

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 91-1498
FY 1992 TO POST 1995 TRANSPORTATION) Introduced by Rena Cusma,
IMPROVEMENT PROGRAM AND THE FY 1992) 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 1991 Annual Element projects may not be obligated by the end of FY 1991 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 1992 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, 1991 be automatically reprogrammed for FY 1992 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, Clean Air Act Amendments of 1990 and the Interim Conformity Guidelines 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 the Attachment 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 1992 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 Intergovern-

mental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District
this 26th day of September, 1991.

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

Tanya Collier, Presiding Officer

WHP:lmk
91-1498.RES
08-28-91

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 91-1498 FOR
THE PURPOSE OF ADOPTING THE FY 1992 TO POST
1995 TRANSPORTATION IMPROVEMENT PROGRAM AND
THE FY 1992 ANNUAL ELEMENT

Date: August 29, 1991

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

The Transportation Improvement Program (TIP) and FY 1992 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 programs for FY 1992. The FY 1992 program reflected herein is a first step in establishing actual priorities for FY 1992. 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.
- . High Capacity Transit (HCT) Studies (Resolution No. 91-1456) -- Because of the large amount of HCT 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 HCT system and financial limitations dictate that careful consideration be given to defining regional priorities before committing to construction.

In the fall of 1987, JPACT evaluated the work which had been completed to that time and determined that the Westside, Milwaukie, and I-205 corridors have the highest priority and should be advanced within a 10-year timeframe. The Barbur and I-5 corridors were determined to be a lesser priority and recommended to be constructed in a 20-year timeframe. The Macadam Corridor need was determined to be beyond the 20-year timeframe.

In 1990, JPACT endorsed a resolution to advance the Hillsboro Corridor, an extension of the Westside Corridor from 185th and Baseline Road to downtown Hillsboro into Alternatives Analysis. In 1991, JPACT further refined the region's HCT planning priorities by endorsing a resolution that advances the I-205 and Milwaukie corridors and the I-5 North and I-205 North corridors into concurrent and coordinated Preliminary Alternatives Analyses.

JPACT has endorsed a Regional HCT Study that will examine long-term systemwide issues, concentrating on CBD alignments, operations and maintenance requirements, updating forecasts on future rail corridors and extensions, and establishing regional criteria and priorities for further HCT development.

Objectives of these studies will be to:

1. Continue planning and design on the region's No. 1 priority, the Westside and Hillsboro Corridor projects.
2. Determine the region's next HCT transit corridor(s) to advance into Alternatives Analysis. The results of the study will be a statement of the transportation problems within the priority corridor, a description of a handful of most promising alternatives that respond to those problems, preliminary cost-effectiveness analysis of those alternatives, a corridor financial strategy, and a scope and budget for Alternatives Analysis. The study will also result in an action plan for the mid and long-term development of transit in the remaining corridors.
3. Reassess the remaining high capacity corridors identified in the RTP. This assessment will document the performance of the light rail lines as one system, compare them to the "best bus" option, and help determine long-term needs in the downtown. All forecasts will be performed with a common model and horizon year, using the 1988 travel-forecasting model and new 2010 land use data.
4. Develop an overall system financing strategy and staging plan for HCT development and determine relative priorities of the corridors.

- . Approximately \$16.5 million of Interstate Transfer highway and transit funding is programmed for FY 1992. Additional federal appropriations for the highway portion are estimated to be \$23.3 million for FY 1992 plus carryover funding from prior years adequate to fully fund the program. If the \$23.3 million is appropriated, it will mark the final appropriation and completion of the \$517.8 million Interstate Transfer Program.
- . Some \$5.7 million of UMTA Section 3 "Trade" funds are programmed in FY 1992, of which \$0.4 million have been earmarked for shelters and \$5.2 million for the Transit Mall Extension North.
- . The maximum allowable use of UMTA Section 9 funds for FY 1992 operating assistance is included (estimated to be \$4.8 million) which is equal to that for FY 91. The Section 9 program is projected in the TIP on a continuing basis through post 1995 (assuming adoption of a new Surface Transportation Act) 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.
- . An administrative amendment was made to the Westside LRT project in the TIP, following adoption by Resolution No. 91-1463, to make it consistent with Tri-Met's grant application. The SDEIS estimate (federal) of \$489.5 million (1990 dollars) was refined to \$522.0 million (1990 dollars), which was then escalated to year of construction dollars amounting to \$567.0 million (federal).
- . 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 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.

