

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

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

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

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

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

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

WHEREAS, Some 1990 Annual Element projects may not be obligated by the end of FY 1990 and the exact time for their obligation is indeterminate; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District adopts the FY 1991 Transportation Improvement Program for

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

2. That projects that are not obligated by September 30, 1990, be automatically reprogrammed for FY 1991 for all funding sources.

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

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

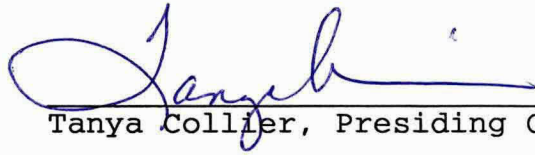
5. That the Council of the Metropolitan Service District finds that Tri-Met has complied with the requirements of the region's Private Enterprise Participation Policy, adopted in August 1987. Documentation is shown in Attachment B to the staff report.

6. That the Council of the Metropolitan Service District finds sufficient financial capacity as certified by Tri-Met and as demonstrated in the adopted Transit Development Plan, to complete the projects programmed for FY 1991 and incorporated in the Transportation Improvement Program.

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

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

ADOPTED by the Council of the Metropolitan Service District this 27th day of September, 1990.

A handwritten signature in blue ink, appearing to read "Tanya Collier", written over a horizontal line.

Tanya Collier, Presiding Officer

WHP:mk
90-1315.RES
09-19-90

STAFF REPORT

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

Date: August 21, 1990

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

The Transportation Improvement Program (TIP) and FY 1991 Annual Element serve as the basis for receipt of federal transportation funds by local jurisdictions, the Oregon Department of Transportation (ODOT) and Tri-Met.

This TIP reflects changes from last year's update due to resolutions and administrative adjustments approved during the past year and to be approved by this resolution. The primary importance of the annual TIP update is to consolidate all past actions into a current document and set forth the anticipated program for FY 1991. The FY 1991 program reflected herein is a first step in establishing actual priorities for FY 1991. A number of future actions will result in refinements to the material presented.

Adoption of the TIP endorses the following major actions:

- . Past policy endorsement of projects is identified in the TIP (including projects to be funded with Interstate, Interstate Transfer, Federal-Aid Urban and Urban Mass Transportation Administration (UMTA) funds), thereby providing eligibility for federal funding.
- . A process to address regional transportation priorities and funding issues related to them has been implemented by JPACT in the form of Resolution No. 89-1035. The resolution represents a major milestone in reaching a consensus among jurisdictions in the Portland region on how to fund key transportation priorities. Termed Transportation 2000, it represents an important starting point for seeking implementation of the proposals by the Legislature, affected boards and commissions and ultimately by the voter.

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

- A. Improvements that correct severe existing traffic problems will have top priority.
- B. Improvements that correct traffic problems anticipated in the next decade and improvements that correct access capacity deficiencies that constrain development areas during the next decade will have next priority.
- C. Regional corridor improvements will give priority to options which reduce costs by increasing people-moving capacity. Those options include ramp metering, signal improvements, access control and high occupancy vehicle lanes.
- D. Large projects will be broken into manageable parts so that the most critical part is given priority for construction.
- E. Consideration should be given to the region "reserving" a portion of available funds in order to be able to provide needed transportation improvements which quickly respond to economic development opportunities.

High Capacity Transit Studies (Resolution No. 90-1179) -- Because of the large amount of LRT planning underway or proposed, it is important to organize activities to allow for the most efficient conduct of the work, to ensure participation by the jurisdictions affected by the decisions that must be made and to ensure proper consideration of functional and financial trade-offs between corridors. In particular, functional trade-offs and coordination is required to take into account the effect of one project on other parts of the LRT system and financial limitations dictate that careful consideration be given to defining regional priorities before committing to construction. As such, the organizational structure presented in this resolution follows the following overall principles:

- A. The process focuses on LRT issues after the Westside to Hillsboro project which is designated the region's number one priority.
- B. Decisions regarding financing and regional priorities will be done in the context of the priorities already set which call for the decision on the next corridor after the Westside to be finalized through a coordinated I-205/Milwaukie study.

- C. Committees are combined where significant overlap of issues or alternatives exist; separation is recommended to maintain the focus of the correct set of committee members in their area of interest.
- D. Overall policy oversight is provided through the existing JPACT and IRC Transportation Policy Committee structure rather than a new committee.
- E. Membership on individual committees is targeted only to those affected.
- F. The scope of work for an Alternatives Analysis/DEIS is significantly greater than Systems Planning and requires a higher level of management oversight. As such, a "Planning Management Group" is recommended for AA/DEIS work in addition to Technical Advisory Committees.
- G. A regional LRT Finance Committee is proposed to make recommendations affecting the priority and financing strategy for each corridor relative to one another. This committee will have a balanced regionwide membership to make recommendations on regionwide priorities and trade-offs.
- H. Decision-making is focused on Oregon and Washington jurisdictions for decisions pertinent to their area with a significant need for bi-state coordination on issues affecting I-5 North from Portland to Vancouver and I-205 North from Gateway to Portland International Airport and beyond as well as to review financing and priority decisions on each corridor before adoption.

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

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

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

The Section 9 program is projected in the TIP on a continuing basis through post 1994 based upon the Transit Development Plan and its revisions adopted by Tri-Met.

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

On May 11, 1989, the Metro Council adopted Resolution No. 89-1094 calling for withdrawal of the I-205 bus lanes and allowing for substitution of light rail as an eligible project.

The amount of federal funds finally authorized by the withdrawal for a transit project in the I-205 corridor was \$16,366,283. This amount was based on the federal pro-rata share of the costs included in the 1987 Interstate Cost Estimate for the added lanes on I-205 between Foster Road (milepost 17.79) and Marine Drive (milepost 24.88). The amount made available by this action will be included in subsequent substitution cost estimates used to apportion funds appropriated from the general revenue funds for the Interstate substitution transit projects authorized under Section 103(e)(4) of Title 23 United States Code.

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

TPAC and JPACT have reviewed this annual update and recommend approval of Resolution No. 90-1315.

Background

The Metro TIP describes how federal transportation funds for highway and transit projects in the Metro region are to be obligated during the period October 1, 1990 through September 30, 1991. Additionally, to maintain continuity from one year to the next, funds are estimated for years before and after the Annual Element year and include carryover (unspent) funds. Final vouchered projects (those which have undergone final audit) are aggregated to one line item as are completed projects. Completed projects are defined as those which are or will shortly be entering the final audit stage.

This FY 1991 TIP is a refinement of the currently adopted TIP and is structured by the following major headings:

Interstate Transfer Program
Urban Mass Transportation Administration Programs

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

INTERSTATE TRANSFER PROGRAM

The TIP includes a fixed program amount for the Metro region of \$517,750,487 (federal) based upon the original amount for the withdrawn freeways, \$731,000 of additional transit withdrawal value in April 1987, and \$16,366,283 from the recent I-205 bus-lane withdrawal. The additional withdrawal values can only be applied to transit projects. At the end of the federal fiscal year, unbuilt FY 1990 projects will automatically shift to FY 1991.

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

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

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

Clackamas County

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

New Projects

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

Deleted Projects

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

Airport Way

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

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

McLoughlin Corridor

New estimates have been developed for the McLoughlin Corridor Project:

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

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

McLoughlin Corridor Reserve

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

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

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

Regional Reserve

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

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

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

Overall Program Status

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

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

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

I-205 Buslane Withdrawal \$16,366,283

Highway to Transit Transfers

Planning (FAU/FAIX Exchange)	\$ 318,978
McLoughlin LRT Studies	
(McLoughlin Reserve)	560,000
LRT Capital Grant (Regional Reserve)	1,000,000
LRV Purchase (Regional Reserve)	1,444,844
Tri-Met Reserve (LRT Signals Residual)	<u>246,952</u>
	\$19,937,057

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

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

This transit/highway split includes the following programmed amounts:

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

URBAN MASS TRANSPORTATION ADMINISTRATION PROGRAMS

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

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

Section 3 Discretionary

- . Bus Purchases -- \$4.2 million has been scheduled for FY 1990, and \$10.0 million for FY 1993. The FY 1993 funds will be held until EPA/Alternative Fuel issues are resolved. The \$4.2 million in conjunction with match monies will purchase, at today's prices, 36 30-foot replacement buses with lifts.
- . Under terms of the full-funding agreement, a \$5.8 million balance is still available. Tri-Met anticipates an FY 92 request for these funds.
- . Project Breakeven -- This has been reduced to \$8.0 million of Section 3 funding for FY 1990. This is in addition to \$5.5 million of previous Section 3 (1989) appropriations and will complete Project Breakeven. The Section 9 portion of the project in the amount of \$1.4 million has been deleted, thus making Section 3 Discretionary the sole source for funding the project. Funding for the project will allow acquisition of land by Tri-Met, which in turn will be leased

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

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

Section 3 "Trade" Funding

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

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

Firm projects with grants approved for expenditure	\$48,391,120
Projects programmed for grant applications next several years	
<u>1990</u>	
Standard Buses	\$10,000,000
<u>1991</u>	
Parts and Equipment	200,000
North Mall Extension	8,200,000
Information/Communication Equipment	100,000
<u>1992</u>	
Route Terminus Sites	250,000
Sunset Transit Center	5,270,000
Parts and Equipment	980,000
Contingency	8,880
Special Needs Mini-Buses	2,390,000
Information/Communication Equipment	<u>1,010,000</u>
	\$28,408,880
TOTAL	\$76,800,000

Program Status

The schedule of funding provided for in the Letter of Intent was approximately \$12 million per year from FY 1982 through FY 1988. Tri-Met applied for these funds at a rate slower than provided by the schedule, so there is currently a remaining balance of \$28.4 million.

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

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

Section 9

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

Development of the Section 9 Program in the TIP was based on Resolution No. 90-1254 as proposed by Tri-Met with FY 1991 emphasis on the following projects:

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

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

- a. Allocate more funding (\$11.1 million) toward the purchase of LRVs;
- b. Delay funding for LRV air conditioning retrofit, Ruby Junction storage track and double tracking of LS-1 to allow the LRV procurement to be funded in FY 91 (\$9.9 million); and
- c. Reflect higher estimate of Section 9 funding available each year based on the actual FY 90 apportionment.

Section 9 Program Status

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

Appropriations:

<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	9,561,245
1990	<u>11,159,975</u>
	\$ 91,361,190
Less Obligations	\$ 80,728,515
 Forecast:	
Carryover	\$ 10,632,675
1991	10,941,744
1992	<u>10,575,270</u>
Total Program	\$112,878,204
 New STA Anticipated:	
1993	\$ 10,000,000
Post 1993	<u>10,000,000</u>
	\$ 20,000,000
 Grand Total	 \$132,878,204

Special Transportation

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

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

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

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

Volunteer Transportation Program, Inc.

Inclusion of the project in the TIP for FY 1990 will allow the applicant to request 16(b)(2) funding from ODOT which, in turn, will award funds following consideration of other applications throughout the state.

Research, Development, and Demonstration

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

Resolution No. 90-1296 endorsed Tri-Met's participation in a Section 6 study for the implementation analysis of a Flexible Operations and Command and Control System. The West German version to be studied integrates several fixed-route transit and flexible-route paratransit transportation services using highly innovative techniques.

UMTA Funds	\$54,000
Tri-Met Funds	<u>36,000</u>
	\$90,000

Bus Purchases

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

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

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

Light Rail Vehicle Purchases

Resolution No. 90-1254 amended the TIP to include a series of revisions to Tri-Met's Section 9, Interstate Transfer and Federal-Aid Urban programs. The revisions were made so that Tri-Met could establish an order for at least 8-10 vehicles. The following funding sources and amounts were endorsed in the resolution:

Section 9	\$11.13 million
Interstate Transfer	6.05
Federal-Aid Urban	<u>0.85</u>
	\$18.03 million

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

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

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

FEDERAL-AID URBAN SYSTEM PROGRAM

Federal-Aid Urban (FAU) funds can be spent on most of the region's arterials and collectors with allocations from the state

to the region based on a population formula. Under federal law, the City of Portland receives a designated portion (42.46%) of the funds with the remainder going to the region.

This ratio varies each year to coincide with population changes in the City and the region. The agreed-upon procedure to compute the annual ratio uses the Center for Population Research and Census (CPRC) and Metro estimates to update 1980 Census data, based on the assumption that the urbanized area boundary remains relatively unchanged since the 1980 Census. The population estimates are factored accordingly using CPRC estimates. Population estimates are prepared each July by CPRC for Oregon cities and counties.

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

1. Hawthorne Bridge Transition project now includes LRT compatibility in structure design of replacement transition structure.
 - a. P.E. to determine preferred LRT alignment on the Hawthorne Bridge and cost to retrofit the entire Hawthorne Bridge for LRT (including consideration of bridge fatigue) as compared to the cost of a new LRT bridge: \$100,000
 - b. Reserve for construction in the event P.E. concludes LRT compatibility can be included: \$190,000
2. Metro Transportation Planning -- to be included in FY 91 and 92 Unified Work Program (see deleted projects below): \$300,000

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

Portland	(42.4%)	\$250,160
Region	(57.6%)	<u>339,840</u>
		\$590,000

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

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

City Reserve	-	\$116,064
Convention Center Road Improvements	-	<u>733,936</u>
Tri-Met LRV Purchase		\$850,000

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

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

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

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

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

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

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

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

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

Two City of Portland Projects were deleted:

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

OTHER PROGRAMS

Six-Year Highway Improvement Program

ODOT's 1991-1996 Six-Year Highway Improvement Program contains projects identified by a variety of means. The program is updated every two years and incorporates input from citizens, local governments and Highway Division staff, as well as projects carried over from the last Six-Year Program. It has undergone review for the purpose of identifying changing priorities in light of a changing revenue picture. The updated version is expected to be published shortly.

