

BEFORE THE COUNCIL OF THE
THE METROPOLITAN SERVICE DISTRICT

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

WHEREAS, Projects using federal funds must be specified in the Transportation Improvement Program by the fiscal year in which obligation of those funds is to take place; and

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

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

WHEREAS, The Metropolitan Service District must evaluate the program of transit projects included in the Transportation Improvement Program to ensure financial capacity; and

WHEREAS, Some 1989 Annual Element projects may not be obligated by the end of FY 1989 and the exact time for their obligation is indeterminate; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District adopts the FY 1990 Transportation Improvement Program

for the urban area as contained in the attachment to this Resolution marked Exhibit A.

2. That projects that are not obligated by September 30, 1989, be automatically reprogrammed for FY 1990 for all funding sources.

3. That the Council of the Metropolitan Service District allows funds to be transferred among projects consistent with the Transportation Improvement Program Project Management Guidelines adopted by Resolution No. 85-592.

4. That the Transportation Improvement Program is in conformance with the Regional Transportation Plan and the 1982 Air Quality State Implementation Plan (Ozone and Carbon Monoxide) and that the planning process meets all requirements of Title 23 -- Highways and Title 49 -- Transportation of the Code of Federal Regulations.


5. That the Council of the Metropolitan Service District finds that Tri-Met has complied with the requirements of the region's Private Enterprise Participation Policy, adopted in August 1987. Documentation is shown in Attachment B to the staff report.

6. That the Council of the Metropolitan Service District finds sufficient financial capacity, as demonstrated in the adopted Transit Development Plan, to complete the projects incorporated in the Transportation Improvement Program.

7. That the Council of the Metropolitan Service District hereby finds the projects in accordance with the

Regional Transportation Plan and, hereby, gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District this 28th day of September, 1989.


Mike Ragsdale, Presiding Officer

BP:mk
89-1132.RES
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Exhibit A

Staff Report 101

TRANSPORTATION IMPROVEMENT PROGRAM

Proposed Program for Fiscal Years 1990 to Post 1993

Effective October 1, 1989

D R A F T

September 14, 1989

Metropolitan Service District

Interstate Transfer Program

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Regional (Continued)								
19 TRI-MET RIDESHARE PROGRAM***295**80-313***02151*VAR0****0*****0****								
Operating	1,727,649	56,191	0	0	0	0	24,171	1,808,011
Reserve	0	0	0	0	0	0	0	0
Total	1,727,649	56,191	0	0	0	0	24,171	1,808,011
20 PORTLAND/VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE(T)***310**80-032***0****TRA0****726*****0****								
Pre Eng	72,311	0	0	0	0	0	0	72,311
Total	72,311	0	0	0	0	0	0	72,311
21 CONVENTION CENTER AREA TRANSIT/HIGHWAY IMPROVEMENTS(T)***383**0-*****00000*TRA0****726*****0****								
Pre Eng	100,000	0	0	0	0	0	0	100,000
Total	100,000	0	0	0	0	0	0	100,000
22 METRO TECHNICAL ASSISTANCE***440**80-404***0****VAR0****0*****0****								
Operating	75,000	0	0	0	0	0	0	75,000
Total	75,000	0	0	0	0	0	0	75,000
23 BUS PURCHASE-STANDARDS(T)***452**0-*****00000*TRA0****0*****0****								
Non-Bwy Cp	0	0	0	1,259,194	0	0	0	1,259,194
Total	0	0	0	1,259,194	0	0	0	1,259,194
24 MCLOUGHLIN CORRIDOR TRANSIT ANALYSIS(T)***588**0-*****0****TRA26***1E*****0****								
Pre Eng	130,855	0	0	0	0	0	0	130,855
Total	130,855	0	0	0	0	0	0	130,855
25 NW NICOLAI ST-NW 29TH TO NW 24TH***731**79-038***00129*FAU9296*726*****0****								
Rt-of-Way	43,775	0	0	0	0	0	0	43,775
Constr	2,173,166	0	0	0	0	0	0	2,173,166
Reserve	0	0	0	0	0	0	121,171	121,171
Total	2,216,941	0	0	0	0	0	121,171	2,338,112
26 NW YEON AVE-NW ST HELENS RD TO NW NICOLAI***733**79-038***00364*FAP1****2W*****0****								
Rt-of-Way	2,129,828	0	0	0	0	0	-1,853	2,127,975
Constr	10,124,731	0	0	0	0	0	-16,553	10,108,178
Reserve	0	0	0	0	0	0	176,825	176,825
Total	12,254,559	0	0	0	0	0	158,419	12,412,978
27 NW ST HELENS RD-NW KITTRIDGE TO NW 31ST AVE***734**79-038***00367*FAU9296*726*****4****								
Rt-of-Way	189,550	0	0	0	0	0	0	189,550
Constr	1,684,474	0	0	0	0	0	0	1,684,474
Reserve	0	0	0	0	0	0	110,062	110,062
Total	1,874,024	0	0	0	0	0	110,062	1,984,086

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Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Regional (Continued)							
28 VAUGHN ST/WARDWAY-NW 31ST AVE TO NW 24TH AVE***735**79-038***00387*FAU9296*726*****3****							
Rt-of-Way	0	0	0	0	0	8,500	8,500
Constr	1,001,675	0	0	0	0	0	1,001,675
Reserve	0	0	0	0	0	338,325	338,325
Total	1,001,675	0	0	0	0	346,825	1,348,500
29 FRONT-YEON CONNECTION***738**79-038***00586*FAU9300*726*****0****							
Rt-of-Way	1,354,474	0	0	0	0	399,075	1,753,549
Constr	4,614,922	0	0	0	0	0	4,614,922
Reserve	0	0	0	0	0	335,079	335,079
Total	5,969,396	0	0	0	0	734,154	6,703,550
30 REGIONAL RESERVE***755**0-*****00000*VAR0****0*****0****							
Reserve	0	0	0	0	0	5,053,664	5,053,664
Total	0	0	0	0	0	5,053,664	5,053,664
31 PHASE I ALTERNATIVES ANALYSIS(T)***765**80-404***0****TRA0****0*****0****							
Pre Eng	250,000	0	0	0	0	0	250,000
Total	250,000	0	0	0	0	0	250,000
32 BANFIELD TRAFFIC MONITORING PROGRAM***771**10183***01806*FAP68***2*****0****							
Constr	183,459	0	0	0	0	0	183,459
Reserve	0	0	0	0	0	9,831	9,831
Total	183,459	0	0	0	0	9,831	193,290
33 SUNSET LIGHT RAIL PROGRAM(T)***773**10033***0****TRA27***47*****0****							
Pre Eng	500,004	0	0	0	0	0	500,004
Total	500,004	0	0	0	0	0	500,004
34 NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM***802**84-016***02358*VAR0****726*****0****							
Pre Eng	142,035	0	0	0	0	0	142,035
Reserve	0	0	0	0	0	70,465	70,465
Total	142,035	0	0	0	0	70,465	212,500
35 SUNSET HIGHWAY RAMP METERING***827**10231***02235*FAP27***47*****67****							
Pre Eng	40,000	0	0	0	0	0	40,000
Constr	0	0	280,000	0	0	0	280,000
Reserve	0	0	0	0	0	450,000	450,000
Total	40,000	0	280,000	0	0	450,000	770,000
36 TRI-MET RESERVE ACCOUNT***903**0-*****00000****0*****0****							
Reserve	0	0	0	0	0	246,952	246,952
Total	0	0	0	0	0	246,952	246,952
Total Regional							
233,537,630	3,251,191	12,180,000	11,136,694	357,000	2,720,000	-1,705,294	261,477,221
Obligational Authority							
	236,788,821	248,968,821					

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

City of Portland (Continued)								
46 FAU REPLACEMENT CONTINGENCY-CITY OF PORTLAND***261**0-*****00000*VAR0****0*****0****								
Reserve	0	0	0	0	0	0	1,109,062	1,109,062
Total	0	0	0	0	0	0	1,109,062	1,109,062
47 ST HELENS ROAD RECONSTRUCTION-WEST CITY LIMITS TO NW KITTRIDGE***271**79-067***02107*FAP1****2W*****5****								
Pre Eng	197,665	0	0	0	0	0	0	197,665
Constr	0	0	52,335	0	0	0	0	52,335
Total	197,665	0	52,335	0	0	0	0	250,000
48 W BURNSIDE ROAD/TICHERN DRIVE INTERSECTION IMPROVEMENT***282**79-058***0****FAU9326*59*****0****								
Pre Eng	27,972	0	0	0	0	0	0	27,972
Rt-of-Way	69,820	0	0	0	0	0	0	69,820
Constr	490,767	0	0	0	0	0	0	490,767
Total	588,559	0	0	0	0	0	0	588,559
49 NORTHWEST PORTLAND TRANSPORTATION STUDY***285**79-035***01088*VAR0****726*****0****								
Pre Eng	28,804	0	0	0	0	0	0	28,804
Reserve	0	0	0	0	0	0	0	0
Total	28,804	0	0	0	0	0	0	28,804
50 NW FRONT AVENUE RECONSTRUCTION-NW GLISAN TO NW 26TH AVE***286**80-006***00588*FAU9300*726*****0****								
Pre Eng	243,537	0	0	0	0	0	0	243,537
Rt-of-Way	120,700	0	0	0	0	0	0	120,700
Constr	4,200,481	0	0	0	0	0	0	4,200,481
Total	4,564,718	0	0	0	0	0	0	4,564,718
51 MARINE DRIVE WIDENING TO FOUR LANES-I5 TO RIVERGATE***298**79-056***00458*FAU9962*120*****2****								
Pre Eng	233,750	1,191,615	0	0	0	0	0	1,425,365
Rt-of-Way	0	6,098,750	0	0	0	0	0	6,098,750
Constr	0	0	0	11,264,492	0	0	0	11,264,492
Reserve	0	0	0	0	0	0	-6,854,857	-6,854,857
Total	233,750	7,290,365	0	11,264,492	0	0	-6,854,857	11,933,750
52 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES-NE 60TH AVE TO I205***301**79-055***00881*FAU9966*123*****9****								
Pre Eng	298,577	0	0	0	0	0	-68,992	229,585
Rt-of-Way	340,000	0	0	0	0	0	0	340,000
Constr	2,651,998	0	0	0	0	0	- 152,258	2,499,740
Reserve	0	0	0	0	0	0	11,245	11,245
Total	3,290,575	0	0	0	0	0	- 210,005	3,080,570
53 SW TERWILLIGER BLVD-BARBOR BLVD TO TAYLORS FERRY RD***309**80-015***00709*FAU9361*726*****0****								
Pre Eng	473,619	0	0	0	0	0	0	473,619
Rt-of-Way	25,585	0	0	0	0	0	0	25,585
Constr	1,069,818	244,923	0	0	0	0	0	1,314,741
Total	1,569,022	244,923	0	0	0	0	0	1,813,945

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Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

City of Portland (Continued)							
54 SW BERTHA BLVD-SW VERMONT TO BARBUR BLVD***515**84-078***02535*FAU9420*726*****0****							
Pre Eng	138,915	0	0	0	0	0	138,915
Rt-of-Way	16,150	0	0	0	0	0	16,150
Constr	1,204,156	85,758	0	0	0	0	1,289,914
Total	1,359,221	85,758	0	0	0	0	1,444,979
55 82ND AVENUE-SISKIYOU TO BROADWAY***551**79-049***00732*FAU9713*68*****0****							
Pre Eng	36,788	0	0	0	0	0	36,788
Constr	201,357	0	0	0	0	0	201,357
Total	238,145	0	0	0	0	0	238,145
56 NW 23RD AVE/BURNSIDE***626**10093***00733*FAU9326*726*****0****							
Pre Eng	95,624	104,041	0	0	0	0	199,665
Rt-of-Way	0	0	127,500	0	0	0	127,500
Constr	0	0	0	312,000	0	0	312,000
Total	95,624	104,041	127,500	312,000	0	0	639,165
57 NW 21ST/22ND-THURMAN TO FRONT***630**10126***00743*FAU9317*726*****0****							
Pre Eng	112,710	0	0	0	0	0	112,710
Rt-of-Way	0	0	0	19,975	0	0	19,975
Constr	0	0	0	880,868	0	0	880,868
Total	112,710	0	0	900,843	0	0	1,013,553
58 NW INTERSECTION IMPROVEMENTS-22 LOCATIONS***631**10017***00545*VARO***726*****0****							
Pre Eng	33,000	0	24,132	0	0	0	57,132
Rt-of-Way	0	0	8,500	0	0	0	8,500
Constr	0	0	0	280,508	0	0	280,508
Total	33,000	0	32,632	280,508	0	0	346,140
59 NW CIRCULATION IMPROVEMENTS-10 INTERSECTIONS***632**84-015***02462*VARO***726*****0****							
Pre Eng	13,600	0	0	0	0	0	13,600
Total	13,600	0	0	0	0	0	13,600
60 SIGNAL REPLACEMENT-34 LOCATIONS***643**10107***00659*VARO***0*****0****CLOSED							
Pre Eng	41,578	0	0	0	0	0	41,578
Constr	988,123	0	0	0	0	0	988,123
Total	1,029,701	0	0	0	0	0	1,029,701
61 CITYWIDE SIGNAL SYSTEM ANALYSIS***660**80-042***00620*VARO***726*****0****							
Pre Eng	1,033,073	0	0	0	0	0	1,033,073
Constr	2,698,297	183,003	0	0	0	0	2,881,300
Total	3,731,370	183,003	0	0	0	0	3,914,373

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

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

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City of Portland (Continued)								
82 AIRPORT WAY-NE 158TH TO 181ST/SANDY-UNIT III***861**84-022c**03384*FAU9964*726*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Rt-of-Way	0	127,500	0	0	0	0	0	127,500
Constr	0	0	8,724,278	5,499,973	0	0	0	14,224,251
Reserve	0	0	0	0	0	0	-9,869,698	-9,869,698
Total	0	127,500	8,724,278	5,499,973	0	0	-9,869,698	4,482,053
Total City of Portland	74,895,489	12,275,894	9,861,046	20,743,129	-1,062,500	0	-14,071,332	102,641,726
Obligational Authority		87,171,383	97,032,429					