- . Resolution No. 91-1379 endorsed the statewide position paper on issues relating to the adoption of the Surface Transportation Act of 1991 by the U.S. Congress. The position paper was developed by ODOT with the input and participation of affected transportation organizations statewide, including Metro. The Surface Transportation Act (STA) provides the framework for federal investment in highway and transit improvements, defining program categories, requirements and limitations, funding level and local match requirements.

The current STA expires on September 30, 1991 and a new one must be adopted by the U.S. Congress prior to that time for federal funding to continue. A new Act is considered every 4-6 years. The new Act promises to be significantly changed from the past program and will have a profound impact on the 1991-1996 and future Six-Year Programs. The 1991-1996 program adopted last year is based on the current STAA and assumes continuation in that form.

TPAC has reviewed the annual TIP and recommends approval of Resolution No. 91-1498.

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, 1991 through September 30, 1992. 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 1992 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 provided by Congress in April 1987, and \$16,366,283 from the recent I-205 buslane withdrawal. The additional withdrawal values can only be applied to transit projects. At the end of

the federal fiscal year, unbuilt FY 1991 projects and funding will automatically shift to FY 1992.

The FY 1992 Interstate Transfer Program of approximately \$16.5 million represents the full funding need and this, together with the projects that slip from FY 1991, is well within the level of funding the region currently has available. The noted amount is earmarked for FHWA highway projects (\$16.0 million) and transit projects (\$0.5 million). Priorities will be established from among the full FY 1991 and FY 1992 programs later in the year based upon a closer estimate of project needs. Projects not funded in FY 1992, should there be insufficient funds, will be delayed; however, they will be considered for implementation and funding in FY 1993.

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		
NW Intersection Improvements -- R/W and Construction	1991	1992
N.W. 23rd Avenue/Burnside -- R/W and Construction	1991	1992
Airport Way, Units II and III -- Construction	1992	1991
Airport Way, Wetland Mitigation	1991	1992
Multnomah County		
Hawthorne Bridge	1992	1991
Deleted Projects		
NW Circulation Improvements -- 10 Intersections	\$ 13,600	
Airport Way		

The City of Portland has revised cost estimates for the overall project.

Airport Way Unit Design, I-205 to 181st Avenue . . .	\$ 1,485,000
Airport Way Embankment	2,478,000
Airport Way, I-205 to 138th Avenue, Unit I	4,425,000
Airport Way Units II and III, NE 138th Avenue to 181st Avenue	5,149,913
Airport Way, Three Structures, 158th Avenue to 181st Avenue	1,890,000
Airport Way Wetland Mitigation, NE 158th Avenue to 181st Avenue	<u>722,000</u>
	\$16,149,913

McLoughlin Corridor

Some \$22.1 million of Interstate Transfer funds have 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.

Unit I is currently undergoing litigation and it is not possible to obligate the funds previously set at \$11.9 million. Coupled with this is the need to obligate these funds in order to avoid their lapsing. Several actions have recently occurred to resolve the problem:

- . \$2.0 million was transferred to the Hawthorne Bridge project (Resolution No. 91-1462) and will be obligated in 1991. ODOT has agreed to replace these transferred funds with state funds.
- . The remaining balance of \$9.9 million (FAIX) on Unit I was transferred to Unit II which also will be obligated in FY 1991, thus avoiding potential lapse.
- . Unit II was originally scheduled for fiscal year 1991 using Access Oregon Highway funds. These funds have now been applied to Unit I for obligation in FY 1992 owing to the litigation underway.

