD-SW 89TH AVE TO I5-UNIT #2*****84*369*524*****										
R/W	329,293	0	0	0	0	0	0	0	329,293	FAU9282 77139
CONST	1,555,499	0	22,744	0	0	0	0	0	1,578,243	
RESRV	0	0	0	0	0	0	2,210	2,210	2,210	
TOTAL	1,884,792	0	22,744	0	0	0	2,210	1,909,746		
*154 CORNELL RD @ MURRAY BLVD - IMPROVE/SIGNALIZE*****87*440*****										
CONST	104,683	0	0	0	0	0	0	0	104,683	FAU9022 78082
RESRV	0	0	0	0	0	0	3,834	3,834	3,834	
TOTAL	104,683	0	0	0	0	0	3,834	108,517		
*155 SW GREENBURG RD - HALL TO OAK*****91*272*441*****										
CONST	758,608	0	0	0	0	0	0	0	758,608	FAU9207 77041
RESRV	0	0	0	0	0	0	100,742	100,742	100,742	
TOTAL	758,608	0	0	0	0	0	100,742	859,350		
*156 NW 185TH-WALKER ROAD TO SUNSET HIGHWAY-PHASE I*****492*273*274*370*525*****										
PE	17,085	0	0	0	0	0	0	0	17,085	FAU9043 77076
CONST	1,418,944	0	7,244	0	0	0	0	0	1,426,188	
RESRV	0	0	0	0	0	0	66,727	66,727	66,727	
TOTAL	1,436,029	0	7,244	0	0	0	66,727	1,510,000		
*157 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217*****93*275*600*416*****										
PE	94,911	0	0	0	0	0	0	0	94,911	FAU9088 80085
R/W	1,428,425	0	0	0	0	0	0	0	1,428,425	
CONST	1,767,999	0	0	0	0	0	0	0	1,767,999	
RESRV	0	0	0	0	0	0	-7,946	-7,946	-7,946	
TOTAL	3,291,335	0	0	0	0	0	-7,946	3,283,389		

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WASHINGTON COUNTY (CONTINUED)										
*158 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I*****495*276*526***** FAU9326 77070										
PE	62,186	0	0	0	0	0	0	62,186		
R/W	255,000	0	0	0	0	0	0	255,000		
CONST	894,199	0	0	0	0	0	0	894,199		
RESRV	0	0	0	0	0	0	116,217	116,217		
TOTAL	1,211,385	0	0	0	0	0	116,217	1,327,602		
*159 SW JENKINS/158TH-MURRAY BLVD TO SUNSET HIGHWAY*****497*277*527***** FAU9030 77046										
CONST	1,772,398	0	0	0	0	0	0	1,772,398		
TOTAL	1,772,398	0	0	0	0	0	0	1,772,398		
*160 SCHOLLS HWY(OR210) @ ALLEN - SIGNALS/WIDENING*****106*443***** FAU9234 78125										
PE	4,100	0	0	0	0	0	0	4,100		
CONST	110,438	0	0	0	0	0	0	110,438		
TOTAL	114,538	0	0	0	0	0	0	114,538		
*161 PROGRESS INTCHG OFF-RAMP TO SCHOLLS FERRY RD(OR210)*****109*372*444*464***** FAU9234 80087										
CONST	295,276	0	0	0	0	0	0	295,276		
RESRV	0	0	0	0	0	0	-403	-403		
TOTAL	295,276	0	0	0	0	0	-403	294,873		
*162 HALL BLVD(AT HWY217)-LEFT TURN REFUGE FOR SB ON RAMP*****110*373*445***** FAU9091 78042										
CONST	111,674	0	0	0	0	0	0	111,674		
TOTAL	111,674	0	0	0	0	0	0	111,674		
*163 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE*****121*287*375*513*612***** FAU79 79076										
PE	447,100	0	0	0	0	0	0	447,100		
R/W	3,485,000	0	0	0	0	0	0	3,485,000		
CONST	6,173,284	0	0	0	0	0	0	6,173,284		
RESRV	0	0	1,825,170	0	0	0	504,446	2,329,616		
TOTAL	10,105,384	0	1,825,170	0	0	0	504,446	12,435,000		