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Multnomah County								
83 Finaled Vouchered Projects***0*0000000*00000*****CLOSED								
Pre Eng	184,980	0	0	0	0	0	0	184,980
Rt-of-Way	87,463	0	0	0	0	0	0	87,463
Constr	5,751,147	0	0	0	0	0	0	5,751,147
Reserve	0	0	0	0	0	0	0	0
Total	6,023,590	0	0	0	0	0	0	6,023,590
84 242ND AVE TSM IMPROVEMENTS-GLISAN TO DIVISION***138**85-053***03687*FAU9877*726*****0****								
Pre Eng	109,199	58,033	0	0	0	0	0	167,232
Constr	554,361	0	0	0	0	0	0	554,361
Total	663,560	58,033	0	0	0	0	0	721,593
85 257TH AVE IMPROVEMENT & EXTENSION-COLUMBIA HWY TO STARK ST***139**80-048***00546*FAU9883*703*****0****								
Pre Eng	193,822	0	0	0	0	0	0	193,822
Rt-of-Way	945,036	0	0	0	0	0	0	945,036
Constr	2,325,237	0	0	0	0	0	0	2,325,237
Reserve	0	0	0	0	0	0	0	0
Total	3,464,095	0	0	0	0	0	0	3,464,095
86 221ST/223RD-POWELL BLVD TO FARISS RD-UNITS 1 & 2***205**77-078***01688*FAU9867*726*****0****								
Pre Eng	278,871	0	0	0	0	0	0	278,871
Rt-of-Way	1,184,307	0	0	0	0	0	0	1,184,307
Constr	1,878,582	0	0	0	0	0	0	1,878,582
Reserve	0	0	0	0	0	0	0	0
Total	3,341,760	0	0	0	0	0	0	3,341,760
87 221ST AVENUE-POWELL THROUGH JOHNSON CREEK BRIDGE-(1 & 2)***214**78-012***00590*FAU9867*726*****0****								
Pre Eng	274,787	0	0	0	0	0	0	274,787
Rt-of-Way	342,635	0	0	0	0	0	0	342,635
Constr	2,269,449	0	0	0	0	0	47,097	2,316,546
Reserve	0	0	0	0	0	0	0	0
Total	2,886,871	0	0	0	0	0	47,097	2,933,968
88 SANDY BLVD CORRIDOR-99TH AVE TO 162ND AVE***244**78-049***00118*FAU9326*59*****11****								
Pre Eng	77,415	0	0	0	0	0	0	77,415
Rt-of-Way	12,046	0	0	0	0	0	0	12,046
Constr	471,623	0	0	0	0	0	- 725	470,898
Reserve	0	0	0	0	0	0	0	0
Total	561,084	0	0	0	0	0	- 725	560,359
89 MT HOOD AT BIRSDALE(POWELL/190TH INTERSECTION IMPROVEMENT)***293**77-064***00366*FAP24***26*****10****								
Pre Eng	358,670	0	0	0	0	0	0	358,670
Rt-of-Way	568,650	0	0	0	0	0	0	568,650
Constr	1,508,254	0	0	0	0	0	0	1,508,254
Reserve	0	0	0	0	0	0	3,400	3,400
Total	2,435,574	0	0	0	0	0	3,400	2,438,974

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Multnomah County (Continued)								
90 BURNSIDE ST-STARK TO 223RD AVE(BANFIELD FUNDED: STARK TO 199TH)***294**76-034***00132*FAU9822*726*****0****								
Rt-of-Way	225,250	0	0	0	0	0	0	225,250
Constr	1,817,119	0	0	0	0	0	0	1,817,119
Reserve	0	0	0	0	0	0	0	0
Total	2,042,369	0	0	0	0	0	0	2,042,369
91 US30B-NE PORTLAND HWY AT NE 158TH-SIGNAL/CHANNELIZE-FAP***404**78-049C**02091*FAU9966*123*****0****								
Constr	66,631	0	0	0	0	0	0	66,631
Reserve	0	0	0	0	0	0	0	0
Total	66,631	0	0	0	0	0	0	66,631
92 SCHOLLS/SKYLINE IMPROVEMENTS-CANYON CT TO RAAB RD(I)***831**84-014***02586*FAU9235*726*****0****								
Pre Eng	54,272	0	0	0	0	0	0	54,272
Reserve	0	0	0	0	0	0	1,745,728	1,745,728
Total	54,272	0	0	0	0	0	1,745,728	1,800,000
93 SE STARK STREET-242ND AVENUE TO 257TH AVENUE***837**10206***02036*FAU9810*726*****0****								
Pre Eng	16,594	0	0	0	0	0	25,906	42,500
Constr	1,367,724	0	0	0	0	0	0	1,367,724
Reserve	0	0	0	0	0	0	0	0
Total	1,384,318	0	0	0	0	0	25,906	1,410,224
94 SE STARK STREET-221ST AVENUE TO 242ND AVENUE***844**85-054***03686*FAU9810*726*****0****								
Pre Eng	132,855	0	0	0	0	0	0	132,855
Rt-of-Way	263,500	0	0	0	0	0	0	263,500
Constr	0	0	1,494,444	0	0	0	0	1,494,444
Total	396,355	0	1,494,444	0	0	0	0	1,890,799
95 I84-223RD CONNECTOR(207TH)***864**84-023b**03327*FAU9867*726*****0****								
Pre Eng	0	0	100,000	0	0	0	0	100,000
Reserve	0	0	0	480,170	0	0	0	480,170
Total	0	0	100,000	480,170	0	0	0	580,170
Total Multnomah County	23,320,479	58,033	1,594,444	480,170	0	0	1,821,406	27,274,532
Obligational Authority		23,378,512	24,972,956					

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Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Clackamas County							
96 Finald Vouchered Projects***0*000000*00000*****CLOSED							
Pre Eng	311,529	0	0	0	0	0	311,529
Rt-of-Way	184,790	0	0	0	0	0	184,790
Constr	4,001,053	0	0	0	0	0	4,001,053
Reserve	0	0	0	0	0	23,659	23,659
Total	4,497,372	0	0	0	0	23,659	4,521,031
97 LOWER BOONES FERRY RD-MADRONA TO SW JEAN***68**80-104***00677*FAU9473*703*****0****							
Rt-of-Way	616,984	0	0	0	0	-19,151	597,833
Constr	457,923	0	0	0	0	0	457,923
Total	1,074,907	0	0	0	0	-19,151	1,055,756
98 SUNNYSIDE ROAD-STEVENS ROAD TO 122ND UNIT I***77**77-147***00127*FAU9718*703*****0****							
Pre Eng	24,075	0	0	0	0	-2,230	21,845
Rt-of-Way	165,682	0	0	0	0	0	165,682
Constr	338,292	0	0	0	0	0	338,292
Total	528,049	0	0	0	0	-2,230	525,819
99 HIGHWAY 212 IMPROVEMENTS (I205 EAST TO HIGHWAY 224)***124**77-037***00384*FAP74**171*****0****							
Pre Eng	487,891	0	0	0	0	0	487,891
Rt-of-Way	2,890,000	0	0	0	0	0	2,890,000
Constr	4,922,912	0	138,001	0	0	-59,616	5,001,297
Total	8,300,803	0	138,001	0	0	-59,616	8,379,188
*100 OREGON CITY BYPASS-PARK PLACE TO COMMUNITY COLLEGE*****125**76-007***01670*FAP78**160*****0****							
Pre Eng	1,167,420	0	0	0	0	-55,996	1,111,424
Rt-of-Way	5,074,500	0	0	0	0	0	5,074,500
Constr	16,313,625	0	1,498	0	0	- 349,798	15,965,325
Reserve	0	0	0	0	0	14,747	14,747
Total	22,555,545	0	1,498	0	0	- 391,047	22,165,996
*101 STATE STREET CORRIDOR(OR43)-TERWILLIGER TO LADD*****133**77-068***00139*FAU9565*3*****6****							
Pre Eng	247,612	0	0	0	0	0	247,612
Rt-of-Way	576,300	0	0	0	0	0	576,300
Constr	886,093	0	18,098	0	0	0	904,191
Total	1,710,005	0	18,098	0	0	0	1,728,103
*102 JOHNSON CK BLVD IMPROVEMENT-CASCADE HWY N TO LESTER INTCHG-STM*****405**86-076***03355*FAU9704*703*****0****							
Constr	0	0	600,000	0	0	0	600,000
Total	0	0	600,000	0	0	0	600,000
*103 OATFIELD ROAD AT JENNINGS AVENUE INTERSECTION IMPROVEMENT*****438**0-*****01182*FAU9665*703*****0****							
Pre Eng	78,607	0	0	0	0	0	78,607
Constr	29,214	0	0	0	0	0	29,214
Total	107,821	0	0	0	0	0	107,821

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Clackamas County (Continued)								
*113 RAILROAD AVENUE/HARMONY ROAD PHASE IV-SUNNYBROOK EXTENSION*****769**86-083***04180*FAU9736*703*****0****								
Pre Eng	24,990	23,000	50,165	0	0	0	0	98,155
Rt-of-Way	0	0	0	0	157,060	0	0	157,060
Total	24,990	23,000	50,165	0	157,060	0	0	255,215
*114 SUNNYSIDE ROAD-STEVENSON TO 122ND-UNIT II*****838**77-147***00385*FAU9718*703*****0****								
Pre Eng	124,611	0	0	0	0	0	0	124,611
Rt-of-Way	406,045	0	0	0	0	0	-86	405,959
Constr	1,232,445	0	0	0	0	0	0	1,232,445
Reserve	0	0	0	0	0	0	0	0
Total	1,763,101	0	0	0	0	0	-86	1,763,015
*115 HUBBARD ROAD EXTENSION TO CLACKAMAS HIGHWAY*****839**10236***02140*FAU9739*703*****0****								
Pre Eng	48,835	0	0	0	0	0	0	48,835
Constr	315,486	0	0	0	0	0	51,980	367,466
Total	364,321	0	0	0	0	0	51,980	416,301
*116 HIGHWAY 43 @ MCKILLICAN/BOOD AVENUE WIDENING*****853**10252***00976*FAU9565*3*****11****								
Pre Eng	70,762	0	0	0	0	0	0	70,762
Rt-of-Way	17,000	0	8,180	0	0	0	0	25,180
Constr	225,547	0	7,075	0	0	0	0	232,622
Reserve	0	0	0	0	0	0	0	0
Total	313,309	0	15,255	0	0	0	0	328,564
*117 BEAVERCREEK RD EXT(RED SOILS)-BEAVERCREEK RD TO WARNER-MILNE*****855**10249***02375*FAU9742*703*****0****								
Pre Eng	140,046	0	0	0	0	0	0	140,046
Rt-of-Way	0	0	200,000	0	0	0	0	200,000
Constr	0	0	0	154,214	0	0	0	154,214
Total	140,046	0	200,000	154,214	0	0	0	494,260
*118 KING-HARRISON/42ND AVENUE*****902*****FAU9714*703*****0****								
Constr	0	178,500	0	0	0	0	0	178,500
Total	0	178,500	0	0	0	0	0	178,500
Total Clackamas County	46,021,423	313,116	1,173,714	2,788,187	157,060	0	-97,778	50,355,722
Obligational Authority		46,334,539	47,508,253					

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Washington County								
*119 Finaled Vouchered Projects*****0*000000*00000*****CLOSED								
Pre Eng	212,501	0	0	0	0	0	0	212,501
Rt-of-Way	329,293	0	0	0	0	0	0	329,293
Constr	12,852,838	0	0	0	0	0	0	12,852,838
Reserve	0	0	0	0	0	0	93,587	93,587
Total	13,394,632	0	0	0	0	0	93,587	13,488,219
*120 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217*****93**80-085***00306*FA09088*0*****0****								
Pre Eng	94,911	0	0	0	0	0	0	94,911
Rt-of-Way	1,517,345	0	0	0	0	0	-7,745	1,509,600
Constr	1,678,030	0	0	0	0	0	848	1,678,878
Total	3,290,286	0	0	0	0	0	-6,897	3,283,389
*121 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I*****95**77-070***00469*FA09326*734*****0****								
Pre Eng	62,186	0	0	0	0	0	0	62,186
Rt-of-Way	252,770	0	0	0	0	0	2,230	255,000
Constr	843,437	0	0	0	0	0	83,094	926,531
Reserve	0	0	0	0	0	0	17,668	17,668
Total	1,158,393	0	0	0	0	0	102,992	1,261,385
*122 SW JENKINS/158TH-MURRAY BLVD TO SUNSET HIGHWAY*****97**77-046***00850*FA09030*0*****0****								
Constr	1,764,919	0	0	0	0	0	5,825	1,770,744
Reserve	0	0	0	0	0	0	1,654	1,654
Total	1,764,919	0	0	0	0	0	7,479	1,772,398
*123 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE*****121**79-076***00376*FAP79***144*****69****								
Pre Eng	506,912	0	0	0	0	0	0	506,912
Rt-of-Way	1,935,975	0	0	0	0	0	0	1,935,975
Constr	7,040,064	0	0	0	0	0	0	7,040,064
Reserve	0	0	0	0	0	0	1,066,433	1,066,433
Total	9,482,951	0	0	0	0	0	1,066,433	10,549,384
*124 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY*****132**80-038***00139*FA09022*734*****0****								
Pre Eng	155,945	0	0	0	0	0	0	155,945
Rt-of-Way	185,300	0	0	0	0	0	0	185,300
Constr	2,665,471	0	0	0	0	0	1,000	2,666,471
Reserve	0	0	0	0	0	0	-18,706	-18,706
Total	3,006,716	0	0	0	0	0	-17,706	2,989,010
*125 OR8-TUALATIN VALLEY HIGHWAY AT 185TH STREET*****207**76-027***00350*FAP32***29*****7****								
Pre Eng	183,477	0	0	0	0	0	0	183,477
Rt-of-Way	995,626	0	0	0	0	0	162,074	1,157,700
Constr	970,866	0	0	0	0	0	0	970,866
Reserve	0	0	0	0	0	0	-101,095	-101,095
Total	2,149,969	0	0	0	0	0	60,979	2,210,948