McLoughlin Corridor Reserve

The McLoughlin Reserve was established in March 1986 through Resolution No. 86-632. Resolution No. 89-1135 allocated the final \$3,002,610 McLoughlin Interstate Transfer Reserve to seven projects. The projects and funding status as of June 30, 1991 are:

<u>Project</u>	<u>Cost</u>	<u>Schedule</u>
Johnson Creek Boulevard (32nd Avenue to 45th Avenue)	\$1,000,000	Post 1995
Harrison Street (Highway 224 - 32nd Avenue), P.E. Only	\$ 50,000	Post 1995
Johnson Creek Boulevard (Linwood Avenue to 82nd Avenue), P.E. Only	\$ 50,000	1991
45th Avenue (Harney to Glenwood), P.E. Only	\$ 50,000	Post 1995

LRT Studies in Milwaukie Corridor	\$ 560,000	1992
Hawthorne Bridge LRT study	\$ 5,000	Expended
McLoughlin Corridor Highway	<u>\$1,287,610</u>	1991
	\$3,002,610	

The 45th Avenue project is a local street and therefore not eligible for federal funding. One of two options must occur in order to use the federal funds noted:

1. Apply to Metro for addition to Functional Classification System and for federal designation of 45th Avenue.
2. Exchange local/federal funds for the \$50,000 and apply to a McLoughlin related project.

Overall Program Status

The current status of the Interstate Transfer Program through June 30, 1991 is:

	<u>Highway</u>	<u>Transit</u>	<u>Total</u>
Total Program	\$345,274,802	\$172,475,685	\$517,750,487
Past Obligations	306,336,413	151,519,107	457,855,520
Balance	38,938,389	20,956,578	59,894,967
Appropriations to date	335,675,110	158,798,196	494,473,306
Appropriations to go	9,599,692	13,677,489	23,277,181

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

Transit to Highway Transfers

LRV purchase with transit e(4) funds to transit mall extension with highway e(4) funds (Resolution No. 90-1363) \$ 3,187,500

A revised Interstate Substitute Cost Estimate has been prepared for 1991. This revised estimate will be used in apportioning FY 1992 for substitute highway and transit projects. Metro has submitted the following estimate to USDOT:

	<u>Final Amount of Funds Required</u>
Transit	\$13,694,920
Highway	9,583,730

The program of projects for the funds remaining to be obligated (\$59 million) is consistent with the TIP. The major highway projects are as follows:

McLoughlin, Phase I	\$ 9,900,000
Transit Mall Extension.	3,187,500
Marine Drive.	6,620,237
Convention Center Area.	2,000,000
Airport Way, Unit 5	4,710,641
Hawthorne Bridge.	2,000,000
223rd Connector (207th)	2,637,581
Johnson Creek Boulevard	1,000,000
Miscellaneous, Under \$1 million . . .	<u>6,146,441</u>
	\$38,202,400

The transit projects are limited to the following:

LRV Purchase.	\$ 2,863,490
I-205 Buslane Withdrawal.	16,366,283
Planning/McLoughlin AA.	<u>1,744,514</u>
	\$20,974,287

URBAN MASS TRANSPORTATION ADMINISTRATION PROGRAMS

The Urban Mass Transportation Administration (UMTA) carries out the federal mandate to improve urban mass transportation. It is the principal source of federal financial assistance to help urban areas (and, to some extent, nonurban areas) plan, develop and improve comprehensive mass transportation systems.

UMTA's programs of financial aid include but are not limited to the following:

- . Section 3 Discretionary Capital Grant Program at 75 percent federal, 25 percent local funding.
- . Section 3 'Trade' Letter of Intent at 80 percent federal, 20 percent local funding.
- . Section 9 Formula Assistance Program at 80 percent federal, 20 percent local funding.