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

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

- Category 1 -- previously prioritized projects already included in the current (1991-1996) Six-Year Program;
- Category 2 -- previously prioritized projects not contained in the current Six-Year Program; and
- Category 3 -- new project proposals to be folded into the overall prioritization.

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

Regional Priorities and the Six-Year Highway Improvement Program

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

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

- . Interstate
- . Access Oregon
- . Other State Funding

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

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

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

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

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

1. That the state should pursue the establishment of an "operations fund" for each region to be used for inter-sections and related operations-type improvements, especially in light of the reduction in HES funding levels; and
2. That the funding for management technique projects on the freeway system (ramp metering, incident management, etc.) should be pursued. These techniques are often inexpensive and can be a major factor in the more effective use of existing freeway capacity.

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

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

Regional LRT Priorities

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

- Westside Corridor -- The Westside Corridor is clearly the state's and the region's number one priority. This has been the case since 1979 when it was established as the next priority after the Banfield LRT and has been reconfirmed on

numerous occasions, most recently at the January 18, 1990 meeting of JPACT.

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

The Westside Corridor to Hillsboro is viewed as one corridor with a question remaining on where the western terminus will be located. The first segment from downtown Portland to 185th Avenue is in Preliminary Engineering and the second segment from 185th Avenue to Hillsboro has been requested for Alternatives Analysis. Both studies will evaluate short termini to assist in making the final decision on the scope of construction.

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

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

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

Portland region. Further local planning is underway, particularly by the City of Portland and Metro, to refine this vision, determine the viability of LRT in each corridor and establish an overall staging plan. This is particularly important to aid in determining changes in land use plans to improve the long-term viability of LRT in these corridors.

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

UMTA Policy on Private Enterprise Participation

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

Self-Certification

Metro's certification of compliance with federal requirements has been adopted under Resolution No. 90-1235.

Financial Capacity

On March 30, 1987, UMTA issued Circular 7008.1 which requires transit agencies and MPOs to evaluate the financial ability of transit agencies to construct and operate projects proposed in the TIP. Tri-Met's Finance Administration has conducted an analysis of the District's ability to fund the capital improvements appearing in the TIP. The results show that Tri-Met has the financial capacity to fund the capital projects programmed for FY 1991.

Air Quality

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

standards by 1988. All projects specified in the SIP as necessary for attainment of these standards are included in the TIP. In addition, the TIP has been reviewed to ensure that it does not include actions which would reduce the effectiveness of planned transportation control measures.

State Clearinghouse Review

The FY 1991 TIP has been submitted to the Oregon State Clearinghouse for review (PNRS #OR900830-061-2).

Federal Transportation Funding

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

EXECUTIVE OFFICER'S RECOMMENDATION

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

ATTACHMENT A
Federal Transportation Funding

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

ATTACHMENT B

POLICY ON PRIVATE ENTERPRISE PARTICIPATION IN THE URBAN MASS TRANSPORTATION PROGRAM

TRI-MET DOCUMENTATION OF COMPLIANCE FOR FY 91

INVOLVEMENT OF THE PRIVATE SECTOR

Projects included in the FY 91 annual element of the Transportation Improvement Program (TIP) have been identified through the annual Tri-Met budget process. The Tri-Met budget undergoes extensive review by a seven member Citizens Advisory Committee and a public hearing on the proposed budget is convened by the Tri-Met Board of Directors.

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

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

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

In order to increase coordination and information sharing with the private sector, the Oregon Transit Association is continuing to expand membership of private transportation providers.

PROPOSALS FROM THE PRIVATE SECTOR

Tri-Met has received no unsolicited proposals from the private sector during the last year. Two proposals received the previous year are still under consideration for the UMTA Entrepreneurial Services Program, along with several internally generated proposals.

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

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

IMPEDIMENTS TO COMPETITION

The major impediment to contracted transportation is the labor contract which requires all vehicles on lines of the District to be run by Tri-Met operators. The situation has changed somewhat because several contractors for elderly and disabled services have become organized. This has opened a door for further discussions toward resolving impediments to competition.

STATUS OF PRIVATE SECTOR COMPLAINTS

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

PLANNING PROJECTS

A copy of fully allocated Tri-Met costs by route is attached. (Attachment A). Tri-Met has actively sought to contract out additional bus service at each of the last three labor negotiations. Tri-Met estimates the district would save between 18% and 25% of fully allocated costs per vehicle hour by contracting with the private sector. (See Attachment B).

PRIVATE ENTERPRISE PARTICIPATION POLICY

Dispute Resolution Process

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

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

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

FULLY ALLOCATED BUS COSTS

Route Name	Pay Time Minutes	Vehicle Miles	Bus Day Equiv.	Weekday Pk. Veh	Subtotal	Overhead Ratio	Fully Allocated Quarterly Costs	ESTIMATED FULLY ALLOCATED ANNUAL COSTS	Full Cost/ Vehicle Hour	Estimated Private Sector Costs
1 Greeley/Vermont	\$152,014.6	889,433.5	\$24,080.4	\$22,021.4	\$287,551.8	\$71,240.7	\$358,792.5	\$1,435,170	\$51.46	\$1,076,378
4 Fessenden/Division	\$472,204.7	\$260,740.0	\$74,727.7	\$63,311.6	\$870,983.9	\$215,785.4	\$1,086,769.3	\$4,347,077	\$50.48	\$3,260,308
5 Interstate/Hawthorne	\$426,836.1	\$230,243.0	\$59,808.3	\$46,795.5	\$763,683.0	\$189,201.7	\$952,884.7	\$3,811,539	\$48.01	\$2,858,654
6 Union Avenue	\$126,981.0	\$56,948.4	\$17,493.2	\$13,763.4	\$215,186.0	\$53,312.1	\$268,498.1	\$1,073,992	\$45.22	\$805,494
8 15th/Jackson Park	\$295,867.2	\$137,435.1	\$39,915.8	\$33,032.1	\$506,250.3	\$125,423.0	\$631,673.3	\$2,526,693	\$45.99	\$1,895,020
9 Broadway/Powell	\$327,940.1	\$170,517.3	\$48,248.0	\$41,290.2	\$587,993.5	\$145,675.3	\$733,670.8	\$2,934,683	\$48.74	\$2,201,012
10 33rd/Harold	\$172,037.5	\$96,286.4	\$32,412.5	\$30,279.4	\$331,015.9	\$82,008.8	\$413,024.7	\$1,652,099	\$51.91	\$1,239,074
12 Barbur/Sandy	\$451,306.4	\$261,358.7	\$62,905.6	\$55,053.5	\$830,624.2	\$205,786.3	\$1,036,410.5	\$4,145,642	\$53.86	\$3,109,232
15 Mt.Tabor/23rd Avenue	\$345,413.5	\$153,222.1	\$50,690.9	\$41,290.2	\$590,616.7	\$146,324.7	\$736,941.3	\$2,947,765	\$45.92	\$2,210,824
17 21st/Holgate	\$309,022.3	\$179,419.9	\$49,905.7	\$44,042.8	\$582,390.8	\$144,286.7	\$726,677.5	\$2,906,710	\$50.44	\$2,180,032
19 Glisan/Woodstock	\$301,765.9	\$164,751.6	\$44,321.8	\$38,537.5	\$549,376.8	\$136,107.6	\$685,484.4	\$2,741,938	\$49.40	\$2,056,453
20 East & West Burnside	\$284,830.4	\$153,869.8	\$39,915.8	\$33,032.1	\$511,648.1	\$126,760.3	\$638,408.4	\$2,553,634	\$48.74	\$1,915,225
22 Parkrose	\$58,690.7	\$31,431.8	\$9,553.6	\$8,258.0	\$107,934.2	\$26,740.6	\$134,674.7	\$538,699	\$49.61	\$404,024
23 San Rafael	\$32,026.7	\$20,414.0	\$6,151.0	\$5,505.4	\$64,097.1	\$15,880.0	\$79,977.1	\$319,908	\$54.45	\$239,931
24 Halsey	\$69,140.2	\$50,360.2	\$14,526.7	\$13,763.4	\$147,790.6	\$36,615.0	\$184,405.6	\$737,622	\$58.96	\$533,217
25 Gresham-Glisan	\$44,155.8	\$30,228.8	\$8,942.9	\$8,258.0	\$91,585.5	\$22,690.2	\$114,275.7	\$457,103	\$58.72	\$342,827
26 Stark	\$133,286.9	\$82,733.2	\$20,677.7	\$19,268.7	\$255,966.5	\$63,415.5	\$319,382.0	\$1,277,528	\$51.67	\$958,146
27 Market-Main	\$74,203.3	\$48,671.7	\$17,318.7	\$16,516.1	\$156,709.7	\$38,824.7	\$195,534.4	\$782,138	\$59.46	\$586,603
28 Lake/Webster	\$78,859.7	\$42,743.9	\$16,751.6	\$16,516.1	\$154,871.2	\$38,369.2	\$193,240.4	\$772,962	\$53.35	\$579,721
31 Estacada	\$116,560.6	\$110,150.3	\$24,080.4	\$22,021.4	\$272,812.6	\$67,589.1	\$340,401.7	\$1,361,607	\$62.56	\$1,021,205
32 Oakfield	\$100,328.0	\$64,258.5	\$19,543.5	\$19,268.7	\$203,398.8	\$50,391.8	\$253,790.6	\$1,015,163	\$55.98	\$761,372
33 McLoughlin	\$137,293.2	\$104,546.7	\$28,006.5	\$24,774.1	\$294,620.5	\$72,991.9	\$367,612.5	\$1,470,450	\$57.57	\$1,102,837
34 River Road	\$30,876.7	\$22,395.1	\$5,583.9	\$5,505.4	\$64,361.1	\$15,945.4	\$80,306.4	\$321,226	\$55.60	\$240,919
35 Oregon City	\$106,084.0	\$80,510.2	\$20,677.7	\$19,268.7	\$226,540.7	\$56,125.2	\$282,665.9	\$1,130,664	\$56.37	\$847,998
36 South Shore	\$40,862.5	\$30,448.0	\$11,167.7	\$11,010.7	\$93,488.9	\$23,161.8	\$116,650.7	\$466,603	\$63.43	\$349,952
37 Tualatin	\$25,060.6	\$27,595.5	\$8,375.8	\$8,258.0	\$69,290.0	\$17,166.5	\$86,456.5	\$345,826	\$76.68	\$259,369
38 Boones Ferry Road	\$32,929.3	\$30,204.4	\$8,375.8	\$8,258.0	\$79,767.7	\$19,762.4	\$99,530.0	\$398,120	\$66.89	\$298,590
39 Lewis & Clark	\$27,841.4	\$16,251.7	\$6,151.0	\$5,505.4	\$55,749.4	\$13,811.9	\$69,561.3	\$278,245	\$53.37	\$208,684
40 Johns Landing	\$174,573.1	\$97,543.7	\$29,184.4	\$24,774.1	\$326,075.2	\$80,784.8	\$406,860.0	\$1,627,440	\$50.81	\$1,220,580
41 PCC/Fremont	\$267,562.4	\$144,025.1	\$36,949.4	\$33,032.1	\$481,569.1	\$119,308.3	\$600,877.3	\$2,403,509	\$47.88	\$1,802,632
43 Taylors Ferry	\$65,883.4	\$40,259.2	\$13,523.4	\$11,010.7	\$130,676.7	\$32,375.0	\$163,051.7	\$652,207	\$52.93	\$489,155
45 Garden Home	\$83,358.4	\$52,254.3	\$16,315.3	\$13,763.4	\$165,691.5	\$41,049.9	\$206,741.4	\$826,966	\$53.93	\$620,224
51 Council Crest	\$45,696.0	\$19,779.9	\$8,942.9	\$8,258.0	\$82,676.9	\$20,483.1	\$103,160.0	\$412,640	\$50.15	\$309,480
52 Farnington/185th	\$77,985.7	\$51,092.1	\$12,345.5	\$11,010.7	\$152,434.1	\$37,765.4	\$190,199.5	\$760,798	\$52.99	\$570,598
54 BH Highway	\$96,101.9	\$53,749.9	\$19,107.2	\$16,516.1	\$185,475.1	\$45,951.3	\$231,426.4	\$925,706	\$51.71	\$694,279
55 Raleigh Hills	\$36,372.1	\$22,244.7	\$11,167.7	\$11,010.7	\$80,795.3	\$20,016.9	\$100,812.2	\$403,249	\$62.47	\$302,437
56 Scholls Ferry	\$87,768.3	\$59,593.5	\$17,929.4	\$16,516.1	\$181,807.2	\$45,042.6	\$226,849.8	\$907,399	\$55.19	\$680,549
57 Forest Grove	\$324,714.3	\$238,036.0	\$58,979.4	\$49,548.2	\$671,277.9	\$166,308.4	\$837,586.3	\$3,350,345	\$55.73	\$2,512,759
59 Cedar Hills	\$107,659.3	\$67,594.8	\$20,677.7	\$19,268.7	\$215,199.5	\$53,315.5	\$268,515.0	\$1,074,060	\$53.79	\$805,545
60 Leahy Road	\$15,010.7	\$10,324.8	\$8,375.8	\$8,258.0	\$41,969.3	\$10,397.9	\$52,367.2	\$209,469	\$88.62	\$157,101
63 Washington Park	\$22,075.7	\$9,311.1	\$3,969.8	\$2,752.7	\$38,109.3	\$9,441.5	\$47,550.8	\$190,203	\$44.34	\$142,653
67 Beaverton-Cedar Hills	\$88,040.3	\$48,023.2	\$16,882.4	\$13,763.4	\$166,709.2	\$41,302.0	\$208,011.3	\$832,045	\$50.93	\$624,034
70 12th Avenue	\$159,545.3	\$73,398.5	\$24,211.2	\$19,268.7	\$276,423.8	\$68,483.7	\$344,907.5	\$1,379,630	\$45.52	\$1,034,722
71 60th-122nd Avenue	\$306,528.2	\$202,783.4	\$45,543.3	\$35,784.8	\$590,639.7	\$146,330.4	\$736,970.1	\$2,947,880	\$51.77	\$2,210,910
72 82nd-Killingsworth	\$339,681.2	\$198,498.8	\$42,227.9	\$33,032.1	\$613,440.0	\$151,979.1	\$765,419.1	\$3,061,677	\$48.64	\$2,296,257
75 39th-Loabard	\$409,306.2	\$247,489.3	\$53,003.0	\$41,290.2	\$751,088.7	\$186,081.5	\$937,170.2	\$3,748,681	\$49.51	\$2,811,511
77 Broadway-Lovejoy	\$202,997.8	\$88,076.7	\$28,825.3	\$22,021.4	\$338,921.3	\$83,967.4	\$422,888.7	\$1,691,555	\$44.49	\$1,268,666
78 Beaverton-Lake Oswego	\$116,712.6	\$75,082.4	\$18,496.5	\$16,516.1	\$226,807.6	\$56,191.4	\$282,999.0	\$1,131,996	\$52.45	\$848,997
79 Canby	\$43,930.6	\$33,558.7	\$6,761.7	\$5,505.4	\$89,756.3	\$22,237.0	\$111,993.4	\$447,974	\$55.55	\$335,980
81 Rockwood-Gresham	\$27,241.7	\$16,841.4	\$5,583.9	\$5,505.4	\$55,172.3	\$13,668.9	\$68,841.1	\$275,365	\$56.37	\$206,523
83 Hollywood	\$16,721.3	\$5,263.8	\$2,791.9	\$2,752.7	\$27,529.8	\$6,820.5	\$34,350.3	\$137,401	\$43.93	\$103,051
84 Sandy-Boring	\$11,226.0	\$15,409.3	\$2,791.9	\$2,752.7	\$32,179.8	\$7,972.5	\$40,152.3	\$160,609	\$77.14	\$120,457
88 SW 198th Avenue	\$35,837.5	\$31,137.4	\$11,167.7	\$11,010.7	\$89,153.3	\$22,087.7	\$111,241.0	\$444,964	\$69.99	\$333,723
89 Rock Creek	\$40,841.1	\$31,590.3	\$13,959.6	\$13,763.4	\$100,154.4	\$24,813.2	\$124,967.6	\$499,870	\$68.59	\$374,903
96 Wilsonville-Tualatin	\$41,397.1	\$45,138.1	\$11,167.7	\$11,010.7	\$108,713.5	\$26,933.7	\$135,647.2	\$542,589	\$72.63	\$406,942
	\$8,019,187	\$4,725,272	\$1,308,192	\$1,134,103	\$15,186,754	\$3,762,503	\$18,949,257	\$75,797,030	\$51.38	\$56,847,772
										\$62,153,564