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Washington County (Continued)								
*135 OR8-TUALATIN VALLEY HIGHWAY-SE 21ST AVE TO SE OAK ST*****828**79-085***00691*FAP32***29*****11****								
Rt-of-Way	1,510,990	0	0	0	0	0	0	1,510,990
Total	1,510,990	0	0	0	0	0	0	1,510,990
*136 SCHOLLS FERRY ROAD/HALL BOULEVARD INTERSECTION*****829**85-010***02353*FAU9234*143*****9****								
Pre Eng	85,340	0	0	0	0	0	0	85,340
Rt-of-Way	314,660	0	0	0	0	0	0	314,660
Constr	592,932	0	0	0	0	0	- 330,932	262,000
Total	992,932	0	0	0	0	0	- 330,932	662,000
*137 HALL BOULEVARD-ALLEN TO GREENWAY*****830**10237***02354*FAU9091*734*****1****								
Pre Eng	127,500	122,500	0	0	0	0	0	250,000
Rt-of-Way	633,250	111,750	0	0	0	0	0	745,000
Constr	0	0	205,000	0	0	0	0	205,000
Total	760,750	234,250	205,000	0	0	0	0	1,200,000
*138 WASHINGTON COUNTY RESERVE*****836**0*****0*****VAR0***0*****0****								
Reserve	0	0	0	0	0	0	75,000	75,000
Total	0	0	0	0	0	0	75,000	75,000
Total Washington County	58,077,767	265,376	236,713	0	0	0	1,055,147	59,635,003
Obligational Authority		58,343,143	58,579,856					

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Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized	
Report Total	435,852,788	16,163,610	25,045,917	35,148,180	- 548,440	2,720,000	-12,997,851	501,384,204
Obligational Authority		452,016,398	477,062,315					

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	Obligated	Anticipated	1990	1991	1992	1993	Post 1993	Authorized
Urban Mass Transportation Administration-Sect 3								
1 Finald Vouchered Projects**0*0000000*00000*****CLOSED								
Constr	377,274	0	0	0	0	0	0	377,274
Non-Hwy Cp	30,250,587	0	0	0	0	0	0	30,250,587
Other	136,398	0	0	0	0	0	0	136,398
Total	30,764,259	0	0	0	0	0	0	30,764,259
2 BUS PURCHASES**154*****0*****00000**OR**03-0035***								
Non-Hwy Cp	0	0	4,200,000	0	0	10,000,000	0	14,200,000
Total	0	0	4,200,000	0	0	10,000,000	0	14,200,000
3 CONVENTION CENTER AREA TRANSIT/HIGHWAY IMPROVEMENTS(T)**383*****0*****00000**TRA*0-*****								
Constr	0	2,500,000	0	0	0	0	0	2,500,000
Total	0	2,500,000	0	0	0	0	0	2,500,000
4 BANFIELD LRT CAPITAL GRANT-(FPA)**434*****68*****00000**OR**03-0025***								
Non-Hwy Cp	66,815,675	0	0	2,186,257	0	0	0	69,001,932
Reserve	0	0	0	0	0	0	3,603,271	3,603,271
Total	66,815,675	0	0	2,186,257	0	0	3,603,271	72,605,203
5 PROJECT BREAKEVEN**895*****0*****00000**OR*****								
Other	0	5,500,000	9,400,000	0	0	0	0	14,900,000
Total	0	5,500,000	9,400,000	0	0	0	0	14,900,000
Total Urban Mass Transportation Administration-Sect 3								
	97,579,934	8,000,000	13,600,000	2,186,257	0	10,000,000	3,603,271	134,969,462

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

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Urban Mass Transportation Administration-Trade (Continued)								
14 NORTH TERMINAL FACILITY***					686	0	00000	**OR**03-0035**
Pre Eng	36,000	44,000	0	0	0	0	0	80,000
Rt-of-Way	688,000	- 208,000	0	0	0	0	0	480,000
Constr	316,000	204,000	0	0	0	0	0	520,000
Total	1,040,000	40,000	0	0	0	0	0	1,080,000
15 BEAVERTON PARK-AND-RIDE STATION***					701	0	00000	**OR**03-0035**
Pre Eng	99,200	-11,200	0	0	0	0	0	88,000
Rt-of-Way	236,000	-75,729	0	0	0	0	0	160,271
Constr	500,800	- 140,000	0	0	0	0	0	360,800
Total	836,000	- 226,929	0	0	0	0	0	609,071
16 SUNSET TRANSIT CENTER AND PARK-AND-RIDE STATION***					702	0	00000	**OR**03-0027**
Pre Eng	320,435	0	0	0	0	0	0	320,435
Rt-of-Way	2,948,800	0	0	0	0	0	0	2,948,800
Constr	0	0	0	0	5,220,000	0	0	5,220,000
Supt Serv	0	0	0	0	50,000	0	0	50,000
Total	3,269,235	0	0	0	5,270,000	0	0	8,539,235
17 WESTSIDE BUS GARAGE-PHASE III (MERLO ROAD)***					704	0	00000	**OR**03-0027**
Pre Eng	94,342	0	0	0	0	0	0	94,342
Constr	405,316	0	0	0	0	0	0	405,316
Total	499,658	0	0	0	0	0	0	499,658
18 WASHINGTON COUNTY TRANSIT TSM IMPROVEMENTS***					705	0	00000	**OR**03-0027**
Pre Eng	115,320	0	0	0	0	0	0	115,320
Rt-of-Way	256,000	0	0	0	0	0	0	256,000
Constr	857,520	0	0	0	0	0	0	857,520
Supt Serv	0	0	0	0	0	0	0	0
Total	1,228,840	0	0	0	0	0	0	1,228,840
19 WESTSIDE BUS GARAGE-PHASE II***					706	0	00000	**OR**03-0027**
Constr	5,708,362	0	0	0	0	0	0	5,708,362
Non-Hwy Cp	479,731	0	0	0	0	0	0	479,731
Total	6,188,093	0	0	0	0	0	0	6,188,093
20 SUPPORT SERVICES...RELOCATION & APPRAISAL COSTS/COST ALLOCATION***					707	0	0	**OR**03-0027**
Other	767,159	-3,997	0	0	0	0	0	763,162
Total	767,159	-3,997	0	0	0	0	0	763,162
21 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC***					776	0	00000	**OR**9-*****
Non-Hwy Cp	0	0	0	1,080,000	100,000	0	0	1,180,000
Total	0	0	0	1,080,000	100,000	0	0	1,180,000

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Urban Mass Transportation Administration-Trade (Continued)								
31 SPECIAL NEEDS TRANSPORTATION MINI-BOSES***897*****0*****0000**OR**9-*****								
Non-Hwy Cp	0	0	0	2,390,000	0	0	0	2,390,000
Total	0	0	0	2,390,000	0	0	0	2,390,000
32 INFORMATION/COMMUNICATION EQUIPMENT***898*****0*****0000**OR**9-*****								
Non-Hwy Cp	0	0	0	1,110,000	0	0	0	1,110,000
Total	0	0	0	1,110,000	0	0	0	1,110,000
Total Urban Mass Transportation Administration-Trade								
	48,391,120	28,160	16,600,000	6,350,000	5,458,880	0	-28,160	76,800,000

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

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	Obligated	Anticipated	1990	1991	1992	1993	Post 1993	Authorized

Urban Mass Transportation Administration-Sect 9 (Continued)								
55 WESTSIDE RAIL INITIATIVES***900*****0*****00000**OR**9-*****								
Other	0	0	0	0	0	0	960,000	960,000
Total	0	0	0	0	0	0	960,000	960,000
56 LINE SECTION DOUBLE TRACKING***901*****0*****00000**OR*****								
Constr	0	0	0	3,760,000	0	0	0	3,760,000
Total	0	0	0	3,760,000	0	0	0	3,760,000
Total Urban Mass Transportation Administration-Sect 9								
	74,072,709	0	12,927,806	11,735,000	7,485,000	1,027,000	3,553,700	110,801,215

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

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

City of Portland								
1 Finald Vouchered Projects**0*000000*00000*****CLOSED								
Pre Eng	1,597,249	0	0	0	0	0	0	1,597,249
Rt-of-Way	401,968	0	0	0	0	0	0	401,968
Constr	6,376,238	0	0	0	0	0	0	6,376,238
Non-Hwy Cp	131,555	0	0	0	0	0	0	131,555
Operating	217,108	0	0	0	0	0	0	217,108
Reserve	0	0	0	0	0	0	0	0
Total	8,724,118	0	0	0	0	0	0	8,724,118
2 N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE**9**75-019***00000*FAU9956*123*****0****								
Pre Eng	191,766	0	0	0	0	0	0	191,766
Total	191,766	0	0	0	0	0	0	191,766
3 I5-GREELEY/I5 CONNECTION-LANDSCAPING-4R**21**76-009***00305*FAU9945*726*****0****								
Pre Eng	377,936	0	0	0	0	0	0	377,936
Total	377,936	0	0	0	0	0	0	377,936
4 GRAND AVE(OR99E)-HARRISON TO CLAY-FAU TO FAUE(SEE FAP)**35**0-*****00000*FAP26***1E*****0****								
Constr	195,400	0	0	0	0	0	0	195,400
Total	195,400	0	0	0	0	0	0	195,400
5 ARTERIAL STREET 3R PROGRAM**43**89-033***0*****VARO***726*****0****								
Constr	0	0	744,480	0	0	0	0	744,480
Total	0	0	744,480	0	0	0	0	744,480
6 CITY OF PORTLAND FAU CONTINGENCY**44**0-*****00000*VARO***726*****0****								
Reserve	0	1,128,173	1,730,284	1,730,284	0	0	0	4,588,741
Total	0	1,128,173	1,730,284	1,730,284	0	0	0	4,588,741
7 NW CORNELL RD RETAINING WALLS-NW 29TH/600FT W OF NW 30TH**105**84-104***02702*FAU9022*726*****0****								
Pre Eng	36,161	- 461	0	0	0	0	0	35,700
Constr	276,118	0	0	0	0	0	0	276,118
Total	312,279	- 461	0	0	0	0	0	311,818
8 SW BROADWAY-SW 4TH TO SW 6TH**200**10092***00582*FAU9345*726*****0****								
Constr	404,500	0	0	0	0	0	0	404,500
Total	404,500	0	0	0	0	0	0	404,500
9 COLUMBIA BLVD (BNRR) BRIDGE #9685 EMERGENCY REPAIRS**303**87-002***04218*FAU9956*726*****0****								
Pre Eng	4,238	0	0	0	0	0	0	4,238
Constr	338,519	-28,715	0	0	0	0	0	309,804
Total	342,757	-28,715	0	0	0	0	0	314,042

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

City of Portland (Continued)								
10 CONVENTION CENTER AREA TRANSIT/HIGHWAY IMPROVEMENTS(T)***								
					383**0-*****	00000*TRA0****	726*****	0****
Pre Eng	0	100,000	0	0	0	0	0	100,000
Constr	0	78,416	555,520	0	0	0	0	633,936
Total	0	178,416	555,520	0	0	0	0	733,936
11 WILLAMETTE GREENWAY TRAIL PROGRAM***								
					575**10018****	00240*VAR0****	726*****	0****
Pre Eng	61,500	0	0	0	0	0	0	61,500
Rt-of-Way	0	0	0	0	0	0	0	0
Constr	0	0	308,000	0	0	0	0	308,000
Total	61,500	0	308,000	0	0	0	0	369,500
12 CITYWIDE SIGNAL SYSTEM ANALYSIS***								
					660**80-042***	00620*VAR0****	726*****	0****
Pre Eng	72,218	0	0	0	0	0	0	72,218
Total	72,218	0	0	0	0	0	0	72,218
13 NW 9TH AVENUE IMPROVEMENTS-GLISAN TO FRONT***								
					868** 89-020**0****	FAU9983*726*****	0****	
Pre Eng	0	22,000	0	0	0	0	0	22,000
Constr	0	0	358,000	0	0	0	0	358,000
Total	0	22,000	358,000	0	0	0	0	380,000
14 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS-OLESON RD TO BARBUR BLVD***								
					869**89-022***0****	FAU9404*726*****	0****	
Pre Eng	0	46,000	0	0	0	0	0	46,000
Constr	0	0	414,000	0	0	0	0	414,000
Total	0	46,000	414,000	0	0	0	0	460,000
15 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS-9TH AVE TO 82ND AVE***								
					870**0*****0****	FAU9822*726*****	0****	
Pre Eng	0	24,500	0	0	0	0	0	24,500
Constr	0	0	220,500	0	0	0	0	220,500
Total	0	24,500	220,500	0	0	0	0	245,000
16 INTERSECTION IMPROVEMENT PROGRAM***								
					871**78-119***00000*	FAU9404*726*****	0****	
Pre Eng	0	10,800	0	0	0	0	0	10,800
Constr	0	0	97,200	0	0	0	0	97,200
Total	0	10,800	97,200	0	0	0	0	108,000
17 CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM***								
					872**0*****0****	VARVAR**726*****	0****	
Pre Eng	0	34,800	0	0	0	0	0	34,800
Constr	0	0	313,200	0	0	0	0	313,200
Total	0	34,800	313,200	0	0	0	0	348,000
18 DOWNTOWN MALL REHABILITATION PROGRAM***								
					873**89-032***0****	FAU9341*726*****	0****	
Pre Eng	0	100,000	0	0	0	0	0	100,000
Constr	0	0	700,000	0	0	0	0	700,000
Total	0	100,000	700,000	0	0	0	0	800,000