Section 3 Discretionary

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.

- . Bus Purchases -- Resolution No. 91-1442 accelerated \$7.5 million from 1993 to the 1991 Annual Element year allowing for the procurement of 40 40-foot lift-equipped replacement buses and 10 30-foot lift-equipped new buses. The Clean Air Act allows for continued purchase of diesel buses if delivered by December 1992.

- 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.
- New Projects -- Three new projects have been added to the Section 3 Discretionary Program and embody elements of projects formerly under the Section 9 Program:

Banfield Retrofit Operations Control -- The Operations Control "Banfield Retrofit" is needed for common procedures to be used by controllers for the overall system rather than control information and methods to be "divided" at SW 11th Avenue between the two lines. This would provide the Banfield LRT with the same type of LRT operations control system as will be established on the West-side LRT.

Banfield Retrofit Double-Tracking -- The Double-Track project is needed to avoid having to reduce peak-period service in Gresham when service is increased on the rest of the system and for satisfactory on-time performance of train movements on the entire system. A second track between Ruby Junction and Cleveland Terminal (2.4 miles) would be constructed.

Banfield Retrofit Ruby Junction Expansion -- The Ruby Junction expansion is needed to store the quantity of LRVs which the timetable design would have pulling out of Ruby Junction for the peak periods and to allow for storeroom use of the full basement of the facility to support maintenance of the expanded LRV fleet. This project would "build out" of yardtracks, increasing storage capacity from 28 LRVs to 48 LRVs.

Section 3 "Trade" Funding

These are funds committed through a \$76.8 million Section 3 "Letter of Intent" issued May 14, 1982. 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	\$58,391,120
Anticipated grants pending approval	12,764,400
Projects programmed for grant applications in FY 1992	
Passenger Shelters	400,000
Transit Mall Extension North	<u>5,244,480</u>
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 \$18.4 million composed of grants pending of \$12.8 million and proposed FY 1992 grants of \$5.6 million.

The remaining unobligated funds noted have been programmed for FY 1991 and FY 1992 as follows:

	<u>Anticipated</u> <u>1991</u>	<u>1992</u>
Bus Purchases	\$11,656,000	\$ 0
Transit Mall Extension.	466,800	5,244,480
Special Need Buses.	1,264,000	0
Shelters.	0	400,000
Adjustments to Past Obligations	<u>- 622,400</u>	<u>0</u>
	<u>\$12,764,400</u>	<u>\$5,644,480</u>

Bus Purchase -- The \$11.7 million will allow procurement of approximately 58 40-foot lift-equipped buses (replacement) and eight alternative fuel 40-foot lift-equipped buses (replacement).

Transit Mall Extension North -- This project uses a combination of "Trade" and Interstate Transfer funds; it calls for reconstructing 16 blocks on NW 5th and 6th Avenues between and including West Burnside and NW Irving Streets.

Special Needs Bus Purchase -- The \$1.3 million will allow procurement of approximately 25 minibuses, 20-25 foot, with lifts and radios. These are replacement buses.

Passenger Shelters -- The \$0.4 million will procure approximately 120 shelters with an expected service life of 16 years. These are for replacement.

In order to accomplish these priority projects, Resolution No. 91-1442 was adopted to provide for the following changes:

	<u>Change (+/-)</u>
Bus Purchase	\$ 8,656,000
Passenger Shelters (new)	400,000
Route Terminus Sites (dropped)	- 250,000
Sunset Transit Center (funded under Westside Corridor)	-5,270,000
Parts and Equipment (Tri-Met funded)	-1,180,000
Transit Mall Extension (reduced)	- 111,120
Contingency.	- 8,880
Special Needs Transportation (reduced)	-1,126,000
Information/Communication Equipment (dropped).	<u>-1,110,000</u>
NET CHANGE	\$ 0

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. 90-1363 and administrative amendments made throughout the year with emphasis on the following projects:

	<u>Change (+/-)</u>	<u>Proposed Author.</u>
Metro Planning (replaced from Tri-Met General Fund)	-\$ 300,000	\$ 552,800
Bus Dispatch Center. (new project)	5,200,000	5,200,000
Bus Purchases. (see comments below)	2,360,000	14,560,000
LRV Purchases. (supplemented with FAIX/FAUX funds)	4,880,498	16,011,872
Parts and Equipment. (replaced from Tri-Met General Fund)	- 1,676,717	11,155,344
Hillsboro Alternatives Analysis. (increase covers P.E.)	847,104	2,165,504
Operating Program (1992) (consistent with 1991 amount received)	366,474	4,841,744

Ruby Junction storage track, Westside rail initiatives, and double-tracking have been deleted. Counterparts will be applied for under Section 3 Discretionary funding.

Comments on Bus Purchases

At the April 26, 1991 TPAC meeting, concern was expressed about further consideration of acquisition of buses that emit lower noise and air pollution levels. This could be accomplished through the use of electric trolley buses, dual-mode buses (diesel and electric) or with buses that meet a higher standard for both noise level and air pollution emissions. The Committee recommended that these options be considered further prior to acquisition of replacements to the 86 articulated buses in 3-4 years. The Committee also acknowledged that Metro, JPACT and the other jurisdictions interested in transit

improvement should pursue funding options to facilitate these extra costs.

Section 9 Program Status

This 1992 Annual Report increases an additional five years of estimated Section 9 appropriations. The funding program beyond 1992 is not provided for in the current STAA. Appropriations of \$10.0 million have been included in the TIP for FY 1992 through post FY 1995. At best, these are only estimates and subject to change when the new STAA is approved.

Appropriations:

<u>Year</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	11,159,975
1991	<u>11,781,341</u>
	\$103,142,531
Less Obligations (6/30/91)	\$102,889,636

Forecast:

Carryover	\$ 252,895
1992	10,000,000
1993	10,000,000
1994	10,000,000
1995	10,000,000
1996	<u>\$ 10,000,000</u>
GRAND TOTAL	\$153,142,531

Special Transportation

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

One new special transportation project for 1991 was added to the TIP totaling \$200,000 and covering the purchase of vehicles and equipment:

3 Modified Vans with Lifts	\$108,570
4 Mini-Vans with Ramps	112,800
4 Radios	4,000
3 Telephone Disability Dispatch (TDD)	1,050
Contingencies	<u>13,580</u>
	\$240,000
Less Local Match	<u>40,000</u>
Federal Funds.	\$200,000

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 1991 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. 91-1440 endorsed two applications for federal demonstration grant funding to support two transportation management projects. The projects are a two-part "Multi-Modal Service Delivery System" by Tri-Met and development of an areawide freeway traffic management system by the Oregon Department of Transportation (ODOT). These projects, if funded, would be grants directed to the project agencies.

The multi-modal system project will begin with an on-ground service pilot project to match Tri-Met customers with the appropriate type of service required: carpool, vanpool, special needs transit, etc. The second phase will be the regionwide development of a database, using the Regional Land Information System (RLIS) and TIGER files, to dispatch transit services on a specific address basis.

The freeway traffic management project essentially will be expanding ramp metering at freeway entrances and establishing an incident response system to get services to roadway accidents as quickly as possible.

Bus Purchases Summary

This Annual Report covers the purchase of buses using Section 3 Discretionary and Trade funds in the amount of \$20,420,000 federal. The number of buses noted is consistent with Tri-Met's plan of 50 bus acquisitions per year. Exhibit A reflects these amounts as "Anticipated"; however, some funding may slip to FY 1992.

Section 3 Discretionary	\$7,500,000
40 40-foot standards with lifts (replacement)	
10 30-foot standards with lifts (new)	
Section 3 Trade (includes)	11,656,000
58 40-foot standards with lifts (replacement)	
8 40-foot alternative fuel with lifts (replacement)	
25 20/25-foot SNT mini-buses with lifts (replacement)	1,264,000

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

Light Rail Vehicle Purchases

Resolution No. 90-1363 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.