Attachment B

A. Range of Savings from Contracted Services

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

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

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

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

* Based on current contracts with private providers.

INTERGOVERNMENTAL RELATIONS COMMITTEE REPORT

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

Date: September 25, 1990

Presented by: Councilor Hansen

COMMITTEE RECOMMENDATION: At the September 25, 1990 Intergovernmental Relations Committee meeting, Councilors Bauer, Gardner and myself voted unanimously to recommend Council adopt Resolution No. 90-1315. Councilors Devlin and McFarland were excused.

COMMITTEE DISCUSSION/ISSUES: Resolution No. 90-1315 provides for Council approval of the annual update of the Transportation Improvement Program (TIP). The TIP is a five-year plan outlining where the region spends federal and state transportation project funds and the plan is amended annually to reflect latest information costs, project schedules and amendments incorporated over the prior 12 months. As such, the TIP does not propose new projects but reflects previously approved plan changes. This TIP includes past policy endorsements for projects to be funded by Interstate, Interstate Transfer, and Federal-Aid Urban (FAU) and Urban Mass Transportation Administration (UMTA) funds. The Council has previously adopted these project changes by resolutions throughout FY89-90.

The Committee did not raise any issues or questions concerning the resolution. It was noted both the Technical Policy Advisory Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) recommend approval of the resolution.

Exhibit A

Staff Report 102

TRANSPORTATION IMPROVEMENT PROGRAM

Proposed Program for Fiscal Years 1991 to Post 1994

Effective October 1, 1990

D R A F T

September 1, 1990

Metropolitan Service District

Interstate Transfer Programs

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

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

Regional Projects

Project Description	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
1 Finald Vouchered Projects**0*000000*00000*****CLOSED								
Pre Eng	347,648	0	0	0	0	0	0	347,648
Rt-of-Way	1,339,429	0	0	0	0	0	0	1,339,429
Constr	5,879,244	0	0	0	0	0	0	5,879,244
Non-Hwy Cp	0	0	0	0	0	0	0	0
Operating	155,015	0	0	0	0	0	0	155,015
Reserve	0	0	0	0	0	0	0	0
Total	7,721,336	0	0	0	0	0	0	7,721,336
2 Completed Projects not Vouchered**1*000000*00000*****								
Pre Eng	18,072,533	0	0	0	0	0	0	18,072,533
Rt-of-Way	20,108,606	0	0	0	0	0	0	20,108,606
Constr	126,578,595	0	0	0	0	0	0	126,578,595
Operating	75,000	0	0	0	0	0	0	75,000
Reserve	0	0	0	0	0	0	0	0
Total	164,834,734	0	0	0	0	0	0	164,834,734
3 RESERVE FOR OREGON DEPARTMENT OF TRANSPORTATION (ODOT)**107*****VARO****na*****0****								
Reserve	0	0	0	0	0	0	125,883	125,883
Total	0	0	0	0	0	0	125,883	125,883
4 BANFIELD TRANSITWAY-HIGHWAY FUNDS**115**80-900***0*****FAP68***2*****0****								
Pre Eng	5,532,585	0	0	0	0	0	191	5,532,776
Rt-of-Way	7,929,650	0	0	0	0	0	0	7,929,650
Constr	14,117,895	0	0	0	0	0	0	14,117,895
Total	27,580,130	0	0	0	0	0	191	27,580,321
5 METRO PLANNING**126**80-404***0*****VARO****na*****0****								
Pre Eng	1,914,854	171,500	150,000	0	0	0	0	2,236,354
Reserve	0	0	0	0	0	0	21,805	21,805
Total	1,914,854	171,500	150,000	0	0	0	21,805	2,258,159
6 M'CLOUGHLIN BOULEVARD LRT ALTERNATIVES ANALYSIS AND DEIS(T)**128**0-*****00346*FAP26***JP*****0****								
Reserve	0	0	0	0	0	0	1,360,000	1,360,000
Sys Study	0	0	0	0	0	0	200,000	200,000
Total	0	0	0	0	0	0	1,560,000	1,560,000

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1991 to Post 1994

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

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

Regional Projects
 (Continued)

7 MCGLOUGHLIN BLVD PHASE I-TACOMA OVERPASS AND HARRISON/RIVER RD**134**77-159a**04872*FAP26***1R*****4****
 Rt-of-Way 8,092,000 0 0 0 0 0 0 8,092,000
 Constr 0 0 11,900,000 0 0 0 0 11,900,000
 Reserve 0 0 0 0 0 0 598,825 598,825
 Total 8,092,000 0 11,900,000 0 0 0 598,825 20,590,825

8 YEON/VAUGHN/NICOLAI/WARDWAY AND ST HELENS ROAD RECONSTRUCTION**269**79-038***00129*VAR0***726*****0****
 Pre Eng 2,291,482 0 0 0 0 0 0 2,291,482
 Reserve 0 0 0 0 0 0 14,055 14,055
 Total 2,291,482 0 0 0 0 0 14,055 2,305,537

9 TRI-MET RIDESHARE PROGRAM**295**80-313***02151*VAR0***na*****0****
 Operating 1,783,840 0 0 0 0 0 24,171 1,808,011
 Total 1,783,840 0 0 0 0 0 24,171 1,808,011

10 LIGHT RAIL VEHICLE PURCHASE***695**9-*****00000*OR*0***na*****0****
 Non-Hwy Cp 0 0 6,050,990 0 0 0 0 6,050,990
 Reserve 0 0 0 0 0 0 0 0
 Total 0 0 6,050,990 0 0 0 0 6,050,990

11 NW YEON AVE-NW ST HELENS RD TO NW NICOLAI***733**79-038***00364*FAP1***2W*****0****
 Rt-of-Way 2,125,000 0 0 0 0 0 0 2,125,000
 Constr 10,124,731 0 0 0 0 0 0 10,124,731
 Reserve 0 0 0 0 0 0 163,247 163,247
 Total 12,249,731 0 0 0 0 0 163,247 12,412,978

12 NW ST HELENS RD-NW KITTRIDGE TO NW 31ST AVE***734**79-038***00367*FAU9296*726*****4****
 Rt-of-Way 189,550 0 0 0 0 0 0 189,550
 Constr 1,679,640 0 0 0 -0 0 0 1,679,640
 Reserve 0 0 0 0 0 0 114,896 114,896
 Total 1,869,190 0 0 0 0 0 114,896 1,984,086

13 VAUGHN ST/WARDWAY-NW 31ST AVE TO NW 24TH AVE***735**79-038***00387*FAU9296*726*****3****
 Constr 1,001,675 0 0 0 0 0 0 1,001,675
 Reserve 0 0 0 0 0 0 346,825 346,825
 Total 1,001,675 0 0 0 0 0 346,825 1,348,500

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 Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1991 to Post 1994

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

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

Regional Projects (Continued)								
14 FRONT-YEON CONNECTION***738**79-038**00586*FAU9300*726*****0****								
Rt-of-Way	1,003,071	0	0	0	0	0	399,075	1,402,146
Constr	4,614,922	0	0	0	0	0	0	4,614,922
Reserve	0	0	0	0	0	0	677,732	677,732
Total	5,617,993	0	0	0	0	0	1,076,807	6,694,800
15 BANFIELD TRAFFIC MONITORING PROGRAM***771**10183**01806*FAP68**2*****0****								
Constr	183,459	0	0	0	0	0	0	183,459
Reserve	0	0	0	0	0	0	9,831	9,831
Total	183,459	0	0	0	0	0	9,831	193,290
16 NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM***802**84-016**02358*VAR0***726*****0****								
Pre Eng	142,035	0	0	0	0	0	0	142,035
Reserve	0	0	0	0	0	0	70,465	70,465
Total	142,035	0	0	0	0	0	70,465	212,500
17 SUNSET HIGHWAY RAMP METERING***827**10231**02235*FAP27**47*****67****								
Pre Eng	40,000	0	0	0	0	0	0	40,000
Constr	300,535	0	0	0	0	0	0	300,535
Reserve	0	0	0	0	0	0	429,465	429,465
Total	340,535	0	0	0	0	0	429,465	770,000
Total Regional	235,622,994	171,500	18,100,990	0	0	0	4,556,466	258,451,950

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1990 1991 1992 1993 1994 Post 1994 Authorized

City of Portland Projects

18 Finaled Vouchered Projects***0*000000*00000*****CLOSED

Pre Eng	1,246,823	0	0	0	0	0	0	1,246,823
Rt-of-Way	1,111,410	- 1	0	0	0	0	0	1,111,409
Constr	24,613,209	0	0	0	0	0	0	24,613,209
Reserve	0	0	0	0	0	0	0	0
Total	26,971,442	- 1	0	0	0	0	0	26,971,441

19 Completed Projects not Vouchered***1*000000*00000*****

Pre Eng	3,070,966	0	0	0	0	0	0	3,070,966
Rt-of-Way	1,432,739	0	0	0	0	0	0	1,432,739
Constr	30,222,674	0	0	0	0	0	0	30,222,674
Operating	32,519	0	0	0	0	0	0	32,519
Reserve	0	0	0	2,000,000	0	0	0	2,000,000
Total	34,758,898	0	0	2,000,000	0	0	0	36,758,898

20 M'LOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION***153**80-081**02345*VAR0**726*****0****

Pre Eng	19,000	0	27,530	0	0	0	0	46,530
Constr	0	0	100,980	0	0	0	0	100,980
Total	19,000	0	128,510	0	0	0	0	147,510

21 ST BELENS ROAD RECONSTRUCTION-WEST CITY LIMITS TO NW KITTRIDGE***271**79-067**02107*PAP1**2W*****5****

Pre Eng	197,665	0	0	0	0	0	0	197,665
Constr	0	52,335	0	0	0	0	0	52,335
Total	197,665	52,335	0	0	0	0	0	250,000

22 MARINE DRIVE WIDENING TO FOUR LANES-15 TO RIVERGATE***298**79-056**00458*PAU9962*120*****2****

Pre Eng	1,624,265	0	0	0	0	0	0	1,624,265
Rt-of-Way	5,525,000	0	0	0	0	0	0	5,525,000
Constr	0	0	0	8,151,500	0	0	0	8,151,500
Reserve	0	0	0	0	0	0	500,735	500,735
Total	7,149,265	0	0	8,151,500	0	0	500,735	15,801,500