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		FEDERAL	PENDING								
WASHINGTON COUNTY (CONTINUED)											
*164 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY*****132*295*601***** FAU9022 80038											
PE	153,000	0	0	0	0	0	0	0	0	153,000	
R/W	238,000	0	0	0	0	0	0	0	0	238,000	
CONST	2,319,010	0	0	0	0	0	0	0	0	2,319,010	
RESRV	0	0	0	0	0	0	0	0	-10,010	-10,010	
TOTAL	2,710,010	0	0	0	0	0	0	0	-10,010	2,700,000	
*165 BEAVERTON HILLSDALE HWY SIGNAL INTERTIE-LOMBARD TO SW 91ST AVE*****135*297***** FAU9228 10007											
PE	6,083	0	0	0	0	0	0	0	0	6,083	
CONST	65,297	0	0	0	0	0	0	0	0	65,297	
TOTAL	71,380	0	0	0	0	0	0	0	0	71,380	
*166 TUALATIN VALLEY HIGHWAY(OR8) @ 185TH STREET*****207*594*387***** FAP32 76027											
PE	187,255	0	0	0	0	0	0	0	0	187,255	
R/W	1,157,700	0	0	0	0	0	0	0	0	1,157,700	
CONST	0	0	628,575	0	0	0	0	0	0	628,575	
RESRV	0	0	0	0	0	0	0	0	0	0	
TOTAL	1,344,955	0	628,575	0	0	0	0	0	0	1,973,530	
*167 HWY 217/72ND AVE INTCHG-PE & CONSTRUCTION-#2*****208*388*389*465***** FAP79 80079											
PE	221,188	0	0	0	0	0	0	0	0	221,188	
R/W	233,750	0	0	0	0	0	0	0	0	233,750	
CONST	1,043,344	0	0	0	0	0	0	0	0	1,043,344	
TOTAL	1,498,282	0	0	0	0	0	0	0	0	1,498,282	
*168 PACIFIC HWY W(OR99W)-BULL MTN RD TO N TIGARD INTCHG-TSM IMP #1*****228*419*466***** FAP9 79063											
PE	91,674	0	0	0	0	0	0	0	0	91,674	
CONST	889,294	0	0	0	0	0	0	0	0	889,294	
RESRV	0	0	0	0	0	0	0	0	71,713	71,713	
TOTAL	980,968	0	0	0	0	0	0	0	71,713	1,052,681	

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	OBLIGATIONS		BASE	SOFT	1986	1987	1988	POST 1988	AUTHORIZED	PLNG#
	FEDERAL	PENDING								
WASHINGTON COUNTY (CONTINUED)										
*169 CANYON/TV HWY CORRIDOR(CR8) TSM-WALKER RD TO MURRAY BLVD*****229*420*****									FAP32	78054
PE	36,950	0	0	0	0	0	0	0	36,950	
CONST	580,810	0	0	0	0	0	0	0	580,810	
RESRV	0	0	0	0	0	0	79,054	79,054	79,054	
TOTAL	617,760	0	0	0	0	0	79,054	79,054	696,814	
*170 FARMINGTON RD CORRIDOR(CR208) TSM-MURRAY BLVD INTERSECTION****1***235*636*595*****									FAU9064	78057
PE	0	0	8,500	0	0	0	0	0	8,500	
CONST	0	0	116,500	0	0	0	0	0	116,500	
RESRV	0	0	0	0	0	0	1,140	1,140	1,140	
TOTAL	0	0	125,000	0	0	0	1,140	1,140	126,140	
*171 FARMINGTON RD CORRIDOR(CR208) TSM-185TH AVE TO LOMBARD AVE*****236*637*421*****									FAU9064	78057
PE	103,190	0	0	0	0	0	0	0	103,190	
CONST	139,290	0	0	0	0	0	0	0	139,290	
TOTAL	242,480	0	0	0	0	0	0	0	242,480	
*172 HALL BLVD CORRIDOR TSM-TV HWY TO SCHOLLS FERRY RD*****237*303*422*****									FAU9091	78055
PE	47,780	0	0	0	0	0	0	0	47,780	
R/W	7,762	0	0	0	0	0	0	0	7,762	
CONST	157,589	0	0	0	0	0	0	0	157,589	
RESRV	0	0	0	0	0	0	15,806	15,806	15,806	
TOTAL	213,131	0	0	0	0	0	15,806	15,806	228,937	
*173 CEDAR HILLS BLVD/WALKER RD INTERSECTION IMPROVEMENT*****238*423*446*****									FAU9097	78136
PE	8,624	0	0	0	0	0	0	0	8,624	
CONST	81,461	0	0	0	0	0	0	0	81,461	
RESRV	0	0	0	0	0	0	20,539	20,539	20,539	
TOTAL	90,085	0	0	0	0	0	20,539	20,539	110,624	