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

City of Portland (Continued)								
19 REGIONAL RAIL PROGRAM***874**0*****0*****VARVAR**726*****0****								
Pre Eng	0	442,000	0	0	0	0	0	442,000
Total	0	442,000	0	0	0	0	0	442,000
20 HOLLADAY AVE-UNION AVE TO NE 9TH AVE(GREELEY-BANFIELD)***890**84-024C**04958*FAU9903*726*****0****								
Constr	0	89,320	0	0	0	0	0	89,320
Total	0	89,320	0	0	0	0	0	89,320
21 LLOYD BLVD-GRAND AVE TO NE 11TH AVE(GREELEY-BANFIELD)***891**84-024B**04959*FAU9902*726*****0****								
Constr	124,755	7,509	0	0	0	0	0	132,264
Total	124,755	7,509	0	0	0	0	0	132,264
Total City of Portland	10,807,229	2,054,342	5,441,184	1,730,284	0	0	0	20,033,039

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Multnomah County								
22 Finald Vouchered Projects***0*000000*0000*****CLOSED								
Pre Eng	91,437	0	0	0	0	0	0	91,437
Constr	917,181	0	0	0	0	0	0	917,181
Reserve	0	0	0	0	0	0	0	0
Total	1,008,618	0	0	0	0	0	0	1,008,618
23 SE BORNISIDE STREET-SE STARK ST TO BULL RUN RD(1ST ST)***56*****FAU9822*726*****0****								
Pre Eng	225,005	0	0	0	0	0	0	225,005
Rt-of-Way	9,201	0	0	0	0	0	0	9,201
Constr	169,000	0	0	0	0	0	0	169,000
Total	403,206	0	0	0	0	0	0	403,206
24 NORTH MAIN RECONSTRUCTION(GRESHAM)-DIVISION TO POWELL***541**88-014***04863*FAU9879*726*****0****								
Pre Eng	55,383	0	0	0	0	0	0	55,383
Constr	0	0	428,617	0	0	0	0	428,617
Total	55,383	0	428,617	0	0	0	0	484,000
25 238TH/242ND AVENUE IMPROVEMENTS***863**85-053***03687*FAU9877*726*****0****								
Pre Eng	0	0	90,000	0	0	0	0	90,000
Constr	0	0	0	557,460	0	0	0	557,460
Total	0	0	90,000	557,460	0	0	0	647,460
26 I84-223RD CONNECTOR(207TH)***864**84-023b**03327*FAU9867*726*****0****								
Pre Eng	0	0	100,000	0	0	0	0	100,000
Reserve	0	0	0	1,056,227	0	0	0	1,056,227
Total	0	0	100,000	1,056,227	0	0	0	1,156,227
Total Multnomah County								
	1,467,207	0	618,617	1,613,687	0	0	0	3,699,511

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Clackamas County								
27 Finalled Vouchered Projects***0*0000000*00000*****CLOSED								
Pre Eng	248,064	0	0	0	0	0	0	248,064
Rt-of-Way	74,366	0	0	0	0	0	0	74,366
Constr	2,449,968	0	0	0	0	0	0	2,449,968
Total	2,772,398	0	0	0	0	0	0	2,772,398
28 LOWER BOONES FERRY RD-MADRONA TO SW JEAN***68**80-104***00677*FAU9473*703*****0****								
Pre Eng	207,290	0	0	0	0	0	0	207,290
Rt-of-Way	0	185,000	0	0	0	0	0	185,000
Constr	680,617	0	1,453,172	0	0	0	0	2,133,789
Reserve	0	0	0	0	0	0	0	0
Total	887,907	185,000	1,453,172	0	0	0	0	2,526,079
29 SUNNYSIDE ROAD-STEVENS ROAD TO 122ND UNIT I***77**77-147***00127*FAU9718*703*****0****								
Pre Eng	73,546	70	0	0	0	0	0	73,616
Total	73,546	70	0	0	0	0	0	73,616
30 HARMONY ROAD-LAKE ROAD TO 82ND DRIVE***79**77-148***00468*FAU9702*703*****0****								
Pre Eng	36,992	0	0	0	0	0	0	36,992
Constr	0	171,071	0	0	0	0	0	171,071
Total	36,992	171,071	0	0	0	0	0	208,063
31 RAILROAD AVENUE/HARMONY ROAD-82ND TO MILWAUKIE CBD-UNIT I***553**10037***00705*FAU9702*0*****0****								
Constr	83,929	0	0	0	0	0	0	83,929
Total	83,929	0	0	0	0	0	0	83,929
32 82ND DRIVE-HWY 212 TO GLADSTONE/I205 INTERCHANGE***578**10051B***00500*FAU9653*703*****0****								
Rt-of-Way	0	0	819,574	0	0	0	0	819,574
Total	0	0	819,574	0	0	0	0	819,574
33 SUNRISE CORRIDOR-MCLOUGHLIN BLVD TO US26***722**86-036***00923*FAP74***171*****4****								
Reserve	0	0	50,000	0	0	0	0	50,000
Total	0	0	50,000	0	0	0	0	50,000
34 CLACKAMAS COUNTY FAU RESERVE***835**0*****0*****VAR0*****0****								
Reserve	0	0	0	484,243	0	0	0	484,243
Total	0	0	0	484,243	0	0	0	484,243
35 SUNNYBROOK SPLIT DIAMOND PE***865**86-082***03346*FAU9736*703*****0****								
Pre Eng	0	0	50,000	0	0	0	0	50,000
Total	0	0	50,000	0	0	0	0	50,000

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Clackamas County (Continued)								
36 MCLOUGHLIN BOULEVARD-HARRISON ST TO RR OVERCROSSING***892**0000000**00000*FAP26***1E*****0****								
Reserve	0	0	0	0	0	0	933,000	933,000
Total	0	0	0	0	0	0	933,000	933,000
Total Clackamas County	3,854,772	356,141	2,372,746	484,243	0	0	933,000	8,000,902

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

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Tri-Met								
50 Finaled Vouchered Projects***0*0000000*00000*****CLOSED								
Constr	1,110,747	0	0	0	0	0	0	1,110,747
Non-Hwy Cp	126,395	0	0	0	0	0	0	126,395
Total	1,237,142	0	0	0	0	0	0	1,237,142
51 TRI-MET RIDESHARE PROGRAM***102**80-043***00000*VAR0*****0****								
Operating	681,184	0	100,000	0	0	0	110,021	891,205
Total	681,184	0	100,000	0	0	0	110,021	891,205
Total Tri-Met	1,918,326	0	100,000	0	0	0	110,021	2,128,347

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Highway Division								
52 Finaled Vouchered Projects***0*0000000*00000*****CLOSED								
Pre Eng	227,478	0	0	0	0	0	0	227,478
Rt-of-Way	94,226	0	0	0	0	0	0	94,226
Constr	812,390	0	0	0	0	0	0	812,390
Total	1,134,094	0	0	0	0	0	0	1,134,094
53 STATE STREET CORRIDOR(OR43)-TERWILLIGER TO LADD***133**77-068***00359*FAU9565*3*****6****								
Constr	0	0	22,000	0	0	0	0	22,000
Total	0	0	22,000	0	0	0	0	22,000
54 OR210-SCHOLLS HWY AT 135TH AVE-SIGNAL/REALIGNMENT***390**80-112***00046*FAU9234*143*****7****								
Constr	109,886	0	0	0	0	0	0	109,886
Total	109,886	0	0	0	0	0	0	109,886
55 US26-MT HOOD HWY AT PALMQUIST/ORIENT RD-GRADE/PAVE/SIGNAL-ST***397**10234***01470*FAP24***26*****14****								
Constr	11,828	0	0	0	0	0	0	11,828
Total	11,828	0	0	0	0	0	0	11,828
56 HIGHWAY 43 @ MCKILLICAN/HOOD AVENUE WIDENING***853**10252***00976*FAU9565*3*****11****								
Constr	77,413	0	1,353	0	0	0	0	78,766
Total	77,413	0	1,353	0	0	0	0	78,766
Total Highway Division	1,333,221	0	23,353	0	0	0	0	1,356,574

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

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

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

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Federal-Aid Interstate								
1 I205-AUTOMATED VEHICLE ID AND WEIGH IN MOTION-4R**299**86-074***04027*FAI205**64*****0****Sy***								
Constr	0	36,800	0	0	0	0	0	36,800
Total	0	36,800	0	0	0	0	0	36,800
2 I205-AIRPORT WAY INTERCHANGE GRADING/LNDSCPG-4R**304**88-001***04665*FAI205**64*****25****Sy***								
Constr	342,888	0	55,259	0	0	0	0	398,147
Total	342,888	0	55,259	0	0	0	0	398,147
3 I5-INTERSTATE BRIDGE DECK RESTORATION-4R**305**85-056***03696*FAI5****1*****308****Sy***								
Constr	0	1,472,000	0	0	0	0	0	1,472,000
Total	0	1,472,000	0	0	0	0	0	1,472,000
4 I205-AIRPORT WAY TO COLUMBIA BLVD-GRADING/PAVING-4R**306**86-062***03270*FAI205**64*****24****Sy***								
Constr	0	0	0	0	0	460,000	0	460,000
Total	0	0	0	0	0	460,000	0	460,000
5 I5-W MARQUAM BRIDGE TO N TIGARD INTCHG-GRIND/PATCH-4R**313**87-006***03708*FAI5****1*****294****Sy***								
Constr	0	0	0	1,840,000	0	0	0	1,840,000
Total	0	0	0	1,840,000	0	0	0	1,840,000
6 I5-COLUMBIA BLVD TO PORTLAND BLVD-GRADING/PAVING-4R**315**10215***01480*FAI5****1*****305****Sy***								
Pre Eng	242,354	0	0	0	0	0	0	242,354
Constr	0	3,227,700	0	0	0	0	0	3,227,700
Total	242,354	3,227,700	0	0	0	0	0	3,470,054
7 I205-SIGNING PACIFIC HWY TO CLACKAMAS HWY-4R**317**85-036***03440*FAI205**64*****0****Sy***								
Constr	0	0	432,000	0	0	0	0	432,000
Total	0	0	432,000	0	0	0	0	432,000
8 I5-EAST MARQUAM INTCHG-NB/SB/BANFIELD ACCESS-FAI**319**76-011***00597*FAI5****1*****301****Sy***								
Pre Eng	2,313,163	0	0	0	0	0	0	2,313,163
Rt-of-Way	3,882,506	0	0	0	0	0	0	3,882,506
Constr	0	0	0	9,200,000	0	0	0	9,200,000
Total	6,195,669	0	0	9,200,000	0	0	0	15,395,669
9 I5-EAST MARQUAM INTERCHANGE GRAND AVE/UNION AVE RAMPS**320**76-011***00597*FAI5****1*****301****Sy***								
Constr	0	0	0	0	19,320,000	0	0	19,320,000
Total	0	0	0	0	19,320,000	0	0	19,320,000
10 I5-SWIFT INTERCHANGE TO DELTA PARK INTERCHANGE PBS 3-FAI**322**74-010***00598*FAI5****1*****307****Sy***								
Constr	0	0	11,960,000	0	0	0	0	11,960,000
Total	0	0	11,960,000	0	0	0	0	11,960,000

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Federal-Aid Interstate (Continued)								
11 I5-DELTA PARK TO MARQUAM BRIDGE-BASE SHOULDER OVERLAY-4R***323**10213***01472*PAI5***1*****300****SY***								
Pre Eng	160,462	0	0	0	0	0	0	160,462
Constr	0	2,019,400	0	0	0	0	0	2,019,400
Total	160,462	2,019,400	0	0	0	0	0	2,179,862
12 I205-WILLAMETTE RIVER BRIDGE ICE DETECTORS-4R***332**86-099***03280*PAI205**64*****9*****								
Constr	0	0	119,600	0	0	0	0	119,600
Total	0	0	119,600	0	0	0	0	119,600
13 I205-COLUMBIA RIVER TO NE FALLING GRADING/LNDSCPG-4R***334**87-009***02511*PAI205**64*****23****SY***								
Constr	0	0	0	920,000	0	0	0	920,000
Total	0	0	0	920,000	0	0	0	920,000
14 I5-NB CONNECTION TO SB I405(8958E)-DECK RESTORATION-4R***336**10217***01489*PAI5***1*****303****SY***								
Pre Eng	18,400	0	0	0	0	0	0	18,400
Constr	0	0	0	0	0	0	875,840	875,840
Total	18,400	0	0	0	0	0	875,840	894,240
15 I5-OVERCROSSING COLUMBIA BLVD/UNION AVE(8882)-DECK RESTORATION-4***337**10220***01509*PAI5***1*****306****SY***								
Pre Eng	11,020	0	0	0	0	0	0	11,020
Constr	0	809,600	0	0	0	0	0	809,600
Total	11,020	809,600	0	0	0	0	0	820,620
16 I5-OVERCROSSING COLUMBIA SLOUGH(8883)-DECK RESTORATION-4R***338**10221***01510*PAI5***1*****306****SY***								
Pre Eng	12,819	0	0	0	0	0	0	12,819
Constr	0	1,294,440	0	0	0	0	0	1,294,440
Total	12,819	1,294,440	0	0	0	0	0	1,307,259
17 I205-SUNNYSIDE INTERCHANGE IMPROVEMENTS-4R***339**86-102***03276*PAI205**64*****14*****								
Constr	627,125	0	0	0	0	0	0	627,125
Total	627,125	0	0	0	0	0	0	627,125
18 I205-GLENN JACKSON BRIDGE WATER MAIN/CALL SYSTEM-4R***343**84-050***02455*PAI205**64*****26****SY***								
Constr	0	0	506,000	0	0	0	0	506,000
Total	0	0	506,000	0	0	0	0	506,000
19 I405-STADIUM FREEWAY AT SW 6TH AVENUE-4R***344**86-104***02507*PAI405**61*****1****SY***								
Rt-of-Way	4,888	632	0	0	0	0	0	5,520
Constr	0	158,584	0	0	0	0	0	158,584
Total	4,888	159,216	0	0	0	0	0	164,104
20 I5-E MARQUAM INTCHG (SE WATER AVE RAMPS)-FAI***345**76-011***00435*PAI5***1*****301****SY***								
Constr	0	0	21,160,000	0	0	0	0	21,160,000
Total	0	0	21,160,000	0	0	0	0	21,160,000