23 SW TERWILLIGER BLVD-BARBUR BLVD TO TAYLORS FERRY RD***309**80-015**00709*PAU9361*726*****0****

Pre Eng	473,619	0	0	0	0	0	0	473,619
Rt-of-Way	23,477	0	0	0	0	0	0	23,477
Constr	1,290,336	0	0	0	0	0	-61,892	1,228,444
Total	1,787,432	0	0	0	0	0	-61,892	1,725,540

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1990 1991 1992 1993 1994 Post 1994 Authorized

City of Portland Projects
 (Continued)

24 SW BERTHA BLVD-SW VERMONT TO BARBOR BLVD***515**84-078***02535*PAU9420*726*****0****								
Pre Eng	138,915	30,000	0	0	0	0	0	168,915
Rt-of-Way	16,150	0	0	0	0	0	-4,000	12,150
Constr	1,277,992	53,000	0	0	0	0	11,922	1,342,914
Total	1,433,057	83,000	0	0	0	0	7,922	1,523,979
25 NW 23RD AVE/BURNSIDE***626**10093***00733*PAU9326*726*****0****								
Pre Eng	95,624	104,041	0	0	0	0	0	199,665
Rt-of-Way	0	0	127,500	0	0	0	0	127,500
Constr	0	0	312,000	0	0	0	0	312,000
Total	95,624	104,041	439,500	0	0	0	0	639,165
26 NW 21ST/22ND-TBURMAN TO FRONT***630**10126***00743*PAU9317*726*****0****								
Pre Eng	112,710	0	0	0	0	0	-29,295	83,415
Rt-of-Way	0	0	19,975	0	0	0	0	19,975
Constr	0	0	880,868	0	0	0	0	880,868
Total	112,710	0	900,843	0	0	0	-29,295	984,258
27 NW INTERSECTION IMPROVEMENTS-22 LOCATIONS***631**10017***00545*VARO***726*****0****								
Pre Eng	33,000	24,132	0	0	0	0	0	57,132
Rt-of-Way	0	8,500	0	0	0	0	0	8,500
Constr	0	0	280,508	0	0	0	0	280,508
Total	33,000	32,632	280,508	0	0	0	0	346,140
28 CITYWIDE SIGNAL SYSTEM ANALYSIS***660**80-042***00620*VARO***726*****0****								
Pre Eng	1,039,873	0	0	0	0	0	0	1,039,873
Constr	2,698,297	0	176,203	0	0	0	0	2,874,500
Total	3,738,170	0	176,203	0	0	0	0	3,914,373
29 82ND AVENUE-DIVISION TO CRYSTAL SPRINGS-UNITS 1 & 2***730**79-049***00700*PAU9713*68*****4****								
Pre Eng	632,967	0	0	0	0	0	0	632,967
Rt-of-Way	2,125,000	0	0	0	0	0	-1,062,500	1,062,500
Constr	1,200,510	0	0	0	0	0	0	1,200,510
Total	3,958,477	0	0	0	0	0	-1,062,500	2,895,977

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Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1990 1991 1992 1993 1994 Post 1994 Authorized

City of Portland Projects
(Continued)

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

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

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

Multnomah County Projects

Project Description	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
36 Finaled Vouchered Projects***0*0000000*00000*****CLOSED								
Pre Eng	184,980	0	0	0	0	0	0	184,980
Rt-of-Way	87,463	0	0	0	0	0	0	87,463
Constr	5,751,147	0	0	0	0	0	0	5,751,147
Total	6,023,590	0	0	0	0	0	0	6,023,590
37 Completed Projects not Vouchered***1*0000000*00000*****								
Pre Eng	333,143	0	0	0	0	0	0	333,143
Rt-of-Way	1,184,307	0	0	0	0	0	0	1,184,307
Constr	1,993,534	0	0	0	0	0	0	1,993,534
Reserve	0	0	0	0	0	0	0	0
Total	3,510,984	0	0	0	0	0	0	3,510,984
38 242ND AVENUE-23RD STREET TO DIVISION STREET (GRESHAM)***138**85-053**03687*FAU9877*726*****0****								
Pre Eng	109,199	0	0	0	0	0	0	109,199
Constr	554,361	0	240,674	0	0	0	0	795,035
Total	663,560	0	240,674	0	0	0	0	904,234
39 257TH AVE IMPROVEMENT & EXTENSION-COLUMBIA HWY TO STARK ST***139**80-048**00546*FAU9883*726*****0****								
Pre Eng	193,822	0	0	0	0	0	0	193,822
Rt-of-Way	752,971	0	0	0	0	0	0	752,971
Constr	2,325,237	0	0	0	0	0	0	2,325,237
Reserve	0	0	0	0	0	0	50,000	50,000
Total	3,272,030	0	0	0	0	0	50,000	3,322,030
40 221ST AVENUE-POWELL THROUGH JOHNSON CREEK BRIDGE-(1 & 2)***214**78-012**00590*FAU9867*726*****0****								
Pre Eng	274,787	0	0	0	0	0	0	274,787
Rt-of-Way	250,835	0	0	0	0	0	0	250,835
Constr	2,269,449	0	0	0	0	0	0	2,269,449
Reserve	0	0	0	0	0	0	50,000	50,000
Total	2,795,071	0	0	0	0	0	50,000	2,845,071
41 SANDY BLVD CORRIDOR-99TH AVE TO 162ND AVE***244**78-049**00118*FAU9326*59*****1]****								
Pre Eng	77,415	0	0	0	0	0	0	77,415
Rt-of-Way	12,046	0	0	0	0	0	0	12,046
Constr	471,623	0	0	0	0	0	- 725	470,898
Total	561,084	0	0	0	0	0	- 725	560,359

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

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

Multnomah County Projects
 (Continued)

42 MT HOOD AT 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 571,693 0 0 0 0 0 0 571,693
 Constr 1,404,287 0 0 0 0 0 0 1,404,287
 Reserve 0 0 0 0 0 0 104,324 104,324
 Total 2,334,650 0 0 0 0 0 104,324 2,438,974

43 BURNSIDE ST-STARK TO 223RD AVE(BANFIELD FUNDED: STARK TO 199TH)***294**76-034***00132*FAU9822*726*****0****
 Rt-of-Way 222,417 0 0 0 0 0 0 222,417
 Constr 1,766,968 0 0 0 0 0 0 1,766,968
 Reserve 0 0 0 0 0 0 52,984 52,984
 Total 1,989,385 0 0 0 0 0 52,984 2,042,369

44 HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT(#2757C)***506**84-097***02914*FAU9366*726*****0****
 Constr 0 0 0 1,745,728 0 0 0 1,745,728
 Sys Study 0 0 0 0 0 0 0 0
 Total 0 0 0 1,745,728 0 0 0 1,745,728

45 SE STARK STREET-242ND AVENUE TO 257TH AVENUE***837**10206***02036*FAU9810*726*****0****
 Pre Eng 16,594 0 0 0 0 0 25,906 42,500
 Constr 1,316,520 0 0 0 0 0 0 1,316,520
 Total 1,333,114 0 0 0 0 0 25,906 1,359,020

46 SE STARK STREET-221ST AVENUE TO 242ND AVENUE***844**85-054***03686*FAU9810*726*****0****
 Pre Eng 132,855 0 0 0 0 0 0 132,855
 Rt-of-Way 263,500 0 0 0 0 0 0 263,500
 Constr 1,366,740 0 0 0 0 0 0 1,366,740
 Reserve 0 0 0 0 0 0 127,704 127,704
 Total 1,763,095 0 0 0 0 0 127,704 1,890,799

47 I84-223RD CONNECTOR(207TH)***864**89-025***05149*FAU9867*726*****0****
 Pre Eng 0 0 0 100,000 0 0 0 100,000
 Reserve 0 0 0 531,374 0 0 0 531,374
 Total 0 0 0 631,374 0 0 0 631,374

Total Multnomah County
 24,246,563 0 240,674 2,377,102 0 0 410,193 27,274,532

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

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

Clackamas County Projects

Project Description	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
48 Finalized Vouchered Projects***0*000000*0000*****CLOSED								
Pre Eng	311,529	0	0	0	0	0	0	311,529
Rt-of-Way	184,790	0	0	0	0	0	0	184,790
Constr	4,001,053	0	0	0	0	0	0	4,001,053
Reserve	0	0	0	0	0	0	23,659	23,659
Pending	0	0	0	0	0	0	0	0
Total	4,497,372	0	0	0	0	0	23,659	4,521,031
49 Completed Projects not Vouchered***1*000000*0000*****								
Pre Eng	673,580	0	0	0	0	0	0	673,580
Rt-of-Way	933,966	0	0	0	0	0	0	933,966
Constr	2,632,812	0	0	0	0	0	0	2,632,812
Reserve	0	0	0	0	0	0	0	0
Total	4,240,358	0	0	0	0	0	0	4,240,358
50 HIGHWAY 212 IMPROVEMENTS (I205 EAST TO HIGHWAY 224)***124**77-037***00384*FAP74***171*****0****								
Pre Eng	487,891	0	0	0	0	0	0	487,891
Rt-of-Way	2,878,114	0	0	0	0	0	0	2,878,114
Constr	4,922,912	0	0	0	0	0	0	4,922,912
Reserve	0	0	0	0	0	0	90,271	90,271
Total	8,288,917	0	0	0	0	0	90,271	8,379,188
51 OREGON CITY BYPASS-PARK PLACE TO COMMUNITY COLLEGE***125**76-007***01670*FAP78***160*****0****								
Pre Eng	1,167,420	0	0	0	0	0	-55,996	1,111,424
Rt-of-Way	5,077,369	0	0	0	0	0	-2,869	5,074,500
Constr	16,396,748	0	0	0	0	0	-416,676	15,980,072
Total	22,641,537	0	0	0	0	0	-475,541	22,165,996
52 STATE STREET CORRIDOR(OR43)-TERWILLIGER TO LADD***133**77-068***00139*FA09565*3*****6****								
Pre Eng	247,612	0	0	0	0	0	0	247,612
Rt-of-Way	576,772	0	0	0	0	0	0	576,772
Constr	886,093	0	0	0	0	0	17,626	903,719
Total	1,710,477	0	0	0	0	0	17,626	1,728,103

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Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1990 1991 1992 1993 1994 Post 1994 Authorized

Clackamas County Projects
(Continued)

53 JOHNSON CK BLVD IMPROVEMENT-CASCADE HWY N TO LESTER INTCHG***405**86-076***03355*PAU9704*703*****0****								
Constr	872,360	0	0	0	0	0	0	872,360
Reserve	0	0	0	0	0	0	29,650	29,650
Total	872,360	0	0	0	0	0	29,650	902,010
54 SE 98TH EXTENSION-LAWNFIELD TO MATHER***492**85-052***03625*PAU9725*703*****0****								
Pre Eng	77,010	0	0	0	0	0	0	77,010
Pending	0	0	0	0	0	0	-77,010	-77,010
Total	77,010	0	0	0	0	0	-77,010	0
55 SE 84TH AVE EXTENSION-SOUTHERLY TERMINUS TO LAWNFIELD***497**85-048***03624*PAU9722*703*****0****								
Pre Eng	37,145	0	0	0	0	0	0	37,145
Reserve	0	0	0	0	0	0	0	0
Pending	0	0	0	0	0	0	-37,145	-37,145
Total	37,145	0	0	0	0	0	-37,145	0
56 82ND DRIVE-HWY 212 TO GLADSTONE/I205 INTERCHANGE***578**10051A***00500*PAU9653*703*****0****								
Pre Eng	405,874	200,698	0	0	0	0	0	606,572
Rt-of-Way	965,600	0	0	0	0	0	0	965,600
Constr	0	2,832,995	0	0	0	0	0	2,832,995
Total	1,371,474	3,033,693	0	0	0	0	0	4,405,167
57 RAILROAD AVENUE/HARMONY ROAD-82ND/SUNNYSIDE REALIGNMENT-UNIT II***764**10037***00660*PAU9702*703*****0****								
Pre Eng	69,937	0	0	0	0	0	0	69,937
Rt-of-Way	454,750	0	0	0	0	0	0	454,750
Constr	540,025	0	0	0	0	0	0	540,025
Reserve	0	0	0	0	0	0	108,017	108,017
Total	1,064,712	0	0	0	0	0	108,017	1,172,729
58 RAILROAD AVENUE/HARMONY ROAD PHASE IV-SUNNYBROOK EXTENSION***769**86-083***04180*PAU9736*703*****0****								
Pre Eng	24,990	0	73,165	0	0	0	0	98,155
Rt-of-Way	0	0	0	157,060	0	0	0	157,060
Total	24,990	0	73,165	157,060	0	0	0	255,215
59 SUNNYSIDE ROAD-STEVENS TO 122ND-UNIT II***838**77-147***00385*PAU9718*703*****0****								
Pre Eng	124,611	0	0	0	0	0	0	124,611
Rt-of-Way	406,045	0	0	0	0	0	0	406,045
Constr	1,183,071	0	0	0	0	0	0	1,183,071
Reserve	0	0	0	0	0	0	49,374	49,374
Total	1,713,727	0	0	0	0	0	49,374	1,763,101

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1990 1991 1992 1993 1994 Post 1994 Authorized

Clackamas County Projects
 (Continued)