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 INTERSTATE TRANSFER PROGRAM
 FEDERAL OBLIGATIONS FOR QUARTER ENDING 31-DEC-84

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	OBLIGATIONS		BASE	SOFT	1986	1987	1988	POST 1988	AUTHORIZED	PLNG#
	FEDERAL	PENDING								
WASHINGTON COUNTY (CONTINUED)										
*174 BEAVERTON TUALATIN HIGHWAY—FAMNO CREEK BRIDGE WIDENING*****249*391*430*531*****									FAU9091	78056
CONST	249,113	0	0	0	0	0	0	0	249,113	
RESRV	0	0	0	0	0	0	2,637	2,637	2,637	
TOTAL	249,113	0	0	0	0	0	2,637	2,637	250,750	
*175 ALLEN BLVD INTERCHANGE - CONSTRUCTION*****264*392*467*****										
CONST	6,081,528	0	0	0	0	0	0	0	6,081,528	80086
RESRV	0	0	0	0	0	0	0	0	0	
TOTAL	6,081,528	0	0	0	0	0	0	0	6,081,528	
*176 CORNELL ROAD PHASE II-ECL TO CORNELIUS PASS ROAD*****585*310*****										
PE	205,912	0	202,588	0	0	0	0	0	408,500	10060
R/W	0	0	370,000	0	0	0	0	0	370,000	
CONST	0	0	0	0	1,571,500	0	0	0	1,571,500	
TOTAL	205,912	0	572,588	0	1,571,500	0	0	0	2,350,000	
*177 MURRAY BLVD—JENKINS ROAD TO SUNSET HIGHWAY*****586*311*****										
PE	150,000	0	150,000	0	0	0	0	0	300,000	10059
R/W	116,450	0	1,883,550	0	0	0	0	0	2,000,000	
CONST	0	0	0	0	3,201,530	0	0	0	3,201,530	
TOTAL	266,450	0	2,033,550	0	3,201,530	0	0	0	5,501,530	
*178 NW 185TH—ROCK CREEK BLVD TO TV HIGHWAY*****752*314*****										
PE	225,590	0	500,660	0	0	0	0	0	726,250	10128
R/W	0	0	0	0	3,000,000	0	0	0	3,000,000	
CONST	0	0	0	0	0	5,288,658	0	0	5,288,658	
TOTAL	225,590	0	500,660	0	3,000,000	5,288,658	0	0	9,014,908	
*179 TV HIGHWAY—21ST TO OAK*****828*321*****										
R/W	0	0	0	0	500,000	0	0	0	500,000	79085
CONST	0	0	0	0	0	1,300,000	0	0	1,300,000	
TOTAL	0	0	0	0	500,000	1,300,000	0	0	1,800,000	

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 INTERSTATE TRANSFER PROGRAM
 FEDERAL OBLIGATIONS FOR QUARTER ENDING 31-DEC-84