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Federal-Aid Interstate (Continued)								
21 I84-WE 111TH AVE TO WE 181ST AVE SOUNDWALL(N SIDE)-FAI***349**78-046***04650*FAI84**2*****10****Sy***								
Constr	0	1,600,000	0	0	0	0	0	1,600,000
Total	0	1,600,000	0	0	0	0	0	1,600,000
22 I5-OXING VICTORY BLVD(9316)-DECK RESTORATION-4R***351**84-007***01503*FAI5***1*****307****Sy***								
Pre Eng	13,188	0	0	0	0	0	0	13,188
Constr	0	0	231,840	0	0	0	0	231,840
Total	13,188	0	231,840	0	0	0	0	245,028
23 I205-COLUMBIA RIVER TO SO BANFIELD INTCHG GRADING/LANDSCAPING-4R***352**86-116***04019*FAI205**64*****22*****								
Constr	1,186,223	0	1,196,000	0	0	0	0	2,382,223
Total	1,186,223	0	1,196,000	0	0	0	0	2,382,223
24 I5-SW TERWILLIGER CONNECTION(8199)-DECK RESTORATION-4R***355**84-017***01506*FAI5***1*****297****Sy***								
Pre Eng	17,060	0	0	0	0	0	0	17,060
Constr	0	0	92,000	0	0	0	0	92,000
Total	17,060	0	92,000	0	0	0	0	109,060
25 I205-GLADSTONE INTCHG TO PARK PL-GRADING/PAVING/ADD LANE-4R***356**10178***01537*FAI205**64*****0*****								
Pre Eng	130,477	0	0	0	0	0	0	130,477
Constr	1,936,586	0	0	0	0	0	0	1,936,586
Total	2,067,063	0	0	0	0	0	0	2,067,063
26 I205-S BANFIELD TO SE STARK ST GRADING/LANDSCAPE-4R***357**87-016***04021*FAI205**64*****21****Sy***								
Constr	0	0	0	0	0	1,012,000	0	1,012,000
Total	0	0	0	0	0	1,012,000	0	1,012,000
27 I5-SO TIGARD INTERCHANGE TO E PORTLAND FWY LANDSCAPING-4R***358**84-046***01234*FAI5***1*****286****Sy***								
Pre Eng	34,120	0	0	0	0	0	0	34,120
Constr	0	0	230,000	0	0	0	0	230,000
Total	34,120	0	230,000	0	0	0	0	264,120
28 I5-TERWILLIGER BLVD INTERCHANGE OVERCROSSING/RAMPS***360**84-055***01945*FA09383*1*****297****Sy***								
Pre Eng	0	182,160	0	0	0	0	0	182,160
Constr	0	0	5,440,980	0	0	0	0	5,440,980
Total	0	182,160	5,440,980	0	0	0	0	5,623,140
29 I84-WE 111TH TO WE 134TH-GRADING/PAVING/STRUCTURE/INT/SIG***362**78-046***01225*FAI84**2*****10*****								
Pre Eng	1,186,367	0	0	0	0	0	0	1,186,367
Rt-of-Way	18,444	0	0	0	0	0	0	18,444
Constr	0	8,629,600	0	0	0	0	0	8,629,600
Total	1,204,811	8,629,600	0	0	0	0	0	9,834,411
30 WE 181ST AVENUE EXTENSION***364**78-046***01458*FA09891*726*****13****Sy***								
Rt-of-Way	0	1,061,500	0	0	0	0	0	1,061,500
Constr	328,708	19,780,000	0	0	0	0	0	20,108,708
Total	328,708	20,841,500	0	0	0	0	0	21,170,208

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Federal-Aid Interstate (Continued)								
31 I205-SE LESTER AVENUE INTERCHANGE***								
Rt-of-Way	0	791,248	0	0	0	0	0	791,248
Constr	0	4,183,099	0	0	0	0	0	4,183,099
Total	0	4,974,347	0	0	0	0	0	4,974,347
32 I5-GREELEY RAMP TO W BANFIELD INTERCHANGE PHASE I***								
Pre Eng	1,091,890	0	0	0	0	0	0	1,091,890
Constr	0	5,262,400	0	0	0	0	0	5,262,400
Total	1,091,890	5,262,400	0	0	0	0	0	6,354,290
33 I84-WE 134TH TO WE 181ST***								
Rt-of-Way	1,475,520	0	0	0	0	0	0	1,475,520
Constr	0	12,328,000	0	0	0	0	0	12,328,000
Total	1,475,520	12,328,000	0	0	0	0	0	13,803,520
34 I84-WE 181ST AVE TO TROUTDALE-FAI AND 4R***								
Pre Eng	1,132,646	0	0	0	0	0	0	1,132,646
Constr	0	0	0	0	0	24,840,000	0	24,840,000
Total	1,132,646	0	0	0	0	24,840,000	0	25,972,646
35 I205-LAWNFIELD DR TO GLADSTONE INTCHG(82ND DR) BIKEWAY-4R***								
Constr	0	0	469,200	0	0	0	0	469,200
Total	0	0	469,200	0	0	0	0	469,200
36 I5-LOWER BOONES FERRY RD TO SAGERT RD-4R***								
Pre Eng	521,393	0	0	0	0	0	0	521,393
Rt-of-Way	0	368,840	0	0	0	0	0	368,840
Constr	0	0	6,366,400	0	0	0	0	6,366,400
Total	521,393	368,840	6,366,400	0	0	0	0	7,256,633
37 I5-WILSONVILLE INTERCHANGE-4R***								
Constr	0	0	0	3,542,000	0	0	0	3,542,000
Total	0	0	0	3,542,000	0	0	0	3,542,000
38 I405-FREMONT BRIDGE AND RAMPS DECK RESTORATION-4R***								
Constr	0	0	0	0	0	0	7,894,000	7,894,000
Total	0	0	0	0	0	0	7,894,000	7,894,000
39 I5-METRO AREA FREEWAY CALL BOXES AND VARIABLE MESSAGE SIGNING-4R***								
Constr	0	0	0	0	0	0	920,000	920,000
Total	0	0	0	0	0	0	920,000	920,000
40 DEVELOPMENT PROJECTS***								
Pre Eng	160,883	0	0	0	0	0	0	160,883
Reconn	0	0	1,134,000	0	0	88,000	0	1,222,000
Total	160,883	0	1,134,000	0	0	88,000	0	1,382,883

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Federal-Aid Interstate (Continued)								
41 I5-STAFFORD RD INTERCHANGE-4R***								
403**86-061***03271*FAI5***1*****286****sy***								
Pre Eng	204,429	245,605	0	0	0	0	0	450,034
Rt-of-Way	2,003,941	0	0	0	0	0	0	2,003,941
Constr	0	0	0	0	0	0	6,946,000	6,946,000
Total	2,208,370	245,605	0	0	0	0	6,946,000	9,399,975
42 I205-SUNNYSIDE RD TO LAWNFIELD BIKEWAY UNIT 2-4R***								
409**10180***00614*FAI205**64*****14****sy***								
Constr	0	0	331,200	0	0	0	0	331,200
Total	0	0	331,200	0	0	0	0	331,200
43 I5-TIGARD PARK-AND-RIDE***								
435**0-*****04821*FAI5***1*****292****sy***								
Constr	0	0	0	0	377,000	0	0	377,000
Total	0	0	0	0	377,000	0	0	377,000
44 I5-I5/I205 INTERCHANGE-4R***								
436**86-044***03273*FAI5***1*****288****sy***								
Constr	0	0	0	718,000	0	0	0	718,000
Total	0	0	0	718,000	0	0	0	718,000
45 I84-WOOD VILLAGE AND E HOOD RIVER INTERCHANGE-4R***								
437**84-077***01843*FAI84**2*****15*****								
Pre Eng	339,922	0	0	0	0	0	0	339,922
Constr	0	0	552,000	0	0	0	230,000	782,000
Total	339,922	0	552,000	0	0	0	230,000	1,121,922
46 I5-INTERSTATE BRIDGE TO COLUMBIA BLVD PAVING-4R***								
458**87-013***03696*FAI5***1*****306****sy***								
Constr	0	0	0	0	0	0	1,380,000	1,380,000
Total	0	0	0	0	0	0	1,380,000	1,380,000
47 I5-GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSIDENCE MP287-ST***								
472**85-008***02910*FAI5***1*****0*****								
Constr	0	0	0	0	0	0	602,600	602,600
Total	0	0	0	0	0	0	602,600	602,600
48 I205-SE STARK TO SE POWELL BLVD GRADING/LANDSCAPING-4R***								
673**87-014***04020*FAI205**64*****19****sy***								
Constr	0	0	0	828,000	0	0	0	828,000
Total	0	0	0	828,000	0	0	0	828,000
49 I205-OREGON CITY PARK-AND-RIDE***								
674**80-008***00459*FAI205**64*****9****sy***								
Pre Eng	30,893	0	0	0	0	0	0	30,893
Rt-of-Way	0	36,800	0	0	0	0	0	36,800
Constr	0	0	322,000	0	0	0	0	322,000
Total	30,893	36,800	322,000	0	0	0	0	389,693
50 I205-AIRPORT WAY INTERCHANGE IMPROVEMENTS-4R***								
681**86-063***03373*FAI205**64*****24****sy***								
Constr	0	0	0	4,324,000	0	0	0	4,324,000
Total	0	0	0	4,324,000	0	0	0	4,324,000

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Federal-Aid Interstate (Continued)								
51 I205-AT SANDY BLVD WEST BOUND CONNECTION-4R***					682**	86-058**	04059*PAI205**	64*****24****
Pre Eng	38,548	0	0	0	0	0	0	38,548
Constr	0	0	0	340,400	0	0	0	340,400
Total	38,548	0	0	340,400	0	0	0	378,948
52 SUNNYBROOK SPLIT DIAMOND PE***					865**	86-082**	03346*PA09736*703*****	0****
Pre Eng	186,883	332,858	0	0	0	0	0	519,741
Total	186,883	332,858	0	0	0	0	0	519,741
53 I5-UPPER BOONES FERRY TO I205 INTERCHANGE***					876**	84-127**	02499*PAI5****	1*****289****
Pre Eng	145,230	164,595	0	0	0	0	0	309,825
Constr	0	0	0	3,128,000	0	0	0	3,128,000
Total	145,230	164,595	0	3,128,000	0	0	0	3,437,825
54 I84-COLUMBIA RIVER HWY(238TH AVENUE)BRIDGE #A7097***					885**	84-023**	03327*PAI84****	2*****16****
Constr	0	0	0	0	1,159,200	0	0	1,159,200
Total	0	0	0	0	1,159,200	0	0	1,159,200
55 I5-AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION-DEVELOPMENT***					893**	86-056**	03277*PAI5****	1*****292****
Pre Eng	328,467	110,099	0	0	0	0	0	438,566
Total	328,467	110,099	0	0	0	0	0	438,566
Total Federal-Aid Interstate	20,127,443	64,095,960	50,598,479	24,840,400	20,856,200	26,400,000	18,848,440	225,766,922

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Federal-Aid Primary								
56 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE***121**79-076***00376*PAP79***144*****69*****								
Reserve	0	0	0	0	2,000,000	0	0	2,000,000
Total	0	0	0	0	2,000,000	0	0	2,000,000
57 OREGON CITY BYPASS-PARK PLACE TO COMMUNITY COLLEGE***125**76-007***01670*PAP78***160*****0*****								
Reserve	0	0	0	0	890,000	0	0	890,000
Total	0	0	0	0	890,000	0	0	890,000
58 OR8-TV HIGHWAY PAVING/ILLUM-21ST TO SW 160TH AVE-PAP***392**87-004***03652*PAP32***29*****5***sy***								
Constr	0	0	0	2,270,000	0	0	0	2,270,000
Total	0	0	0	2,270,000	0	0	0	2,270,000
59 DEVELOPMENT PROJECTS***394**86-085***04820*VARVAR**var*****295***sy***								
Pre Eng	0	120,000	0	0	0	0	0	120,000
Reconn	0	0	0	0	611,650	0	0	611,650
Total	0	120,000	0	0	611,650	0	0	731,650
60 US26-SYLVAN INTERCHANGE TO VISTA RIDGE(ZOO INTERCHANGE)***410**84-014***00491*PAP27***47*****71***sy***								
Pre Eng	627,115	0	0	0	0	0	0	627,115
Rt-of-Way	0	792,000	0	0	0	0	0	792,000
Constr	0	0	0	0	0	6,435,000	0	6,435,000
Total	627,115	792,000	0	0	0	6,435,000	0	7,854,115
61 BEAVERTON/TOALATIN HWY AT PACIFIC HWY WEST-FAP***413**84-052***00762*PAU9091*1W*****9***sy***								
Pre Eng	21,596	0	0	0	0	0	0	21,596
Constr	0	220,000	0	0	0	0	0	220,000
Total	21,596	220,000	0	0	0	0	0	241,596
62 US26-SUNSET/HELVETIA ROAD INTERCHANGE PHASE 2-FAP***416**87-018***03269*PAP27***47*****61***sy***								
Pre Eng	189,963	0	0	0	0	0	0	189,963
Constr	0	0	0	0	0	0	2,904,000	2,904,000
Total	189,963	0	0	0	0	0	2,904,000	3,093,963
63 US26-SUNSET/CORNELIUS PASS ROAD INTCHG-STM***422**84-038***01556*PAP27***47*****62*****								
Pre Eng	463,509	0	0	0	0	0	0	463,509
Rt-of-Way	511,270	0	0	0	0	0	0	511,270
Total	974,779	0	0	0	0	0	0	974,779
64 US26-SUNSET/JACKSON ROAD OVERPASS-DEVELOPMENT-FAP***425**84-040***00984*PAP27***47*****59***sy***								
Pre Eng	94,585	53,242	0	0	0	0	0	147,827
Total	94,585	53,242	0	0	0	0	0	147,827
65 US26-SUNSET/NW 185TH AVE INTERCHANGE-DEVELOPMENT-FAP***426**84-013***00847*PAP27***47*****64***sy***								
Pre Eng	88,120	220,405	0	0	0	0	0	308,525
Total	88,120	220,405	0	0	0	0	0	308,525