60 HIGHWAY 43 @ MCKILICAN/BOOD AVENUE WIDENING***853**10252****00976*FA09565*3*****11****									
Pre Eng	70,762	0	0	0	0	0	0	70,762	
Rt-of-Way	25,173	0	0	0	0	0	0	25,173	
Constr	225,547	0	0	0	0	0	0	225,547	
Reserve	0	0	0	0	0	0	7,082	7,082	
Total	321,482	0	0	0	0	0	7,082	328,564	
61 BEAVERCREEK RD EXT(RED SOILS)-BEAVERCREEK RD TO WARNER-MILNE***855**10249****02375*FA09742*703*****0****									
Pre Eng	140,046	0	0	0	0	0	0	140,046	
Rt-of-Way	0	0	200,000	0	0	0	0	200,000	
Constr	0	0	0	154,214	0	0	0	154,214	
Total	140,046	0	200,000	154,214	0	0	0	494,260	
62 JOHNSON CREEK BLVD-32ND AVENUE TO 45TH AVENUE***902*****FAU9704*703*****0****									
Pre Eng	0	0	0	0	0	0	100,000	100,000	
Constr	0	0	0	0	0	0	900,000	900,000	
Total	0	0	0	0	0	0	1,000,000	1,000,000	
63 HARRISON STREET-HIGHWAY 224 TO 32ND AVENUE***904**0-*****FAU9714*703*****0****									
Pre Eng	0	0	0	0	0	0	50,000	50,000	
Total	0	0	0	0	0	0	50,000	50,000	
64 JOHNSON CREEK BLVD-LINWOOD AVENUE TO 82ND AVENUE***905**0-*****FAU9704*703*****0****									
Pre Eng	0	0	50,000	0	0	0	0	50,000	
Total	0	0	50,000	0	0	0	0	50,000	
65 45TH AVENUE-HARNEY TO GLENWOOD***906**0-*****LBD0****703*****0****									
Pre Eng	0	0	0	0	0	0	50,000	50,000	
Total	0	0	0	0	0	0	50,000	50,000	
Total Clackamas County									
	47,001,607	3,033,693	323,165	311,274	0	0	835,983	51,505,722	

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

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

Washington County Projects

Project Description	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
66 Finalized 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	13,056,943	0	0	0	0	0	0	13,056,943
Reserve	0	0	0	0	0	0	22,518	22,518
Total	13,598,737	0	0	0	0	0	22,518	13,621,255
67 Completed Projects not Vouchered***1*000000*00000*****								
Pre Eng	2,721,288	0	0	0	0	0	0	2,721,288
Rt-of-Way	9,531,374	0	0	0	0	0	0	9,531,374
Constr	18,328,766	0	0	0	0	0	0	18,328,766
Reserve	0	0	0	0	0	0	0	0
Total	30,581,428	0	0	0	0	0	0	30,581,428
68 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE***121**79-076***00376*PAP79***144*****69****								
Pre Eng	506,912	0	0	0	0	0	0	506,912
Rt-of-Way	1,934,681	0	0	0	0	0	0	1,934,681
Constr	6,944,864	0	0	0	0	0	0	6,944,864
Reserve	0	0	0	0	0	0	1,095,842	1,095,842
Total	9,386,457	0	0	0	0	0	1,095,842	10,482,299
69 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY***132**80-038***00139*FAU9022*734*****0****								
Pre Eng	155,945	0	0	0	0	0	0	155,945
Rt-of-Way	185,300	0	0	0	0	0	0	185,300
Constr	2,665,471	0	0	0	0	0	1,000	2,666,471
Reserve	0	0	0	0	0	0	-18,706	-18,706
Total	3,006,716	0	0	0	0	0	-17,706	2,989,010
70 GREENBURG ROAD AT TIEDEMAN AVENUE-SIGNAL***725**86-037***04115*FAU9207*734*****1****								
Pre Eng	11,349	0	0	0	0	0	3,271	14,620
Constr	25,380	0	0	0	0	0	0	25,380
Total	36,729	0	0	0	0	0	3,271	40,000

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 Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

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

Washington County Projects (Continued)								
71 SCHOLLS FERRY ROAD/HALL BOULEVARD INTERSECTION***829**85-010***02353*FAU9234*143*****9****								
Pre Eng	131,632	0	0	0	0	0	-46,292	85,340
Rt-of-Way	314,660	0	0	0	0	0	0	314,660
Constr	650,865	0	0	0	0	0	- 388,865	262,000
Total	1,097,157	0	0	0	0	0	- 435,157	662,000
72 WASHINGTON COUNTY RESERVE***836**0*****0*****VAR0***na*****0****								
Reserve	0	0	0	0	0	0	251,266	251,266
Total	0	0	0	0	0	0	251,266	251,266
73 CORNELIUS PASS ROAD-SUNSET HIGHWAY TO CORNELL ROAD***867**89-029***0*****FAU9053*734*****0****								
Constr	0	75,000	0	0	0	0	0	75,000
Total	0	75,000	0	0	0	0	0	75,000
74 OR210-SCHOLLS FERRY RD-MURRAY BLVD TO FANNO CREEK***875**86-077***03290*FAU9234*143*****7****								
Constr	0	0	815,140	0	0	0	0	815,140
Total	0	0	815,140	0	0	0	0	815,140
Total Washington County	57,707,224	75,000	815,140	0	0	0	920,034	59,517,398

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1991 to Post 1994

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

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

I-205 Withdrawal Funding Projects

75 I-205 BUSLANES WITHDRAWAL RESERVE(T)***907**86-103**01227*TRA205**64*****18****								
Reserve	0	0	0	0	0	0	16,366,283	16,366,283
Total	0	0	0	0	0	0	16,366,283	16,366,283
 Total I-205 Withdrawal Funding	 0	 0	 0	 0	 0	 0	 16,366,283	 16,366,283

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Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated

1990

1991

1992

1993

1994

Post 1994

Authorized

Report Total

452,598,795

5,847,200

20,452,916

18,234,826

0

0

20,616,750

517,750,487

Urban Mass Transportation Administration Programs

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Urban Mass Transportation Administration Program

Project Description

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

Urban Mass Transportation Administration-Sect 3

1 Finalized Vouchered Projects**0*0000000*00000*****

Constr	377,274	0	0	0	0	0	0	377,274
Non-Hwy Cp	30,250,587	0	0	0	0	0	0	30,250,587
Other	136,398	0	0	0	0	0	0	136,398
Total	30,764,259	0	0	0	0	0	0	30,764,259

2 Completed Projects not Vouchered**1*0000000*00000*****

Pre Eng	262,500	0	0	0	0	0	0	262,500
Rt-of-Way	300,000	0	0	0	0	0	0	300,000
Constr	1,727,550	0	0	0	0	0	0	1,727,550
Other	209,949	0	0	0	0	0	0	209,949
Total	2,499,999	0	0	0	0	0	0	2,499,999

3 BUS PURCHASES**154*****0*****00000**OR**03-*****

Non-Hwy Cp	0	4,188,618	0	0	10,000,000	0	0	14,188,618
Supt Serv	0	11,382	0	0	0	0	0	11,382
Total	0	4,200,000	0	0	10,000,000	0	0	14,200,000

4 BANFIELD LRT CAPITAL GRANT-(PPA)**434*****68*****00000**OR**03-0025*****

Non-Hwy Cp	66,815,675	0	0	5,789,528	0	0	0	72,605,203
Total	66,815,675	0	0	5,789,528	0	0	0	72,605,203

5 PROJECT BREAK-EVEN**895*****0*****00000**OR*****

Other	0	13,500,000	0	0	0	0	0	13,500,000
Total	0	13,500,000	0	0	0	0	0	13,500,000

Total Urban Mass Transportation Administration-Sect 3

	100,079,933	17,700,000	0	5,789,528	10,000,000	0	0	133,569,461
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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Urban Mass Transportation Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year

Obligated Anticipated 1991 1992 1993 1994 Post 1994 Authorized

Urban Mass Transportation Administration-Trade

6 Completed Projects not Vouchered**1*000000*0000*****								
Pre Eng	655,832	0	0	0	0	0	0	655,832
Rt-of-Way	1,293,897	0	0	0	0	0	0	1,293,897
Constr	29,924,308	0	0	0	0	0	0	29,924,308
Non-Hwy Cp	473,909	0	0	0	0	0	0	473,909
Total	32,347,946	0	0	0	0	0	0	32,347,946
7 BUS PURCHASES**154*****0*****0000**OR**03-0038*****								
Non-Hwy Cp	4,608,408	9,471,349	0	0	0	0	0	14,079,757
Supt Serv	0	528,651	0	0	0	0	0	528,651
Total	4,608,408	10,000,000	0	0	0	0	0	14,608,408
8 TIGARD PARK-AND-RIDE**435*****5*****04821**FAT**03-0035*****								
Pre Eng	0	36,000	0	0	0	0	0	36,000
Constr	0	232,000	0	0	0	0	0	232,000
Total	0	268,000	0	0	0	0	0	268,000
9 PARK AND RIDE LOT ENGINEERING(3)-MILW/OC/TIG**453*****0*****0*****OR**03-0035*****								
Pre Eng	295,494	- 259,494	0	0	0	0	0	36,000
Total	295,494	- 259,494	0	0	0	0	0	36,000
10 TRANSIT TRANSFER PROJECT**576*****0*****0*****OR**03-0035*****								
Pre Eng	205,183	37,873	0	0	0	0	0	243,056
Constr	789,245	422,127	0	0	0	0	0	1,211,372
Total	994,428	460,000	0	0	0	0	0	1,454,428
11 ROUTE TERMINUS SITES**685*****0*****0000**OR*****								
Non-Hwy Cp	0	0	0	250,000	0	0	0	250,000
Total	0	0	0	250,000	0	0	0	250,000
12 NORTH TERMINAL FACILITY**686*****0*****0*****OR**03-0035*****								
Pre Eng	36,000	44,000	0	0	0	0	0	80,000
Rt-of-Way	688,000	- 208,000	0	0	0	0	0	480,000
Constr	316,000	244,000	0	0	0	0	0	560,000
Total	1,040,000	80,000	0	0	0	0	0	1,120,000

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Urban Mass Transportation Administration Program

Project Description

Project Description	Estimated Grant Award by Federal Fiscal Year		1991	1992	1993	1994	Post 1994	Authorized
	Obligated	Anticipated						
Urban Mass Transportation Administration-Trade (Continued)								
13 BEAVERTON PARK-AND-RIDE STATION***701*****0*****0000**OR**03-0035*****								
Pre Eng	99,200	0	0	0	0	0	0	99,200
Rt-of-Way	236,000	-75,729	0	0	0	0	0	160,271
Constr	500,800	-140,000	0	0	0	0	0	360,800
Total	836,000	-215,729	0	0	0	0	0	620,271
14 SUNSET TRANSIT CENTER AND PARK-AND-RIDE STATION***702*****0*****0000**OR**03-0027*****								
Pre Eng	320,435	0	0	0	0	0	0	320,435
Rt-of-Way	2,780,800	0	0	0	0	0	0	2,780,800
Constr	0	0	0	5,220,000	0	0	0	5,220,000
Supt Serv	0	0	0	50,000	0	0	0	50,000
Total	3,101,235	0	0	5,270,000	0	0	0	8,371,235
15 SUPPORT SERVICES...RELOCATION & APPRAISAL COSTS/COST ALLOCATION***707*****0*****0*****OR**03-0035*****								
Other	648,321	-34,290	0	0	0	0	0	614,031
Total	648,321	-34,290	0	0	0	0	0	614,031
16 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC***776*****0*****0000**OR*****								
Non-Hwy Cp	0	0	200,000	980,000	0	0	0	1,180,000
Total	0	0	200,000	980,000	0	0	0	1,180,000
17 BEAVERTON TRANSIT CENTER***806*****0*****0000**OR**03-0027*****								
Pre Eng	306,880	0	0	0	0	0	0	306,880
Rt-of-Way	827,634	0	0	0	0	0	0	827,634
Constr	2,160,000	-281,374	0	0	0	0	0	1,878,626
Total	3,294,514	-281,374	0	0	0	0	0	3,013,140
18 TRANSIT MALL EXTENSION NORTH***822*****9341*****0*****OR**03-0035*****								
Pre Eng	352,000	622,400	0	0	0	0	0	974,400
Constr	0	0	8,000,000	0	0	0	0	8,000,000
Supt Serv	0	0	200,000	0	0	0	0	200,000
Total	352,000	622,400	8,200,000	0	0	0	0	9,174,400
19 SECTION 3 TRADE CONTINGENCY***825*****0*****0*****OR**03-0027*****								
Other	872,774	-639,513	0	8,880	0	0	0	242,141
Total	872,774	-639,513	0	8,880	0	0	0	242,141

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Urban Mass Transportation Administration Program

Project Description

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

Urban Mass Transportation Administration-Trade (Continued)								
20 SPECIAL NEEDS TRANSPORTATION MINI-BUSES***897*****0*****0000**OR*****								
Non-Hwy Cp	0	0	0	2,390,000	0	0	0	2,390,000
Total	0	0	0	2,390,000	0	0	0	2,390,000
21 INFORMATION/COMMUNICATION EQUIPMENT***898*****0*****0000**OR*****								
Non-Hwy Cp	0	0	100,000	1,010,000	0	0	0	1,110,000
Total	0	0	100,000	1,010,000	0	0	0	1,110,000
Total Urban Mass Transportation Administration-Trade								
	48,391,120	10,000,000	8,500,000	9,908,880	0	0	0	76,800,000

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Urban Mass Transportation Administration Program