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 WASHINGTON COUNTY

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	OBLIGATIONS		BASE	SOFT	1986	1987	1988	POST 1988	AUTHORIZED	PLNG#
	FEDERAL	PENDING								
WASHINGTON COUNTY (CONTINUED)										
*180 SCHOLLS FERRY ROAD/HALL BOULEVARD INTERSECTION*****829*542*****									FAU9234	00000
PE	0	0	55,000	0	0	0	0	0	55,000	
CONST	0	0	0	0	345,000	0	0	0	345,000	
TOTAL	0	0	55,000	0	345,000	0	0	0	400,000	
*181 HALL BOULEVARD-ALLEN TO GREENWAY*****830*322*****										
PE	127,500	0	212,500	0	0	0	0	0	340,000	10237
CONST	0	0	0	0	860,000	0	0	0	860,000	
TOTAL	127,500	0	212,500	0	860,000	0	0	0	1,200,000	
*182 OBLIGATIONAL AUTHORITY RESERVE-WASHINGTON COUNTY*****836*400*****										
RESRV	0	0	829,826	0	0	0	0	-829,826	N/A	00000
TOTAL	0	0	829,826	0	0	0	0	-829,826		
TOTAL WASHINGTON COUNTY										
PE	2,190,128	0	1,129,248	0	0	0	0	0	3,319,376	
R/W	7,251,380	0	2,253,550	0	3,500,000	0	0	0	13,004,930	
CONST	26,951,082	0	775,062	0	5,978,030	6,588,658	0	0	40,292,832	
RESRV	0	0	2,654,996	0	0	0	0	176,742	2,831,738	
TOTAL	36,392,590	0	6,812,856	0	9,478,030	6,588,658	0	176,742	59,448,876	
OBLIGATION AUTHORITY:			43,205,446							

METROPOLITAN SERVICE DISTRICT
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 FEDERAL OBLIGATIONS FOR QUARTER ENDING 31-DEC-84
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 FUNDS TO BE ALLOCATED

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	OBLIGATIONS										
	FEDERAL	PENDING	BASE	SOFT	1986	1987	1988	POST 1988	AUTHORIZED	PLNG#	
FUNDS TO BE ALLOCATED											
*183 FUNDS TO BE REALLOCATED*****			1000*492*****								00000
RESRV	0	0	0	0	0	0	0	3	N/A	3	
TOTAL	0	0	0	0	0	0	0	3		3	
TOTAL FUNDS TO BE ALLOCATED											
RESRV	0	0	0	0	0	0	0	3		3	
TOTAL	0	0	0	0	0	0	0	3		3	
OBLIGATION AUTHORITY:				0							

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
INTERSTATE TRANSFER PROGRAM
FEDERAL OBLIGATIONS FOR QUARTER ENDING 31-DEC-84

PENDING OBLIGATIONS FOR PERIOD ENDING 31-DEC-84

PRELIMINARY FY1985 HIGHWAY ALLOCATION PLAN
REPORT TOTAL

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	-----OBLIGATIONS-----		BASE	SOFT	1986	1987	1988	POST 1988	AUTHORIZED	PLNGH
	FEDERAL	PENDING								
PE	20,588,593	0	2,440,569	0	60,737	0	8,500	0	23,098,399	
R/W	41,878,176	0	5,651,650	0	7,222,450	0	0	0	54,752,276	
CON:IT	137,348,438	0	32,608,485	0	23,655,856	10,278,388	6,000,397	0	209,891,563	
OPRTG	1,774,014	0	0	0	0	0	0	0	1,774,014	
* RESRV	0	0	13,192,544	0	253,633	0	0	45,868,166	59,314,343	
TOTAL	201,589,221	0	53,893,247	0	31,192,676	10,278,388	6,008,897	45,868,166	348,830,595	

OBLIGATION AUTHORITY: 255,482,468

*The Reserve is greater than that in the Staff Report by \$359,328 with an offsetting difference in the Program. The TIP provides for a future deobligation on the Banfield in order to fix the Reserve at \$13,192,544. The Reserve in the Staff Report does not include the deobligation in order to account for the current rather than the future status.

In both cases, the totals are the same with offsets in Reserve/Program amounts being \$359,328 for the purposes noted.