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Federal-Aid Primary (Continued)								
66 HWY212-ROCK CREEK JCT TO MP 0.95-DEVELOPMENT-FAP***450**84-045**00775*FAP74***174*****1****Sy***								
Pre Eng	122,313	86,102	0	0	0	0	0	208,415
Total	122,313	86,102	0	0	0	0	0	208,415
67 PACIFIC HIGHWAY WEST AT EDY/SCHOLLS-SIX CORNERS***463**86-070**04358*FAP9***1W*****15****Sy***								
Constr	0	0	0	2,464,000	0	0	0	2,464,000
Total	0	0	0	2,464,000	0	0	0	2,464,000
68 TV HWY RECONNAISSANCE-HILLSBORO TO BEAVERTON***501**86-059**03620*FAP32***29*****3****Sy***								
Pre Eng	88,120	0	0	0	0	0	0	88,120
Total	88,120	0	0	0	0	0	0	88,120
69 US26-SUNSET/MURRAY INTERCHANGE-FAP***567**84-039**00393*FAP27***47*****67****Sy***								
Pre Eng	88,198	0	0	0	0	0	0	88,198
Rt-of-Way	70,400	0	0	0	0	0	0	70,400
Constr	0	0	4,840,000	0	0	0	0	4,840,000
Total	158,598	0	4,840,000	0	0	0	0	4,998,598
70 OR8-TV HWY AT MURRAY BLVD INTERSECTION IMPROVEMENT-FAP***680**80-020**00369*FAP32***29*****4****Sy***								
Pre Eng	90,542	0	0	0	0	0	0	90,542
Rt-of-Way	250,346	245,203	0	0	0	0	0	495,549
Constr	5,142	566,595	0	0	0	0	0	571,737
Total	346,030	811,798	0	0	0	0	0	1,157,828
71 SUNRISE CORRIDOR-MCLOUGHLIN BLVD TO US26***722**85-028**03721*FAP74***171*****4****Sy***								
Constr	0	0	0	220,000	0	0	0	220,000
Total	0	0	0	220,000	0	0	0	220,000
72 OR8-TUALATIN VALLEY HIGHWAY-SE 21ST AVE TO SE OAK ST***828**79-085**00691*FAP32***29*****11****Sy***								
Pre Eng	474,033	0	0	0	0	0	0	474,033
Total	474,033	0	0	0	0	0	0	474,033
73 NE LOMBARD/COLUMBIA BLVD VIA NE 60TH AVENUE***854**80-011**00835*FAU9917*123*****9****Sy***								
Rt-of-Way	0	1,452,000	0	0	0	0	0	1,452,000
Constr	0	193,600	0	0	0	0	0	193,600
Total	0	1,645,600	0	0	0	0	0	1,645,600
74 BEAVERTON/TUALATIN HWY AT PACIFIC HWY WEST-CHAN/SIG***877**84-052**00762*FAU9091*141*****9****Sy***								
Constr	0	0	0	0	0	220,000	0	220,000
Total	0	0	0	0	0	220,000	0	220,000
75 TUALATIN VALLEY HWY-HILLSBORO SIGNALS(13 LOCATIONS)***878**84-034**03334*FAP32***29*****13****Sy***								
Constr	0	0	0	255,200	0	0	0	255,200
Total	0	0	0	255,200	0	0	0	255,200

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Federal-Aid Primary (Continued)								
76 US26-BEAVERTON TO PORTLAND LRT AND HIGHWAY IMPROVEMENTS***888**88-033**04497*FAP27***47*****67***sy***								
Pre Eng	0	2,000,000	0	0	0	0	0	2,000,000
Total	0	2,000,000	0	0	0	0	0	2,000,000
 Total Federal-Aid Primary	 3,185,252	 5,949,147	 4,840,000	 5,209,200	 3,501,650	 6,655,000	 2,904,000	 32,244,249

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Highway Bridge Replacement								
77 I5-TERWILLIGER BLVD INTERCHANGE OVERCROSSING/RAMPS***								
Pre Eng	215,360	0	0	0	0	0	0	215,360
Total	215,360	0	0	0	0	0	0	215,360
78 DEVELOPMENT PROJECTS***								
Pre Eng	73,920	0	42,240	0	0	0	0	116,160
Total	73,920	0	42,240	0	0	0	0	116,160
79 HAWTHORNE BRIDGE(#2757) PHASE II-SERVICE LIFE EXTENSION-HBR***								
Pre Eng	95,960	0	0	0	0	0	0	95,960
Constr	0	0	0	1,088,000	0	0	0	1,088,000
Total	95,960	0	0	1,088,000	0	0	0	1,183,960
80 BROOKWOOD AVE BRIDGE REPLACEMENT OVER ROCKCREEK-BR#13043-HBR***								
Pre Eng	72,960	0	0	0	0	0	0	72,960
Constr	466,725	0	0	0	0	0	0	466,725
Total	539,685	0	0	0	0	0	0	539,685
81 CLACKAMAS PARK(PACIFIC EAST) BRIDGE NO. 1618-HBR***								
Pre Eng	118,956	0	0	0	0	0	0	118,956
Constr	0	0	1,952,000	0	0	0	0	1,952,000
Total	118,956	0	1,952,000	0	0	0	0	2,070,956
82 HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT(#2757C)-HBR***								
Pre Eng	248,240	0	0	0	0	0	0	248,240
Constr	0	0	0	1,040,000	0	0	0	1,040,000
Total	248,240	0	0	1,040,000	0	0	0	1,288,240
83 NE PORTLAND HWY-N LOMBARD/BURGARD ST @ N TERMINAL RD(#25B01)-HBR***								
Pre Eng	0	115,760	0	0	0	0	0	115,760
Total	0	115,760	0	0	0	0	0	115,760
Total Highway Bridge Replacement	1,292,121	115,760	1,994,240	2,128,000	0	0	0	5,530,121

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Hazard Elimination System								
84 FARMINGTON RD CORRIDOR(OR208) TSM-185TH AVE TO LOMBARD AVE***236**78-057***02233*FAU9064*142*****8*****								
Pre Eng	58,600	0	0	0	0	0	0	58,600
Rt-of-Way	70,200	0	0	0	0	0	0	70,200
Constr	0	256,071	0	0	0	0	0	256,071
Total	128,800	256,071	0	0	0	0	0	384,871
85 MT HOOD AT BIRSDALE(POWELL/190TH INTERSECTION IMPROVEMENT)***293**77-064***00366*FAP24***26*****10*****								
Constr	431,100	0	0	0	0	0	0	431,100
Total	431,100	0	0	0	0	0	0	431,100
86 I205-SE LESTER AVENUE INTERCHANGE***365**86-121***01493*FAU9753*64*****16*****								
Reserve	0	0	0	0	1,093,500	0	0	1,093,500
Total	0	0	0	0	1,093,500	0	0	1,093,500
87 OR213-AT JOHNSON CREEK BRIDGE #4566-BES***385**84-089***01457*FAU9713*68*****7****sy**								
Constr	0	0	297,000	0	0	0	0	297,000
Total	0	0	297,000	0	0	0	0	297,000
88 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING(III)-BES***386**10143c***01892*FAP27***47*****72*****								
Constr	0	1,170,000	0	0	0	0	0	1,170,000
Total	0	1,170,000	0	0	0	0	0	1,170,000
89 US30-SW DOANE AVE TO SW BALBOA AVE-CHANNELIZATION-BES***387**79-067***02107*FAP1***2w*****5*****								
Pre Eng	14,490	0	0	0	0	0	0	14,490
Rt-of-Way	67,050	0	0	0	0	0	0	67,050
Constr	114,540	157,090	0	0	0	0	0	271,630
Total	196,080	157,090	0	0	0	0	0	353,170
90 BVTN/TOALATIN HWY AT SW BRIDGEPORT-SIGNAL/CHANNELIZE***395**10251***02089*FAU9091*141*****8*****								
Pre Eng	0	12,600	0	0	0	0	0	12,600
Rt-of-Way	30,330	0	0	0	0	0	0	30,330
Constr	0	0	270,000	0	0	0	0	270,000
Total	30,330	12,600	270,000	0	0	0	0	312,930
91 OATFIELD ROAD AT JENNINGS AVENUE INTERSECTION IMPROVEMENT***438**78-116***01182*FAU9665*703*****0*****								
Pre Eng	25,839	0	0	0	0	0	0	25,839
Rt-of-Way	63,000	0	0	0	0	0	0	63,000
Constr	321,300	0	0	0	0	0	0	321,300
Total	410,139	0	0	0	0	0	0	410,139
92 OR99W-PACIFIC HIGHWAY WEST AT CANTERBURY LANE***469**85-006***02933*FAP9***1w*****10****sy**								
Pre Eng	75,600	0	0	0	0	0	0	75,600
Constr	0	459,000	0	0	0	0	0	459,000
Total	75,600	459,000	0	0	0	0	0	534,600

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Hazard Elimination System (Continued)								
93 PACIFIC HWY WEST AT NORTH PORTLAND BLVD***518**85-027**03709*PAP9****1W*****4****sy***								
Pre Eng	19,170	0	0	0	0	0	0	19,170
Constr	0	0	225,000	0	0	0	0	225,000
Total	19,170	0	225,000	0	0	0	0	244,170
94 NE PORTLAND HIGHWAY AT 121ST-INSTALL SIGNAL/NEW CONTROLLER-BES***521**86-002**04035*PAU9966*123*****12****sy***								
Pre Eng	21,915	0	0	0	0	0	0	21,915
Constr	0	0	0	108,000	0	0	0	108,000
Total	21,915	0	0	108,000	0	0	0	129,915
95 HAZARD ELIMINATION PROJECTS UNDER \$100,000***522**86-042**03386*VARVAR**var*****14****sy***								
Pre Eng	89,190	0	0	0	0	0	0	89,190
Rt-of-Way	13,500	0	0	0	0	0	0	13,500
Constr	470,260	46,450	121,500	90,000	113,220	0	0	841,430
Total	572,950	46,450	121,500	90,000	113,220	0	0	944,120
96 COLUMBIA BLVD-DELAWARE TO CHAUTAUQUA RYINGS-RRP***712**10131**00768*PAU9956*726*****0****sy***								
Rt-of-Way	44,100	0	0	0	0	0	0	44,100
Constr	0	1,734,750	0	0	0	0	0	1,734,750
Total	44,100	1,734,750	0	0	0	0	0	1,778,850
97 SCHOLLS FERRY ROAD/HALL BOULEVARD INTERSECTION***829**85-010**02353*PAU9234*143*****9*****								
Rt-of-Way	290,000	0	0	0	0	0	0	290,000
Total	290,000	0	0	0	0	0	0	290,000
98 TOALATIN VALLEY HWY-HILLSBORO SIGNALS(13 LOCATIONS)***878**84-034**03334*PAP32**29*****13****sy***								
Pre Eng	28,800	0	0	0	0	0	0	28,800
Total	28,800	0	0	0	0	0	0	28,800
99 OR43-OSWEGO HIGHWAY AT PIMLICO DRIVE***879**84-100**00975*PAU9565*3*****10****sy***								
Pre Eng	61,515	0	0	0	0	0	0	61,515
Constr	0	0	0	252,000	0	0	0	252,000
Total	61,515	0	0	252,000	0	0	0	313,515
*100 OR99E-S END ONE WAY COULET-TACOMA ST(PORTLAND)-MEDIAN BARRIER*****886**85-020**02931*PAP26**1E*****1****sy***								
Pre Eng	61,596	0	0	0	0	0	0	61,596
Constr	543,293	0	0	449,356	0	0	0	992,649
Total	604,889	0	0	449,356	0	0	0	1,054,245
Total Hazard Elimination System								
	2,915,388	3,835,961	913,500	899,356	1,206,720	0	0	9,770,925

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
State Modernization								
*101 STATE STREET CORRIDOR(OR43)-TERMILLIGER TO LADD*****								
Constr	540,475	0	0	0	0	0	0	540,475
Total	540,475	0	0	0	0	0	0	540,475
*102 MARINE DRIVE WIDENING TO FOUR LANES-15 TO RIVERGATE*****								
Constr	0	0	6,405,000	0	0	0	0	6,405,000
Total	0	0	6,405,000	0	0	0	0	6,405,000
*103 JOHNSON CK BLVD IMPROVEMENT-CASCADE HWY N TO LESTER INTCHG-STM*****								
Constr	0	0	910,000	0	0	0	0	910,000
Total	0	0	910,000	0	0	0	0	910,000
*104 US26-SYLVAN INTERCHANGE TO VISTA RIDGE(ZOO INTERCHANGE)*****								
Constr	0	0	0	0	0	1,650,000	0	1,650,000
Total	0	0	0	0	0	1,650,000	0	1,650,000
*105 STATE MODERNIZATION PROJECTS*****								
Constr	1,000,000	0	0	0	0	0	0	1,000,000
Total	1,000,000	0	0	0	0	0	0	1,000,000
*106 US26-SUNSET/CORNELL ROAD INTERCHANGE-STM*****								
Constr	0	0	11,993,000	0	0	0	0	11,993,000
Total	0	0	11,993,000	0	0	0	0	11,993,000
*107 US30B-NE PORTLAND HIGHWAY-NE 82ND AVE TO I205-STM*****								
Constr	0	2,052,275	0	0	0	0	0	2,052,275
Total	0	2,052,275	0	0	0	0	0	2,052,275
*108 US30B-NE PORTLAND HWY IMPROVEMENTS AT 201ST AND 223RD AVES-STM*****								
Constr	0	320,000	0	0	0	0	0	320,000
Total	0	320,000	0	0	0	0	0	320,000
*109 AIRPORT WAY-I205 TO 138TH AVE-UNIT I*****								
Constr	0	3,570,000	0	0	0	0	0	3,570,000
Total	0	3,570,000	0	0	0	0	0	3,570,000
*110 SCHOLLS FERRY RD-MURRAY BLVD TO FAWNO CREEK*****								
Constr	0	0	1,560,000	0	0	0	0	1,560,000
Total	0	0	1,560,000	0	0	0	0	1,560,000
Total State Modernization	1,540,475	5,942,275	20,868,000	0	0	1,650,000	0	30,000,750