Project Description

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

Urban Mass Transportation Administration-Sect 9

Project Description	Obligated	Anticipated	1991	1992	1993	1994	Post 1994	Authorized
22 Finaled Vouchered Projects***0*000000*0000*****								
Other	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
23 Completed Projects not Vouchered***1*000000*0000*****								
Pre Eng	64,000	0	0	0	0	0	0	64,000
Rt-of-Way	1,304,846	0	0	0	0	0	0	1,304,846
Constr	7,768,830	0	0	0	0	0	0	7,768,830
Non-Hwy Cp	15,273,854	0	0	0	0	0	0	15,273,854
Other	6,033,137	0	0	0	0	0	0	6,033,137
Total	30,444,667	0	0	0	0	0	0	30,444,667
24 METRO PLANNING***126*****0*****0000**VAR*****								
Pre Eng	402,800	0	150,000	150,000	150,000	0	0	852,800
Total	402,800	0	150,000	150,000	150,000	0	0	852,800
25 PURCHASE OF ARTICULATED BUSES***455*****0*****0000**OR*****								
Non-Hwy Cp	0	0	0	0	12,200,000	0	0	12,200,000
Total	0	0	0	0	12,200,000	0	0	12,200,000
26 BUS PURCHASE-EIGHT 30-FOOT BUSES***478*****0*****0*****OR**90-X019*****								
Non-Hwy Cp	1,152,000	-1,152,000	0	0	0	0	0	0
Total	1,152,000	-1,152,000	0	0	0	0	0	0
27 BANFIELD PARK AND RIDES***675*****84*****0000**FAT*****								
Other	0	0	0	0	0	800,000	0	800,000
Total	0	0	0	0	0	800,000	0	800,000
28 LIGHT RAIL VEHICLE PURCHASE***695*****0*****0000**OR*****								
Non-Hwy Cp	0	0	11,131,374	0	0	0	0	11,131,374
Total	0	0	11,131,374	0	0	0	0	11,131,374

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Urban Mass Transportation Administration Program

Project Description

Project Description	Estimated Grant Award by Federal Fiscal Year							Authorized
	Obligated	Anticipated	1991	1992	1993	1994	Post 1994	
Urban Mass Transportation Administration-Sect 9 (Continued)								
29 PARTS AND EQUIPMENT...MAINT VEHICLES/SBELTERS/ACCESS STOPS/ETC***776*****0*****0*****OR**90-X019*****								
Non-Hwy Cp	11,112,061	0	0	850,000	870,000	0	0	12,832,061
Total	11,112,061	0	0	850,000	870,000	0	0	12,832,061
30 SPECIAL NEEDS TRANSPORTATION(INCL SNT INFO SYSTEM)***777*****0*****00000**OR*****								
Non-Hwy Cp	1,144,690	1,152,000	0	0	0	0	0	2,296,690
Total	1,144,690	1,152,000	0	0	0	0	0	2,296,690
31 HILLSBORO ALTERNATIVES ANALYSIS/DEIS (UWP)***783*****90-*****0*****OR**90-X031*****								
Non-Hwy Cp	518,400	0	800,000	0	0	0	0	1,318,400
Total	518,400	0	800,000	0	0	0	0	1,318,400
32 WESTSIDE PE AND FEIS(UWP)***786*****0*****00000**OR**90-X026*****								
Non-Hwy Cp	3,867,808	0	610,400	0	0	0	0	4,478,208
Total	3,867,808	0	610,400	0	0	0	0	4,478,208
33 SECTION 9 CAPITAL RESERVE***823*****0*****00000**OR*****								
Reserve	0	0	0	0	0	-15,759,100	0	-15,759,100
Total	0	0	0	0	0	-15,759,100	0	-15,759,100
34 SECTION 9 OPERATING PROGRAM***824*****0*****00000**OR**90-X028*****								
Operating	32,086,090	0	4,841,744	4,475,270	0	0	0	41,403,104
Total	32,086,090	0	4,841,744	4,475,270	0	0	0	41,403,104
35 LIGHT RAIL VEHICLES-AIR CONDITIONING RETROFIT***896*****0*****00000**OR**90-X028*****								
Non-Hwy Cp	0	0	0	0	0	1,920,000	0	1,920,000
Total	0	0	0	0	0	1,920,000	0	1,920,000
36 RUBY JUNCTION STORAGE TRACK***899*****0*****00000**OR*****								
Constr	0	0	0	0	0	1,030,000	0	1,030,000
Total	0	0	0	0	0	1,030,000	0	1,030,000
37 WESTSIDE RAIL INITIATIVES***900*****0*****00000**OR*****								
Other	0	0	0	0	0	960,000	0	960,000
Total	0	0	0	0	0	960,000	0	960,000

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Urban Mass Transportation Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year

Obligated Anticipated 1991 1992 1993 1994 Post 1994 Authorized

Urban Mass Transportation Administration-Sect 9
 (Continued)

38 LINE SECTION DOUBLE TRACKING***901*****0*****0000**OR*****

Constr	0	0	0	0	0	6,970,000	0	6,970,000
Total	0	0	0	0	0	6,970,000	0	6,970,000

Total Urban Mass Transportation Administration-Sect 9

80,728,516	0	17,533,518	5,475,270	13,220,000	-4,079,100	0	112,878,204
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Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1991 to Post 1994

In Federal Dollars

Effective October 1, 1990

Urban Mass Transportation Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year

Obligated Anticipated 1991 1992 1993 1994 Post 1994 Authorized

Report Total

229,199,569 27,700,000 26,033,518 21,173,678 23,220,000 -4,079,100 0 323,247,665

Federal-Aid Urban Programs

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

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

City of Portland Projects

1 Finalized Vouchered Projects**0*0000000*00000*****CLOSED

Pre Eng	1,573,743	0	0	0	0	0	0	1,573,743
Rt-of-Way	401,968	0	0	0	0	0	0	401,968
Constr	6,376,238	0	0	0	0	0	0	6,376,238
Non-Hwy Cp	131,555	0	0	0	0	0	0	131,555
Operating	217,108	0	0	0	0	0	0	217,108
Total	8,700,612	0	0	0	0	0	0	8,700,612

2 Completed Projects not Vouchered**1*0000000*00000*****

Pre Eng	697,716	0	0	0	0	0	0	697,716
Constr	1,214,537	0	0	0	0	0	0	1,214,537
Total	1,912,253	0	0	0	0	0	0	1,912,253

3 ARTERIAL STREET 3R PROGRAM**43**89-033a**05383*VAR0****726*****0****

Pre Eng	26,309	5,371	0	0	0	0	0	31,680
Constr	944,811	-56,490	0	0	0	0	0	888,321
Reserve	0	0	0	0	0	0	0	0
Total	971,120	-51,119	0	0	0	0	0	920,001

4 CITY OF PORTLAND FAU CONTINGENCY**44**0-*****00000*VAR0****726*****0****

Reserve	0	0	0	0	0	0	2,911,564	2,911,564
Pending	0	0	0	0	0	0	22,331	22,331
Total	0	0	0	0	0	0	2,933,895	2,933,895

5 WILLAMETTE GREENWAY TRAIL PROGRAM**575**10018****00240*VAR0****726*****0****

Pre Eng	61,500	0	0	0	0	0	0	61,500
Rt-of-Way	0	0	0	0	-0	0	0	0
Constr	0	0	330,000	0	0	0	0	330,000
Total	61,500	0	330,000	0	0	0	0	391,500

6 AIRPORT WAY UNITS II AND III-WE 138TH AVE TO 181ST AVE(5/5)**861**84-022c**03384*FAU9964*726*****0****

Reserve	0	0	0	0	0	0	300,000	300,000
Total	0	0	0	0	0	0	300,000	300,000

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

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

City of Portland Projects
 (Continued)

Project Description	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized

City of Portland Projects (Continued)								
7 NW 9TH AVENUE IMPROVEMENTS-GLISAN TO FRONT**868** 89-020**05123*PAU9983*726*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Constr	372,304	7,696	0	0	0	0	0	380,000
Total	372,304	7,696	0	0	0	0	0	380,000
8 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS-OLESON RD TO BARBUR BLVD**869**89-022**05127*PAU9404*726*****0****								
Pre Eng	14,760	69,720	0	0	0	0	0	84,480
Constr	0	0	563,306	0	0	0	0	563,306
Total	14,760	69,720	563,306	0	0	0	0	647,786
9 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS-9TH AVE TO 82ND AVE**870**89-021**05126*PAU9822*726*****0****								
Pre Eng	18,284	52,116	0	0	0	0	0	70,400
Rt-of-Way	0	143,440	0	0	0	0	0	143,440
Constr	0	0	285,375	0	0	0	0	285,375
Total	18,284	195,556	285,375	0	0	0	0	499,215
10 INTERSECTION IMPROVEMENT PROGRAM**871**89-023**05125*PAUVAR**726*****0****								
Pre Eng	11,059	- 259	0	0	0	0	0	10,800
Constr	0	0	97,200	0	0	0	0	97,200
Total	11,059	- 259	97,200	0	0	0	0	108,000
11 CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM**872**89-028**05200*VARVAR**726*****0****								
Pre Eng	38,552	-3,752	0	0	0	0	0	34,800
Constr	0	0	313,200	0	0	0	0	313,200
Total	38,552	-3,752	313,200	0	0	0	0	348,000
12 DOWNTOWN MALL REHABILITATION PROGRAM**873**89-032**05384*PAU9341*726*****0****								
Pre Eng	0	0	100,000	0	0	0	0	100,000
Constr	0	0	700,000	0	0	0	0	700,000
Total	0	0	800,000	0	0	0	0	800,000
13 HOLLADAY AVE-UNION AVE TO NE 9TH AVE(GREELEY-BANFIELD)**890**84-024C**04958*PAU9903*726*****0****								
Constr	0	89,320	0	0	0	0	0	89,320
Total	0	89,320	0	0	0	0	0	89,320

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1990 1991 1992 1993 1994 Post 1994 Authorized

City of Portland Projects
 (Continued)

14 LLOYD BLVD-GRAND AVE TO NE 11TH AVE(GREELEY-BANFIELD)***891**84-024B**04959*PAU9902*726*****0****								
Constr	124,755	7,509	0	0	0	0	0	132,264
Total	124,755	7,509	0	0	0	0	0	132,264
15 DEVELOPMENT RESERVE***919**0-*****00000*PAU*****726*****0****								
Reserve	0	0	0	0	856,013	0	0	856,013
Total	0	0	0	0	856,013	0	0	856,013
Total City of Portland								
	12,225,199	314,671	2,389,081	0	856,013	0	3,233,895	19,018,859

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

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

Multnomah County Projects

Project Description	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
16 Finalized Vouchered Projects***0*0000000*00000*****CLOSED								
Pre Eng	91,437	0	0	0	0	0	0	91,437
Constr	917,181	0	0	0	0	0	0	917,181
Reserve	0	0	0	0	0	0	0	0
Total	1,008,618	0	0	0	0	0	0	1,008,618
17 Completed Projects not Vouchered***1*0000000*00000*****								
Pre Eng	225,005	0	0	0	0	0	0	225,005
Rt-of-Way	9,201	0	0	0	0	0	0	9,201
Constr	169,000	0	0	0	0	0	0	169,000
Total	403,206	0	0	0	0	0	0	403,206
18 HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT(#2757C)***506**84-097***02914*PA09366*726*****0****								
Pre Eng	0	100,000	0	0	0	0	0	100,000
Reserve	0	0	0	190,000	0	0	0	190,000
Total	0	100,000	0	190,000	0	0	0	290,000
19 NORTH MAIN RECONSTRUCTION(GRESHAM)-DIVISION TO POWELL***541**88-014***04863*PA09879*726*****0****								
Pre Eng	55,383	0	0	0	0	0	0	55,383
Constr	417,030	11,587	0	0	0	0	0	428,617
Total	472,413	11,587	0	0	0	0	0	484,000
20 242ND AVENUE IMPROVEMENTS-23RD STREET TO DIVISION STREET***863**89-026***05571*PA09877*726*****0****								
Pre Eng	0	0	90,000	0	0	0	0	90,000
Constr	0	0	0	557,460	0	0	0	557,460
Total	0	0	90,000	557,460	0	0	0	647,460
21 I84-223RD CONNECTOR(207TH)***864**89-025***05149*PA09867*726*****0****								
Reserve	0	0	0	1,156,227	0	0	0	1,156,227
Total	0	0	0	1,156,227	0	0	0	1,156,227
Total Multnomah County	1,884,237	111,587	90,000	1,903,687	0	0	0	3,989,511

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

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

Clackamas County Projects

22 Finaled Vouchered Projects***0*0000000*00000*****CLOSED

Pre Eng	248,064	0	0	0	0	0	0	248,064
Rt-of-Way	74,366	0	0	0	0	0	0	74,366
Constr	2,449,968	0	0	0	0	0	0	2,449,968
Reserve	0	0	0	0	0	0	0	0
Total	2,772,398	0	0	0	0	0	0	2,772,398

23 Completed Projects not Vouchered***1*0000000*00000*****

Pre Eng	73,546	0	0	0	0	0	0	73,546
Total	73,546	0	0	0	0	0	0	73,546

24 LOWER BOONES FERRY RD-MADRONA TO SW JEAN***68**80-104***00677*FA09473*703*****0****

Pre Eng	207,290	0	0	0	0	0	0	207,290
Rt-of-Way	0	0	185,000	0	0	0	0	185,000
Constr	659,470	0	1,724,319	0	0	0	0	2,383,789
Reserve	0	0	0	0	0	0	0	0
Total	866,760	0	1,909,319	0	0	0	0	2,776,079

25 HARMONY ROAD-LAKE ROAD TO 82ND DRIVE***79**10051B***05017*FA09702*703*****0****

Pre Eng	36,992	0	0	0	0	0	0	36,992
Reserve	0	0	0	0	0	0	171,071	171,071
Total	36,992	0	0	0	0	0	171,071	208,063