CONSIDERATION OF RESOLUTION NO. 85-561 FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT
PROGRAM TO INCLUDE A FREMONT BRIDGE DEBRIS CONTROL
FENCING PROJECT

Date: April 1, 1985

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

This action will amend the Transportation Improvement Program (TIP) to include a new project to control debris falling from the Fremont Bridge:

I-405-Fremont Bridge Debris Control Fencing - 4R

Federal-Aid Interstate 4R Funds

Preliminary Engineering	\$ 76,000
Construction	844,000
Match	80,000
	<u>\$1,000,000</u>

TPAC has reviewed this project and recommends approval of Resolution No. 85-561.

Background and Analysis

Various amounts and types of debris are being lost from vehicles and trucks crossing the Fremont Bridge. Some of this debris, not contained by the railings, falls to streets and property below the bridge. The results of this falling debris have caused and can cause severe and costly property damage.

To correct this condition, the project provides for installation of a debris control fence similar to that on the Marquam Bridge. Installation will be limited to the easterly approaches and certain I-5/I-405 ramps.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 85-561.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 85-561
TRANSPORTATION IMPROVEMENT PROGRAM)
TO INCLUDE A FREMONT BRIDGE DEBRIS) Introduced by the Joint
CONTROL FENCING PROJECT) Policy Advisory Committee
) on Transportation

WHEREAS, Through Resolution No. 84-508, the Council of the Metropolitan Service District (Metro) adopted the Transportation Improvement Program (TIP) and its FY 1985 Annual Element; and

WHEREAS, The Oregon Department of Transportation has requested that a new project utilizing Federal-Aid Interstate 4R funds be added to the TIP; and

WHEREAS, This project will provide for installation of a debris control fence on the I-405 Fremont Bridge; and

WHEREAS, It is necessary that projects utilizing the noted funds be included in the TIP in order to receive federal funds; now, therefore,

BE IT RESOLVED,

1. That Federal-Aid Interstate 4R funds be authorized for an I-405 Fremont Bridge debris control fencing project.

Federal	\$	920,000
Match		<u>80,000</u>
		\$1,000,000

2. That the TIP and its Annual Element be amended to reflect this authorization.

3. That the Metro Council finds the project in accordance with the Regional Transportation Plan and gives Affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1985.

Ernie Bonner, Presiding Officer

AC/BP/srs
3221C/411-2
04/02/85

COMMITTEE MEETING TITLE JPACT

DATE 4-11-85 7:30 a.m.

NAME

AFFILIATION

M- <u>Alan Vesper</u>	<u>Clark Co.</u>
M- <u>ED FEGLUSON</u>	<u>WSDOT</u>
G- <u>TED SPENCE</u>	<u>ODOT</u>
M- <u>Ron Thom</u>	<u>Cities of Clark Co.</u>
M- <u>Ed Hardt</u>	<u>ODOT</u>
M- <u>RICHARD WAKER</u>	<u>METRO</u>
M- <u>Robert Dunsmuir</u>	<u>CLACKAMAS CO.</u>
M- <u>Jim Gardner</u>	<u>METRO</u>
M- <u>FRED HANSEN</u>	<u>DEQ</u>
M- <u>George Van Bergen</u>	<u>metro</u>
S- <u>Rick Gustafson</u>	<u>Metro</u>
M- <u>JOHN BENTON</u>	<u>TRIMET</u>
M- <u>LARRY COLE</u>	<u>CITIES OF WASHINGTON COUNTY</u>
M- <u>Earl Blumenauer</u>	<u>Multnomah County</u>
G- <u>Brenda A Ball</u>	<u>LOGB, Inc.</u>
G- <u>Keith Ghola</u>	<u>WSDOT</u>
G- <u>Susie LaSue</u>	<u>Mult. CO</u>
S- <u>Karen Shackston</u>	<u>metro</u>
M- <u>Mark Wordstep</u>	<u>Mult E. Co Cities</u>
G- <u>Peter F Fry</u>	<u>CEIC</u>
S- <u>Peg Henwood</u>	<u>METRO</u>
G- <u>Steve Dotterrer</u>	<u>City of Portland</u>
G- <u>GRACE CUNICAN</u>	<u>Portland</u>