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
State Operations								
*111 METRO PLANNING*****					126**0-	*****00000*VAR0	****0	*****0*****
Pre Eng	273,949	0	135,065	0	0	0	0	409,014
Total	273,949	0	135,065	0	0	0	0	409,014
*112 99W-PACIFIC HWY AT SW FISCHER ROAD SIGNAL-ST*****					389**84-029	***02093*PAP9	****1W	*****12*****
Constr	0	0	0	0	70,000	0	0	70,000
Total	0	0	0	0	70,000	0	0	70,000
*113 STATE FINANCED PROJECTS UNDER \$100,000*****					412**86-088	***03611*VAR0	****var	*****16****Sy**
Constr	0	0	0	120,000	50,000	170,000	0	340,000
Total	0	0	0	120,000	50,000	170,000	0	340,000
*114 BEAVERTON/TUALATIN HWY AT SW OAK-SIGNAL/LEFT TURN-ST*****					414**84-066	***00764*FAU9091	*141	*****4****Sy**
Constr	0	0	0	190,000	0	0	0	190,000
Total	0	0	0	190,000	0	0	0	190,000
*115 US26-SUNSET/CORNELIUS PASS ROAD INTCHG-STM*****					422**84-038	***01556*PAP27	****47	*****62*****
Constr	5,198,797	0	0	0	0	0	0	5,198,797
Total	5,198,797	0	0	0	0	0	0	5,198,797
*116 PACIFIC HIGHWAY WEST AT EDY/SCHOLLS-SIX CORNERS*****					463**86-070	***03308*PAP9	****1W	*****15*****
Pre Eng	138,100	0	0	0	0	0	0	138,100
Total	138,100	0	0	0	0	0	0	138,100
*117 BASELINE/JENKINS RECONNAISSANCE-219TH TO MURRAY-ST*****					540**86-071	***03309*FAU9028	*734	*****0****Sy**
Pre Eng	0	30,500	0	0	0	0	0	30,500
Total	0	30,500	0	0	0	0	0	30,500
*118 OR210-SCHOLLS HWY AT SW JAMIESON ROAD-LT TURN REFUGE*****					677**86-112	***03916*FAU9234	*143	*****12****Sy**
Constr	0	0	0	0	0	150,000	0	150,000
Total	0	0	0	0	0	150,000	0	150,000
*119 SUNRISE CORRIDOR-MCLOUGHLIN BLVD TO US26*****					722**86-035	***03350*PAP74	****171	*****4*****
Pre Eng	36,600	0	0	0	0	0	0	36,600
Total	36,600	0	0	0	0	0	0	36,600
*120 BALL BOULEVARD AT BURNHAM STREET-SIGNAL*****					728**85-033	***03913*FAU9091	*141	*****6****Sy**
Constr	0	0	130,000	0	0	0	0	130,000
Total	0	0	130,000	0	0	0	0	130,000
*121 PACIFIC HWY EAST/MCLOUGHLIN BLVD AT BOARDMAN AVE-5 PHASE SIGNAL*****					862**88-025	***04941*PAP26	****1E	*****0*****
Constr	0	0	0	0	0	126,000	0	126,000
Total	0	0	0	0	0	126,000	0	126,000

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

State Operations (Continued)								
*122 OR43-PORTLAND SCL TO WESTLINN WCL-ROCKFALL/GM BARRIER*****880**86-046***03733*PA09565*3*****4****sy***								
Rt-of-Way	0	0	5,000	0	0	0	0	5,000
Constr	0	0	150,000	0	0	0	0	150,000
Total	0	0	155,000	0	0	0	0	155,000
*123 OR210-PANNO CREEK TO BEAVERTON/TIGARD HWY(TIGARD)*****881**86-049***03908*PA09234*143*****9****sy***								
Rt-of-Way	0	0	30,000	0	0	0	0	30,000
Constr	0	0	597,000	0	0	0	0	597,000
Total	0	0	627,000	0	0	0	0	627,000
*124 OR210-SCROLLS HWY AT DENNY RD-SIGNAL*****882**86-052***02170*PA09234*143*****11****sy***								
Constr	0	0	217,800	0	0	0	0	217,800
Total	0	0	217,800	0	0	0	0	217,800
*125 US30-DOANE CREEK TO NW HODGE AVENUE GUARDRAIL*****883**86-107***03932*PAP1****2W*****7****sy***								
Constr	0	0	0	0	0	0	160,000	160,000
Total	0	0	0	0	0	0	160,000	160,000
*126 OR43-OSWEGO HIGHWAY AT JOLIE POINT ROAD*****884**86-054***03939*PA09565*3*****10****sy***								
Constr	0	0	0	0	0	0	220,000	220,000
Total	0	0	0	0	0	0	220,000	220,000
 Total State Operations								
	5,647,446	30,500	1,264,865	310,000	120,000	446,000	380,000	8,198,811

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Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Access Oregon Highway							
*127 99W PACIFIC HWY WEST-GREENBORG TO TUALATIN RIVER-AOB*****457**88-026***04342*FAP9***1W*****9***Sy***							
Constr	0	0	1,350,000	0	0	0	1,350,000
Total	0	0	1,350,000	0	0	0	1,350,000
*128 PACIFIC HIGHWAY WEST AT EDY/SCHOLLS-SIX CORNERS*****463**88-040***04358*FAP9***1W*****15***Sy***							
Rt-of-Way	0	0	0	1,100,000	0	0	1,100,000
Constr	0	0	0	2,800,000	0	0	2,800,000
Total	0	0	0	3,900,000	0	0	3,900,000
*129 MT HOOD PARKWAY-184 TO MT HOOD HWY-PRELIMINARY ENGINEERING*****719**88-010***04752*VAR0***726*****0***Sy***							
Pre Eng	1,053,000	0	0	0	0	0	1,053,000
Total	1,053,000	0	0	0	0	0	1,053,000
*130 WESTERN BYPASS-PHASE I-PRELIMINARY ENGINEERING*****720**88-011***04457*VAR0***734*****0***Sy***							
Pre Eng	0	1,037,500	0	0	0	0	1,037,500
Total	0	1,037,500	0	0	0	0	1,037,500
*131 SONRISE CORRIDOR-MCLOUGHLIN BLVD TO US26*****722**86-036b**00923*FAP74***171*****4***Sy***							
Pre Eng	2,095,700	0	0	0	0	0	2,095,700
Total	2,095,700	0	0	0	0	0	2,095,700
*132 OR99W PACIFIC HWY WEST-PPAFFLE RD/COMMERCIAL STREET*****887**86-085***04820*FAP9***1W*****8*****							
Pre Eng	0	472,991	0	0	0	0	472,991
Total	0	472,991	0	0	0	0	472,991
Total Access Oregon Highway							
	3,148,700	1,510,491	1,350,000	3,900,000	0	0	9,909,191

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

STAFF REPORT

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

Date: September 14, 1989

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

The Transportation Improvement Program (TIP) and FY 1990 Annual Element serve as the basis for receipt of federal transportation funds by local jurisdictions, the Oregon Department of Transportation (ODOT) and Tri-Met.

This TIP reflects changes from last year's update due to resolutions and administrative adjustments approved during the past year and to be approved by this resolution. The primary importance of the annual TIP update is to consolidate all past actions into a current document and set forth the anticipated program for FY 1990. The FY 1990 program reflected herein is a first step in establishing actual priorities for FY 1990. A number of future actions will result in refinements to the material presented.

Adoption of the TIP endorses the following major actions:

- . Past policy endorsement of projects is identified in the TIP (including projects to be funded with Interstate, Interstate Transfer, Federal-Aid Urban and Urban Mass Transportation Administration (UMTA) funds), thereby providing eligibility for federal funding.
- . A process to address regional transportation priorities and funding issues related to them has been implemented by JPACT in the form of Resolution No. 89-1035. The resolution represents a major milestone in reaching a consensus among jurisdictions in the Portland region on how to fund key transportation priorities. It also represents an important starting point for seeking implementation of the proposals by the Legislature, affected boards and commissions and ultimately by the voter. Endorsement was in recognition that it is important to make progress in all aspects of transit and highway in order to most effectively meet the needs of the region.

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

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

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

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

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

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

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

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

Approximately \$25.0 million of Interstate Transfer funding is programmed for FY 1990. Federal appropriations for the highway portion are estimated to be \$8.0 million for FY 1990 plus carryover funding from prior years adequate to fully fund the program.

Some \$16.6 million of UMTA Section 3 "Trade" funds are programmed in FY 1990, of which \$10.05 million have been earmarked for bus purchases and \$8.2 million for the Transit Mall Extension North. Allocation of "Trade" funds is intimately related to the Transit Development Plan (TDP) now being refined by Tri-Met.

The maximum allowable use of UMTA Section 9 funds for FY 1990 operating assistance is included (estimated to be \$4.1 million) which is equal to that for FY 1989. The Section 9 program is projected in the TIP on a continuing basis through post 1993 based upon the Transit Development Plan and its revisions adopted by Tri-Met.

Private enterprise participation for UMTA Section 3 and Section 9 programs in accordance with Circular 7005.1. This requires that a local process be developed to encourage private providers to perform mass transportation and related services to the maximum extent feasible. See Attachment B.

On May 11, 1989, the Metro Council adopted a resolution calling for withdrawal of the I-205 bus lanes and allowing for substitution of light rail as an eligible project.

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

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

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

TPAC and JPACT have reviewed the annual Transportation Improvement Program and Annual Element and recommend approval of Resolution No. 89-1132.

Background

The Metro TIP describes how federal transportation funds for highway and transit projects in the Metro region are to be obligated during the period October 1, 1989 through September 30, 1990. Additionally, in order to maintain continuity, funds are estimated for years before and after the Annual Element year. This FY 1990 TIP is a refinement of the currently adopted TIP and is structured by the following major headings:

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

INTERSTATE TRANSFER PROGRAM

The TIP includes a fixed program amount for the Metro region of \$501,384,204 (federal) based upon the amount for the withdrawn freeways and \$731,000 of additional transit withdrawal value. This additional withdrawal value became available in April 1987 upon passage of the Surface Transportation Assistance Act (STAA) and can only be applied to transit projects. At the end of the federal fiscal year, unbuilt FY 1989 projects will automatically shift to FY 1990.

The FY 1990 Interstate Transfer Program of approximately \$25.0 million represents the full funding need and this, together with the projects that slip from FY 1989, is not in excess of the level of funding the region can anticipate. The noted amount is earmarked wholly for FHWA highway projects. Priorities will be established from among the full FY 1989 and FY 1990 programs later in the year based upon a closer estimate of funding revenues. Projects not funded in FY 1990 because of insufficient funds will be delayed; however, they will be considered for implementation in the event additional FY 1990 funds become available, or for funding in FY 1991.

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

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

<u>Project</u>	<u>From</u>	<u>To</u>
Category I		
Bus Purchases	1989	1991
City of Portland		
N.W. 23rd Avenue/Burnside		
-- R/W	1989	1990
-- Const	1989	1991
N.W. 21st/22nd -- Thurman		
-- R/W	1989	1991
-- Const	1990	1991
N.W. Intersection Improvements (Const)	1989	1991
Airport Way II	1989	1990
Surcharge -- New Construction Requirement	--	1990
Roadway Construction	1990	1991
Airport Way III		
Surcharge and Structures	1991	1990
Multnomah County		
S.E. Stark - 221st to 242nd -- Const.	1989	1990
Clackamas County		
82nd Drive	1990	1991
Thiessen Jennings Corridor	1990	1993
Beavercreek Road		
-- R/W	1989	1990
-- Const	1990	1991

New Projects:

207th - I-84/223rd	\$580,170
Johnson Creek Boulevard Improvement	\$600,000
King-Harrison/42nd Avenue	\$178,500
Pacific Highway West at Canterbury Lane	\$ 31,126

McLoughlin Corridor

New estimates have been developed for the McLoughlin Corridor Project:

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

Unit IIIA

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

PE 1,496,785

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

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

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

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

McLoughlin Corridor Reserve

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

Resolution No. 89-1135 proposes to allocate the remaining \$3,002,610 McLoughlin Interstate Transfer Reserve to seven projects, subject to adoption of the Southeast Corridor Study,

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

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

Regional Reserve

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

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

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

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

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

Overall Program Status

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

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

URBAN MASS TRANSPORTATION ADMINISTRATION PROGRAMS

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

Section 3 Discretionary

- Bus Purchases (new project) -- \$4.2 million has been scheduled for FY 1990, and \$10.0 million for FY 1993. The FY 1993 funds will be held until EPA/Alternative Fuel issues are resolved. The \$4.2 million in conjunction with match monies will purchase, at today's prices, 30 standard buses with lifts.
- Under terms of the full-funding agreement, a \$5.8 million balance is still available to conclude settlement of claims and other final costs. Tri-Met has earmarked a portion of this balance for claims in FY 1991.
- Project Breakeven -- Augmenting the Section 9 program is \$9.5 million of new Section 3 funding for FY 1990. This is in addition to \$5.5 million of previous Section 3 (1989) appropriations and this, in combination with Section 9 monies, will complete Project Breakeven. Funding for the project will allow acquisition of land by Tri-Met, which in turn will be leased back to private interests at commercial rates for private development. Lease revenues and new farebox revenues will help defray the operating costs of the existing MAX route.