26 RAILROAD AVENUE/HARMONY ROAD-82ND TO MILWAUKIE CBD-UNIT I***553**10037***00705*FA09702*NB*****0****

Constr	83,929	0	0	0	0	0	50,000	133,929
Total	83,929	0	0	0	0	0	50,000	133,929

27 82ND DRIVE-HWY 212 TO GLADSTONE/I205 INTERCHANGE***578**10051B***00500*FA09653*703*****0****

Rt-of-Way	404,911	476,046	0	0	0	0	0	880,957
Total	404,911	476,046	0	0	0	0	0	880,957

28 CLACKAMAS COUNTY FAU RESERVE***835**0*****0*****VAR0***na*****0****

Reserve	0	0	37,930	0	0	0	0	37,930
Total	0	0	37,930	0	0	0	0	37,930

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

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

Clackamas County Projects
 (Continued)

Project Description	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized

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

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1991 to Post 1994

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1990 1991 1992 1993 1994 Post 1994 Authorized

Washington County Projects

****32 Finaled Vouchered Projects*****0*000000*0000*******

Pre Eng	513,692	- 558	0	0	0	0	0	513,134
Rt-of-Way	184,602	0	0	0	0	0	0	184,602
Constr	975,404	0	0	0	0	0	0	975,404
Reserve	0	0	0	0	0	0	0	0
Total	1,673,698	- 558	0	0	0	0	0	1,673,140

****33 Completed Projects not Vouchered*****1*000000*0000*******

Pre Eng	524,042	0	0	0	0	0	0	524,042
Rt-of-Way	2,525	0	0	0	0	0	0	2,525
Constr	775,975	0	0	0	0	0	0	775,975
Total	1,302,542	0	0	0	0	0	0	1,302,542

****34 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY*****132**80-038**00139*FA09022*734*****0******

Reserve	0	276,000	0	0	0	0	0	276,000
Total	0	276,000	0	0	0	0	0	276,000

****35 BVTN/TUALATIN HWY AT SW BRIDGEPORT-SIGNAL/CHANNELIZE*****395**10251**02089*FA09091*141*****8******

Constr	170,010	7,990	0	0	0	0	0	178,000
Total	170,010	7,990	0	0	0	0	0	178,000

****36 WASHINGTON COUNTY RESERVE*****836**0*****0*****VAR0****na*****0******

Reserve	0	0	0	0	0	0	25,277	25,277
Total	0	0	0	0	0	0	25,277	25,277

****37 MAPLE STREET AT TUALATIN VALLEY HIGHWAY-SIGNAL*****866**89-016**0*****FA09032*734*****0******

Constr	79,075	0	0	0	0	0	925	80,000
Total	79,075	0	0	0	0	0	925	80,000

****38 CORNELIUS PASS ROAD-SUNSET HIGHWAY TO CORNELL ROAD*****867**89-029**0*****FA09053*734*****0******

Constr	0	509,934	0	0	0	0	0	509,934
Total	0	509,934	0	0	0	0	0	509,934

Total Washington County

	3,225,325	793,366	0	0	0	0	26,202	4,044,893
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 Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1991 to Post 1994

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

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

Tri-Met Projects

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

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 Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1990 1991 1992 1993 1994 Post 1994 Authorized

ODOT Projects

42 Finaled Vouchered Projects***0*000000*0000*****CLOSED								
Pre Eng	227,478	0	0	0	0	0	0	227,478
Rt-of-Way	94,226	0	0	0	0	0	0	94,226
Constr	812,390	0	0	0	0	0	0	812,390
Total	1,134,094	0	0	0	0	0	0	1,134,094
43 Completed Projects not Vouchered***1*000000*0000*****								
Constr	121,714	0	0	0	0	0	0	121,714
Total	121,714	0	0	0	0	0	0	121,714
44 STATE STREET CORRIDOR(OR43)-TERWILLIGER TO LADD***133**77-068***00359*FA09565*3*****6****								
Constr	0	0	0	0	0	0	22,000	22,000
Total	0	0	0	0	0	0	22,000	22,000
45 HIGHWAY 43 @ MCKILLICAN/BOOD AVENUE WIDENING***853**10252***00976*FA09565*3*****11****								
Constr	77,413	0	0	0	0	0	1,353	78,766
Total	77,413	0	0	0	0	0	1,353	78,766
46 OR210-SCHOLLS FERRY RD-MURRAY BLVD TO PANNO CREEK***875**86-077***03290*FA09234*143*****7****								
Constr	0	0	2,393,997	0	0	0	0	2,393,997
Total	0	0	2,393,997	0	0	0	0	2,393,997
Total ODOT	1,333,221	0	2,393,997	0	0	0	23,353	3,750,571

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1990 1991 1992 1993 1994 Post 1994 Authorized

Regional Projects

47 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

48 UNALLOCATED FEDERAL-AID URBAN FONDS***114**0-*****00000*VAR0****na*****0****

Reserve	0	0	0	0	0	0	340,697	340,697
Pending	0	0	0	0	0	0	30,263	30,263
Total	0	0	0	0	0	0	370,960	370,960

Total Regional

1,929,097 0 0 0 0 0 0 370,960 2,300,057

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

Federal Aid Urban System Program

Project Description

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

Other Programs

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

State Highway Program

Project Description

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

Federal-Aid Interstate Projects							
1 I5-EAST MARQUAM INTCHG-NB/SB/BANFIELD ACCESS (II)**319**76-011***00596*PAI5****{*****301*****							
Pre Eng	2,313,163	0	0	0	0	0	2,313,163
Rt-of-Way	3,882,506	0	0	0	0	0	3,882,506
Constr	0	0	24,380,000	0	0	0	24,380,000
Total	6,195,669	0	24,380,000	0	0	0	30,575,669
2 I5-EAST MARQUAM INTERCHANGE GRAND AVE/UNION AVE RAMPS (III)**320**76-011***00597*PAI5****J*****301*****							
Constr	0	0	0	0	19,320,000	0	19,320,000
Total	0	0	0	0	19,320,000	0	19,320,000
3 DEVELOPMENT PROJECTS**394**86-064***03374*VARVAR**var*****295*****							
Pre Eng	160,883	0	0	0	0	0	160,883
Total	160,883	0	0	0	0	0	160,883
4 I84-COLUMBIA RIVER HWY(238TH AVENUE)BRIDGE #A7097**885**84-023***03327*PAI84***2*****16*****							
Constr	0	0	0	1,159,200	0	0	1,159,200
Total	0	0	0	1,159,200	0	0	1,159,200
5 I-84 COLUMBIA RIVER HIGHWAY-223RD AVENUE TO TROUTDALE**922*****04738*PAI68***2*****15*****							
Constr	0	0	0	0	0	27,600,000	27,600,000
Total	0	0	0	0	0	27,600,000	27,600,000
Total Federal-Aid Interstate Projects	6,356,552	0	24,380,000	1,159,200	19,320,000	0	27,600,000
							78,815,752

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

State Highway Program

Project Description

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

Federal-Aid Interstate 4R Projects

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

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

State Highway Program

Project Description

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

Federal-Aid Interstate 4R Projects
 (Continued)

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

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Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Portland Organized Area

Fiscal Years 1991 to Post 1994

In Federal Dollars

Effective October 1, 1990

State Highway Program

Project Description

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

Federal-Aid Interstate 4R Projects
(Continued)

Project Description	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
22 I205-SE STARK TO SE POWELL BLVD GRADING/LANDSCAPING***673**87-014**04020*PAI205**64*****19*****								
Constr	0	0	0	828,000	0	0	0	828,000
Total	0	0	0	828,000	0	0	0	828,000
23 I205-OREGON CITY PARK-AND-RIDE LOT***674**80-008**00459*PAI205**64*****9*****								
Pre Eng	30,893	0	0	0	0	0	0	30,893
Rt-of-Way	0	36,800	0	0	0	0	0	36,800
Constr	0	0	322,000	0	0	0	0	322,000
Total	30,893	36,800	322,000	0	0	0	0	389,693
24 I205-AIRPORT WAY INTERCHANGE IMPROVEMENTS***681**86-063**03373*PAI205**64*****24*****								
Constr	0	0	4,324,000	0	0	0	0	4,324,000
Total	0	0	4,324,000	0	0	0	0	4,324,000
25 I205-AT SANDY BLVD WEST BOUND CONNECTION***682**86-058**04059*PAI205**64*****24*****								
Pre Eng	38,548	0	0	0	0	0	0	38,548
Constr	0	0	360,000	0	0	0	0	360,000
Total	38,548	0	360,000	0	0	0	0	398,548
26 I5-UPPER BOONES FERRY TO I205 INTERCHANGE***876**84-127**02499*PAI5****1*****289*****								
Pre Eng	145,230	164,595	0	0	0	0	0	309,825
Constr	0	0	3,128,000	0	0	0	0	3,128,000
Total	145,230	164,595	3,128,000	0	0	0	0	3,437,825
27 I5-AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION-UNIT 1***893**86-056**03277*PAI5****1*****292*****								
Pre Eng	438,600	0	0	0	0	0	0	438,600
Constr	0	0	0	0	26,220,000	0	0	26,220,000
Total	438,600	0	0	0	26,220,000	0	0	26,658,600
28 I84-UPRR (GRAHAM ROAD) BRIDGE #6967 REPLACEMENT***911*****03342*FAU9883*2*****18*****								
Constr	0	0	0	2,631,200	0	0	0	2,631,200
Reconn	0	0	0	88,000	0	0	0	88,000
Total	0	0	0	2,719,200	0	0	0	2,719,200
29 I5-I205 INTERCHANGE AND UPPER BOONES FERRY/I-205 LUMINAIRES***923*****05667*PAI5****1*****288*****								
Constr	0	0	460,000	0	0	0	0	460,000
Total	0	0	460,000	0	0	0	0	460,000
Total Federal-Aid Interstate 4R Projects								
	4,513,901	88,966	10,259,200	40,255,200	31,694,000	9,845,840	8,933,600	105,590,707

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

State Highway Program

Project Description

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

Federal-Aid Primary Projects

Project Description	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
30 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING(III)***386**10143c***01892*PAP27***47*****72*****								
Constr	0	0	0	0	0	1,170,000	0	1,170,000
Total	0	0	0	0	0	1,170,000	0	1,170,000
31 OR8-TV HIGHWAY PAVING/ILLUM-21ST TO SW 160TH AVE***392**87-004***03652*PAP32***29*****5*****								
Constr	0	0	2,270,000	0	0	0	0	2,270,000
Total	0	0	2,270,000	0	0	0	0	2,270,000
32 DEVELOPMENT PROJECTS***394**86-085***04820*VARVAR**var*****295*****								
Pre Eng	0	120,000	72,000	0	0	0	0	192,000
Reconn	0	0	0	611,650	0	0	0	611,650
Total	0	120,000	72,000	611,650	0	0	0	803,650
33 US26-SYLVAN INTERCHANGE TO VISTA RIDGE(ZOO INTERCHANGE)***410**84-014***00491*PAP27***47*****71*****								
Pre Eng	627,115	0	0	0	0	0	0	627,115
Rt-of-Way	0	792,000	0	0	0	0	0	792,000
Constr	0	0	0	0	0	0	7,300,000	7,300,000
Total	627,115	792,000	0	0	0	0	7,300,000	8,719,115
34 US26-SUNSET/HELVETIA ROAD INTERCHANGE PHASE 2***416**87-018***03269*PAP27***47*****61*****								
Pre Eng	189,963	0	0	0	0	0	0	189,963
Constr	0	0	0	0	0	0	2,200,000	2,200,000
Total	189,963	0	0	0	0	0	2,200,000	2,389,963
35 US26-SUNSET/JACKSON ROAD OVERPASS-DEVELOPMENT***425**84-040***00984*PAP27***47*****59*****								
Pre Eng	35,500	11,732	0	0	0	0	0	47,232
Total	35,500	11,732	0	0	0	0	0	47,232
36 HWY212-ROCK CREEK JCT TO MP 0.95-DEVELOPMENT***450**84-045***00775*PAP74***174*****1*****								
Pre Eng	122,313	46,961	0	0	0	0	0	169,274
Total	122,313	46,961	0	0	0	0	0	169,274
37 US26-SUNSET/MURRAY INTERCHANGE***567**84-039***00393*PAP27***47*****67*****								
Pre Eng	88,198	0	0	0	0	0	0	88,198
Rt-of-Way	70,400	0	0	0	0	0	0	70,400
Constr	0	4,840,000	0	0	0	0	0	4,840,000
Total	158,598	4,840,000	0	0	0	0	0	4,998,598

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

State Highway Program

Project Description

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

Federal-Aid Primary Projects (Continued)								
38 OR8-TUALATIN VALLEY HIGHWAY-SHUTE PARK TO SE 21ST AVE-BILLSBORO***828**79-085b**05024*FAP32**29*****j1*****								
Constr	0	0	0	0	3,494,000	0	0	3,494,000
Total	0	0	0	0	3,494,000	0	0	3,494,000
39 NE LOMBARD/COLUMBIA BLVD VIA NE 60TH AVENUE***854**80-011**00835*FA09917*123*****9*****								
Rt-of-Way	0	1,452,000	0	0	0	0	0	1,452,000
Constr	0	193,600	0	0	0	0	0	193,600
Total	0	1,645,600	0	0	0	0	0	1,645,600
40 BEAVERTON/TUALATIN HWY AT PACIFIC HWY WEST-CHAN/SIG***877**84-052**00762*FA09091*141*****9*****								
Constr	0	0	0	0	220,000	0	0	220,000
Total	0	0	0	0	220,000	0	0	220,000
41 TUALATIN VALLEY HWY-BILLSBORO SIGNALS(13 LOCATIONS)***878**84-034**03334*FAP32**29*****j3*****								
Constr	0	0	686,400	0	0	0	0	686,400
Total	0	0	686,400	0	0	0	0	686,400
42 US26-BEAVERTON TO PORTLAND LRT AND HIGHWAY IMPROVEMENTS***888**88-033**04497*FAP27**47*****67*****								
Pre Eng	0	2,000,000	0	0	0	0	0	2,000,000
Total	0	2,000,000	0	0	0	0	0	2,000,000
43 OR-217 BEAV/TIG HWY-SUNSET HWY TO I5-RAMP METERING***915*****FAP79**144*****0*****								
Constr	0	0	0	396,000	0	0	0	396,000
Total	0	0	0	396,000	0	0	0	396,000
Total Federal-Aid Primary Projects	1,133,489	9,456,293	3,028,400	1,007,650	3,714,000	1,170,000	9,500,000	29,009,832