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

Section 3 "Trade" Funding

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

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

Firm projects with grants approved for expenditure	\$48,391,120
--	--------------

Projects programmed for grant applications next several years -- 1990 to 1992:

1990

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

1991

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

1992

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

TOTAL	\$76,800,000
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Program Status

The schedule of funding provided for in the Letter of Intent was approximately \$12 million per year from FY 1982 through FY 1988.

Tri-Met applied for these funds at a rate slower than provided by the schedule, so there is currently a remaining balance of \$28.4 million.

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

FY 1989	\$ 1.09 million
FY 1990	15.51 million
FY 1991	6.35 million
FY 1992	5.45 million

Section 9

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

Development of the Section 9 Program in the TIP was based on that proposed by Tri-Met with FY 1990 emphasis on the following projects:

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

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

Section 9 Program Status

Appropriations:

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

Special Transportation

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

One new special transportation project was added to the TIP totaling \$100,000 and covering the purchase of vehicles and equipment:

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

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

Volunteer Transportation Program, Inc.

Inclusion of the project in the TIP for FY 1989 will allow the applicant to request 16(b)(2) funding from ODOT which, in turn, will award funds following consideration of other applications throughout the state.

FEDERAL-AID URBAN SYSTEM PROGRAM

Federal-Aid Urban (FAU) funds can be spent on most of the region's arterials and collectors with allocations from the state to the region based on a population formula. Under federal law, the City of Portland receives a designated portion of the funds with the remainder going to the region. With the FAU allocation in 1988, JPACT established a policy involving the three counties in determining the specific uses of 75 percent of the regional funding, leaving 25 percent to be used on a discretionary basis for agreed-upon project priorities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

In order to accelerate the Pacific Highway East/Multnomah Street - Glisan Street project in keeping with the Convention Center schedule, the City will now use local funds for the road improvement. The released FAU funds in turn have been assigned to the City's Arterial Overlay Program.

OTHER PROGRAMS

Six-Year Highway Improvement Program

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

Metro has initiated the process to establish priorities for the development of a unified recommendation for modernization projects of regional scope to the Oregon Transportation Commission for inclusion in the updated ODOT Six-Year Program. This process will incorporate the previous prioritization efforts conducted for the 1989-1994 Six-Year Program as well as an evaluation of the new project proposals relative to the ranking criteria adopted by JPACT.

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

- Category 1 -- previously prioritized projects already included in the current (1989-1994) Six-Year Program;

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

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

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

Immediate Opportunity Fund

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

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

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

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

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

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

A key factor in determining eligibility for funds is whether an immediate commitment of funds is required to influence the location of a firm or development in Oregon. Funding is reserved for cases where there is an actual transportation problem to be

solved, and where a location decision hinges on an immediate commitment of road construction resources. The fund is restricted to job retention and committed job-creation opportunities, and is not for speculative investments.

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

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

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

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

UMTA Policy on Private Enterprise Participation

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

Self-Certification

Metro's certification of compliance with federal requirements has been adopted under separate resolution.

Financial Capacity

On March 30, 1987, UMTA issued Circular 7008.1 which requires transit agencies and MPOs to evaluate the financial ability of transit agencies to construct and operate projects proposed in the TIP. Tri-Met's Finance Administration has conducted an analysis of the District's ability to fund the capital improvements appearing in the TIP. The results show that Tri-Met has the financial capacity to fund the capital projects as programmed.

Air Quality

The TIP is in conformity with the Oregon State Implementation Plan (SIP) for Air Quality adopted in 1982. Updates to the carbon monoxide and ozone plans demonstrate attainment of both standards by 1988. All projects specified in the SIP as necessary for attainment of these standards are included in the TIP. In addition, the TIP has been reviewed to ensure that it does not include actions which would reduce the effectiveness of planned transportation control measures.

Federal Transportation Funding

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

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1132.

WP:mk
89-1132.RES
09-14-89

ATTACHMENT A
Federal Transportation Funding

<u>Funding Source</u>	<u>Amount Federal/State/Local Match</u>	<u>Eligibility</u>	<u>Approval Requirements</u>
Interstate (FHWA)	\$18 m. per year statewide 92/8	For completion of previously approved segments of the Interstate system. Includes \$17.75 m. for I-205 busway.	Six-Year Program/TIP
Interstate - 4R	\$38 m. per year statewide 92/8	For rehabilitation and modernization of 718-mile Interstate system throughout Oregon (urban and rural).	Six-Year Program/TIP
Primary (FHWA)	\$29 m. per year statewide 88/12	For rehabilitation and modernization of 4,926 miles of major state highways throughout Oregon (urban and rural); by OTC policy, 60 percent (\$18 m.) is for rehabilitation; 40 percent (\$11 m.) is for modernization.	Six-Year Program/TIP
Urban (FHWA)	\$7 m. per year statewide, including: - \$1.6 m. Portland - \$2.2 m. Portland region 88/6/6	For rehabilitation and modernization of 1,022 miles of arterials and collectors in the Portland region; eligible to be transferred to bus or rail facilities or vehicles.	TIP/OTC
Bridge Replacement (FHWA)	\$10 m. per year statewide 80/10/10	For rehabilitation and replacement of deficient bridges; selected on the basis of statewide bridge sufficiency rating; 15-35 percent of funds to be spent on roads off the Federal-Aid System (not arterials or collectors).	Six-Year Program/TIP
Safety (FHWA)	\$5 m. per year	For the elimination of hazardous conditions and railroad crossings.	Six-Year Program/TIP
Interstate Transfer (FHWA or UMTA)	\$501 m. in 15 years; \$33 m. left to appropriate from Congress; \$5.1 m. Regional Reserve left to allocate; \$3.0 m. McLoughlin Reserve left to allocate. 85/15	For any transit or highway capital improvement on state highways, arterials, collectors (except Interstate), including bus and rail facilities and vehicles. Priority commitment of Regional Reserve for I-505 and Banfield final costs.	TIP
Section 9 (UMTA)	\$11.6 m. per year to Tri-Met 50/50 80/20	Up to \$4.1 m. per year for operations assistance at 50/50. Balance (\$7.5 m. per year) intended for routine capital purposes at 80/20 (such as equipment, bus replacement and minor capital improvements) but is very flexible and can be used for rail purposes. Available to Portland region on a formula basis.	TDP/TIP
Section 3 (UMTA)	80/20	Available on a discretionary, competitive basis for major capital improvements, including fleet expansion, stations, park-and-ride lots, garages and LRT. LRT funding subject to following defined process and meeting cost-effectiveness standards.	TDP/TIP
Section 3 Letter of Intent (UMTA)	\$76.8 m. at \$12 m./year \$48.4 m. - grants received \$28.4 m. - programmed 80/20	"Letter of Intent" approved by Congress and awarded to Portland region in 1982 for funding in 1982-1988. Provided as a commitment to "bus only" improvement program in exchange for regional "trade" of Interstate Transfer funds.	TIP/TDP
Section 16(b)(2) (UMTA)	\$320,000 per year statewide 80/20	Available to private, non-profit corporations only for capital improvements required to serve elderly and handicapped. Funds are available on a statewide basis and awarded competitively by ODOT. Applicant provides local match. Proposed service in Portland region must be service that cannot be provided by Tri-Met LIFT Program.	OTC/TIP

ATTACHMENT B

POLICY ON PRIVATE ENTERPRISE PARTICIPATION IN
THE URBAN MASS TRANSPORTATION PROGRAM

TRI-MET DOCUMENTATION OF COMPLIANCE FOR FY 90

INVOLVEMENT OF THE PRIVATE SECTOR

Projects included in the FY 90 annual element of the Transportation Improvement Program (TIP) have been identified through the annual Tri-Met budget process. The Tri-Met budget undergoes extensive review by a seven member Citizens Advisory Committee and a public hearing on the proposed budget is convened by the Tri-Met Board of Directors.

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

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

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

In order to increase coordination and information sharing with the private sector, the Oregon Transit Association has expanded membership to include more private transportation providers. The involvement of these private operators in the Oregon Transit Association and their participation in the 1988 annual conference significantly increased the coordination between public transit and the private sector. Continued involvement and communication is scheduled to take place at the 1989 annual conference in September.

PROPOSALS FROM THE PRIVATE SECTOR

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

Tri-Met offered no RFP's for the provision of transportation service during the last year but, in the second Quarter of FY '89, Tri-Met will issue RFP's for Elderly and Disabled Service and fixed-route services which are presently contracted to private industry. These contracts will be worth approximately 3.5 million dollars per year.

IMPEDIMENTS TO COMPETITION

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

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

STATUS OF PRIVATE SECTOR COMPLAINTS

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

PLANNING PROJECTS

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

PRIVATE ENTERPRISE PARTICIPATION POLICY

Dispute Resolution Process

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

The protest or appeal must be in writing, include a detailed explanation of the basis of the protest or appeal, and state the course of action that the protesting party thinks Tri-Met should take. Any interpretation of UMTA regulations can be appealed to UMTA following the Tri-Met steps.

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

INTERGOVERNMENTAL RELATIONS
COMMITTEE REPORT

Agenda Item No. 4.3

Meeting Date: September 28, 1989

RESOLUTION NO. 89-1135, ALLOCATING THE MCMCLOUGHLIN CORRIDOR
INTERSTATE TRANSFER RESERVE

Date: September 20, 1989

Presented By: Councilor Collier

COMMITTEE RECOMMENDATION: At the Intergovernmental Relations Committee meeting, September 12, 1989, members present -- Councilors Bauer, Devlin, Gardner and myself -- voted unanimously to recommend Council adoption of Resolution No. 89-1135 as amended. Councilor DeJardin was absent. The amendment added "subject to adoption of the Southeast Corridor Study to include these projects" to the first Be It Resolved.

COMMITTEE DISCUSSION/ISSUES: Metro Transportation Department Director Andy Cotugno reviewed the resolution which allocates the unobligated \$3,002,610 McLoughlin Corridor Reserve balance to seven projects: a portion of the projects resulting from the Southeast Corridor Study (Projects 1-4), additional funding for Milwaukie corridor light rail studies (Projects 5-6) and additional resources to the McLoughlin Corridor Improvement Program (Project 7). The projects are specifically outlined in Exhibit A to the resolution. Actual allocation of the reserve funds, as noted in the first "Be It Resolved" of the resolution, will not occur until adoption of the Southeast Corridor Study. Staff said the Southeast Corridor Study will be back before the Committee for approval in one month.

Mr. Cotugno reviewed the current jurisdiction disagreements over the Southeast Corridor Study, noting the City of Milwaukie does not support the Johnson Creek Boulevard "mitigation" proposal (project no. 1, Exhibit A). Milwaukie wants to retain the option of building an arterial through the Johnson Creek Basin. Resolution No. 89-1135 provides for Portland, Milwaukie, the Ardenwald Neighborhood Association and affected property owners to define the scope of the Johnson Creek Boulevard project within 24 months. If the project remains undefined after 24 months, the \$1 million reserve allocation would be applied to the McLoughlin Corridor Highway improvements.

The Committee recalled earlier concerns by Metro's Transportation advisory committees, TPAC and JPACT, that reserve funds be allocated to "regionally significant" projects. Mr. Cotugno pointed out regional significance was incorporated and as a result Projects 2, 3 and 4 are funded for preliminary engineering only. He noted local jurisdictions can use Federal Aid Urban funds to supplement designated projects.

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INTERGOVERNMENTAL RELATIONS
COMMITTEE REPORT

Agenda Item No. 4.2

Meeting Date: September 28, 1989

RESOLUTION NO. 89-1132, ADOPTING THE FY1990 TO POST-1993
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE FY1990 ANNUAL
ELEMENT

Date: September 14, 1989

Presented By: Councilor Devlin

COMMITTEE RECOMMENDATION: At the Intergovernmental Relations Committee meeting September 12, 1989, members present -- Councilors Bauer, Collier, Gardner and myself -- voted unanimously to recommend Council adoption of Resolution No. 89-1132. Councilor DeJardin was absent.

COMMITTEE DISCUSSION/ISSUES: Metro Transportation Department Director Andy Cotugno presented the resolution which adopts the Metro Transportation Improvement Program (TIP). Each year at this time the Council adopts a TIP which describes how federal transportation funds for highway and transit projects in the Metro region are to be obligated. The FY1990 to Post-1993 TIP outlines funding uses for October 1, 1989 through September 30, 1990 and, for continuity, estimates funds for years before and after the "Annual Element" year. Mr. Cotugno noted this TIP follows up on transit issues identified in Metro's Regional Transportation Plan adopted by the Council by Ordinance No. 89-282, March 9, 1989.

Two funding elements still under consideration by Metro's Joint Policy Advisory Committee on Transportation (JPACT) and the Technical Policy Advisory Committee (TPAC) are not included in the TIP: the McLoughlin Corridor Reserve (current unobligated balance of \$3,002,610) and the Interstate Transfer Regional Reserve (\$3.75 million remaining for alternative road improvements). TIP amendments will be forthcoming to address these two issues pending adoption of the Southeast Corridor Study (for the McLoughlin Reserve) and final proposals for allocating the Regional Reserve.

The Committee discussed the recent Federal Senate action identifying the I-205 light rail area for consideration as the "Oregon City/Vancouver" corridor. Staff said this designation does not provide new funding but it does expand Metro's flexibility, as the regional planning entity, to designate a specific corridor within that larger area.

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