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1990 1991 1992 1993 1994 Post 1994 Authorized

Highway Bridge Replacement Projects

44 HAWTHORNE BRIDGE(#2757E) PHASE II-SERVICE LIFE EXTENSION***407**85-037**04069*PA09366*726*****0*****

Pre Eng	95,960	0	0	0	0	0	0	95,960
Constr	0	0	1,240,000	0	0	0	0	1,240,000
Total	95,960	0	1,240,000	0	0	0	0	1,335,960

45 HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT(#2757C)***506**84-097**02914*PA09366*726*****0*****

Pre Eng	248,240	0	0	0	0	0	0	248,240
Constr	0	0	0	1,040,000	0	0	0	1,040,000
Total	248,240	0	0	1,040,000	0	0	0	1,288,240

Total Highway Bridge Replacement Projects

	344,200	0	1,240,000	1,040,000	0	0	0	2,624,200
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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1990

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1990 1991 1992 1993 1994 Post 1994 Authorized

Hazard Elimination System Projects

46 I205-SE LESTER AVENUE INTERCHANGE***365**86-120***01493*FA09753*64*****16*****
 Reserve 0 0 0 1,093,500 0 0 0 1,093,500
 Total 0 0 0 1,093,500 0 0 0 1,093,500

47 US30-SW DOANE AVE TO SW BALBOA AVE-CHANNELIZATION***387**79-067***02107*FAP1***2W*****5*****
 Pre Eng 14,490 0 0 0 0 0 0 14,490
 Rt-of-Way 67,050 0 0 0 0 0 0 67,050
 Constr 0 540,000 0 0 0 0 0 540,000
 Total 81,540 540,000 0 0 0 0 0 621,540

48 NE PORTLAND HIGHWAY AT 121ST-INSTALL SIGNAL/NEW CONTROLLER***521**86-002***04035*FA09966*123*****12*****
 Pre Eng 21,915 0 0 0 0 0 0 21,915
 Constr 0 0 108,000 0 0 0 0 108,000
 Total 21,915 0 108,000 0 0 0 0 129,915

49 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000***522**85-078***03974*VARVAR**var*****0*****
 Pre Eng 89,190 0 0 0 0 0 0 89,190
 Rt-of-Way 13,500 0 0 0 0 0 0 13,500
 Constr 470,260 342,550 117,000 464,220 0 0 0 1,394,030
 Total 572,950 342,550 117,000 464,220 0 0 0 1,496,720

50 OR43-OSWEGO HIGHWAY AT PIMLICO DRIVE***879**84-100***00975*FA09565*3*****10*****
 Pre Eng 61,515 0 0 0 0 0 0 61,515
 Constr 0 0 252,000 0 0 0 0 252,000
 Total 61,515 0 252,000 0 0 0 0 313,515

51 OR99E-S END ONE WAY COULET-TACOMA ST(PORTLAND)-MEDIAN BARRIER***886**85-020***02931*FAP26***JR*****1*****
 Pre Eng 61,596 0 0 0 0 0 0 61,596
 Constr 543,293 0 1,080,000 0 0 0 0 1,623,293
 Total 604,889 0 1,080,000 0 0 0 0 1,684,889

52 BASELINE ROAD AT 231ST AVENUE***917**00-000***00000*fan9028*734*****0*****
 Constr 0 0 0 351,000 0 0 0 351,000
 Total 0 0 0 351,000 0 0 0 351,000

Total Hazard Elimination System Projects

1,342,809 882,550 1,557,000 1,908,720 0 0 0 5,691,079

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1990

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1990 1991 1992 1993 1994 Post 1994 Authorized

State Modernization Projects

53 MARINE DRIVE WIDENING TO FOUR LANES-15 TO RIVERGATE***298**79-056**03395*FA09962*120*****2*****								
Constr	0	0	0	6,405,000	0	0	0	6,405,000
Total	0	0	0	6,405,000	0	0	0	6,405,000
54 US26-SYLVAN INTERCHANGE TO VISTA RIDGE(ZOO INTERCHANGE)***410**84-014**03324*FAP27**47*****7j*****								
Constr	0	0	0	0	0	0	1,650,000	1,650,000
Total	0	0	0	0	0	0	1,650,000	1,650,000
55 US26-SUNSET/CORNELL ROAD INTERCHANGE***427**79-069**00779*FAP27**47*****66*****								
Rt-of-Way	0	3,966,750	0	0	0	0	0	3,966,750
Constr	0	11,993,000	0	0	0	0	0	11,993,000
Total	0	15,959,750	0	0	0	0	0	15,959,750
56 OR210-SCHOLLS FERRY RD-MURRAY BLVD TO FANNO CREEK***875**86-077**03290*FA09234*143*****7*****								
Constr	0	0	970,000	0	0	0	0	970,000
Total	0	0	970,000	0	0	0	0	970,000
Total State Modernization Projects								
	0	15,959,750	970,000	6,405,000	0	0	1,650,000	24,984,750

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1990

State Highway Program

Project Description

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

State Operations Projects

Project Description	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
57 METRO PLANNING***126**0-*****0000*VAR0***na*****0*****								
Pre Eng	273,949	135,065	0	0	0	0	0	409,014
Total	273,949	135,065	0	0	0	0	0	409,014
58 99W-PACIFIC HWY AT SW FISCHER ROAD SIGNAL***389**84-029***02093*PAP9***jw*****j2*****								
Constr	0	0	0	70,000	0	0	0	70,000
Total	0	0	0	70,000	0	0	0	70,000
59 DEVELOPMENT PROJECTS***394**88-024***04944*VARVAR**var*****295*****								
Pre Eng	0	100,000	0	0	0	0	0	100,000
Total	0	100,000	0	0	0	0	0	100,000
60 STATE FINANCED PROJECTS AT OR UNDER \$100,000***412**86-050***03914*VAR0***var*****0*****								
Constr	0	0	280,000	170,000	0	0	0	450,000
Total	0	0	280,000	170,000	0	0	0	450,000
61 BEAVERTON/TUALATIN HWY AT SW OAK-SIGNAL/LEFT TURN LANES***414**84-066***00764*FAU9091*141*****4*****								
Constr	0	0	190,000	0	0	0	0	190,000
Total	0	0	190,000	0	0	0	0	190,000
62 US26-SUNSET/NW 185TH AVE INTERCHANGE***426**84-013***00847*PAP27***47*****64*****								
Constr	0	0	0	6,000,000	0	0	0	6,000,000
Total	0	0	0	6,000,000	0	0	0	6,000,000
63 CLACKAMAS PARK(PACIFIC EAST) BRIDGE NO. 1618***504**85-042***03329*PAP26***1E*****11*****								
Constr	0	0	0	0	0	2,200,000	0	2,200,000
Total	0	0	0	0	0	2,200,000	0	2,200,000
64 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000***522**88-043***04955*VARVAR**var*****0*****								
Constr	0	69,000	0	0	0	0	0	69,000
Total	0	69,000	0	0	0	0	0	69,000
65 OR210-SCHOLLS HWY AT SW JAMIESON ROAD-LT TURN REFUGE***677**86-112***03916*FAU9234*143*****12*****								
Constr	0	0	0	150,000	0	0	0	150,000
Total	0	0	0	150,000	0	0	0	150,000

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1990

State Highway Program

Project Description

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

State Operations Projects
 (Continued)

Project Description	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized

State Operations Projects (Continued)								
66 BALL BOULEVARD AT BURNHAM STREET-SIGNAL***728**85-033***03913*PAU9091*141*****6*****								
Constr	0	0	130,000	0	0	0	0	130,000
Total	0	0	130,000	0	0	0	0	130,000
67 PACIFIC HWY EAST/MCLOUGHLIN BLVD AT BOARDMAN AVE-5 PHASE SIGNAL***862**88-025***04941*PAP26***1E*****0*****								
Constr	0	0	0	0	126,000	0	0	126,000
Total	0	0	0	0	126,000	0	0	126,000
68 OR43-PORTLAND SCL TO WESTLINN NCL-ROCKFALL/GM BARRIER***880**86-046***03733*PAU9565*3*****4*****								
Rt-of-Way	0	5,000	0	0	0	0	0	5,000
Constr	0	150,000	0	0	0	0	0	150,000
Total	0	155,000	0	0	0	0	0	155,000
69 OR210-PANNO CREEK TO BEAVERTON/TIGARD HWY(TIGARD)***881**86-049***03908*PAU9234*143*****9*****								
Rt-of-Way	0	0	30,000	0	0	0	0	30,000
Constr	0	0	750,000	0	0	0	0	750,000
Total	0	0	780,000	0	0	0	0	780,000
70 OR210-SCHOLLS HWY AT DENNY RD-SIGNAL***882**86-052***02170*PAU9234*143*****11*****								
Constr	0	242,000	0	0	0	0	0	242,000
Total	0	242,000	0	0	0	0	0	242,000
71 US30-DOANE CREEK TO NW HODGE AVENUE GUARDRAIL***883**86-107***03932*PAP1****2W*****7*****								
Constr	0	0	0	0	157,000	0	0	157,000
Total	0	0	0	0	157,000	0	0	157,000
72 OR43-OSWEGO HIGHWAY AT JOLIE POINT ROAD***884**86-054***03939*PAU9565*3*****10*****								
Constr	0	0	0	0	220,000	0	0	220,000
Total	0	0	0	0	220,000	0	0	220,000
73 NE PORTLAND HIGHWAY AT NE 181ST AVENUE-WIDENING***908**89-034***05583*PAU9966*123*****15*****								
Pre Eng	0	0	37,000	0	0	0	0	37,000
Rt-of-Way	0	0	105,000	0	0	0	0	105,000
Constr	0	0	373,000	0	0	0	0	373,000
Total	0	0	515,000	0	0	0	0	515,000

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1990

State Highway Program

Project Description

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

State Operations Projects
 (Continued)

Project Description	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized

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

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1990

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1990 1991 1992 1993 1994 Post 1994 Authorized

Bikeways Projects

Project Description	Obligated	1990	1991	1992	1993	1994	Post 1994	Authorized
79 BIKEWAY PROJECTS***384**86-033**03852*VARVAR**na*****0*****								
Constr	28,000	556,644	200,000	200,000	300,000	0	0	1,284,644
Total	28,000	556,644	200,000	200,000	300,000	0	0	1,284,644
Total Bikeways Projects	28,000	556,644	200,000	200,000	300,000	0	0	1,284,644

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1991 to Post 1994

Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1990

State Highway Program

Project Description

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

Access Oregon Highway Projects

80 MCKLOUGHLIN BLVD PHASE II-TACOMA TO HIGHWAY 224***136**77-159B**04873*FAP26**1E*****5*****								
Constr	0	0	9,500,000	0	0	0	0	9,500,000
Total	0	0	9,500,000	0	0	0	0	9,500,000
81 MCKLOUGHLIN BLVD PHASE IIIA-UNION/GRAND VIADUCT TO HAROLD***140**77-159c**04874*FAP26**1E*****1*****								
Constr	0	0	0	0	4,800,000	0	0	4,800,000
Total	0	0	0	0	4,800,000	0	0	4,800,000
82 DEVELOPMENT PROJECTS***394**85-030**03331*VARVAR**var*****295*****								
Pre Eng	0	0	0	0	0	0	42,240	42,240
Total	0	0	0	0	0	0	42,240	42,240
83 99W PACIFIC HWY WEST-GREENBURG TO TUALATIN RIVER***457**88-026**04342*FAP9**1W*****9*****								
Constr	0	1,900,000	0	0	0	0	0	1,900,000
Total	0	1,900,000	0	0	0	0	0	1,900,000
84 PACIFIC HIGHWAY WEST AT EDY/SCHOLLS-SIX CORNERS***463**88-040**04358*FAP9**1W*****15*****								
Rt-of-Way	0	0	2,000,000	0	0	0	0	2,000,000
Constr	0	0	2,800,000	0	0	0	0	2,800,000
Total	0	0	4,800,000	0	0	0	0	4,800,000
85 WESTERN BYPASS-PHASE I-SUNSET HWY TO PACIFIC HWY***720**88-011**04457*VAR0**734*****0*****								
Pre Eng	0	1,037,500	0	0	0	0	0	1,037,500
Total	0	1,037,500	0	0	0	0	0	1,037,500
86 OR99W PACIFIC HWY WEST-PEAFLE RD/COMMERCIAL STREET***887**86-085**04820*FAP9**1W*****8*****								
Constr	0	0	0	0	472,991	0	0	472,991
Total	0	0	0	0	472,991	0	0	472,991
Total Access Oregon Highway Projects								
	0	2,937,500	14,300,000	0	5,272,991	0	42,240	22,552,731

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Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1991 to Post 1994

In Total Cost Dollars

Effective October 1, 1990

State Highway Program

Project Description

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