Tri-Met has now received approval of its grant application for purchase of light rail vehicles for Banfield LRT in the federal amounts shown below:

<u>Grant</u>	<u>Amount</u>
OR-23-2002 (FAUS)	\$ 850,000
OR-23-9005 (FAIX)	2,863,490
OR-90-X035 (Section 9)	<u>16,011,872</u>
	\$19,725,362
Local Match	<u>4,624,200</u>
TOTAL	\$24,349,562

Westside Corridor LRT

In May, Resolution No. 91-1463 amended the TIP and programmed some \$489.5 million in 1990 dollars (\$376.1 million federal) for the Westside light rail extension to 185th Avenue with provision for a future amendment to include the Locally Preferred Alternative resulting from the Hillsboro Alternatives Analysis. Additionally, it recognized that the TIP will be amended in the future as required to reflect detailed project costs and schedules as they become defined.

On July 1, 1991, Tri-Met submitted a grant application to the Urban Mass Transportation Administration (UMTA) for constructing the Westside light rail. Approval of the grant by UMTA will enable funding final design, right-of-way acquisition, light rail vehicle procurement, construction and system improvements.

Major milestones which directly supported the grant application and negotiations with UMTA for the terms of a Full-Funding Agreement (FFA) have been accomplished:

- . In May 1990, the RTP was amended to recognize the Westside Corridor project to Hillsboro as the region's next priority for consideration of LRT construction.
- . In July 1990, a regional compact was initiated with state, regional shares and amounts of funding for the Westside LRT Corridor. Defined contributions were developed in the form of statewide and regionwide benefits resulting from the project and contributions from jurisdictions representing residents, businesses and users directly benefiting from the project.
- . In September 1990, the vehicle for entering into an intergovernmental agreement regarding coordination of decision-making for the Westside Corridor project and Hillsboro project was initiated (subsequently amended in January 1991).
- . In November 1990, tri-county voters approved \$125 million (\$110 million for Westside LRT) in general obligation bonds for combining with funds from the state and local governments. These funds will provide the local match (25 percent) for federal funds (75 percent) in constructing the Westside Corridor LRT.
- . In spring 1991, HB 2128, providing the state's half of the local match for the Westside LRT, was adopted by the Oregon Legislature. The Oregon Legislature also adopted LC 2193 providing for a streamlined decision-making process to accommodate the September 30, 1991 deadline for entering into a Full-Funding Agreement with UMTA. The Supplemental Draft Environmental Impact Statement was published and work on the Final Environmental Impact Statement began.
- . In March and April 1991, in compliance with the requirements of UMTA, each governmental agency adopted the Locally Preferred Alternative (LPA). The Tri-Met Board of Directors adopted the final order defining the LPA in mid-April.

Tri-Met has recently revised the original cost estimates noted above based upon the final approved preferred alternative and an administrative amendment to the TIP to reflect these revisions has been implemented. The SDEIS estimate of \$489.5 million (1990 dollars) has been further refined based upon Tri-Met's completed preliminary (30 percent) engineering. An increase of \$32.9 million arises from additional costs of mitigation (\$7.0 million), accommodations for the Goose Hollow neighborhood (\$5.0 million), inclusion of elements requested by the participating jurisdictions (\$4.7 million), and further refinement of the project (\$20.5 million). Reductions in engineering and contingency (\$4.3 million) result in a net increase of \$32.9 million.

The original estimate of \$489.5 million plus \$32.9 million (both in 1990 dollars), when converted to year-of-construction expenditure dollars and for consistency with the grant application, results in the following:

(MILLIONS OF DOLLARS)

<u>Cost Elements</u>	<u>IN 1990 \$</u>	<u>YEAR OF CONST. EXP. \$</u>
Right-of-Way	\$ 31.9	\$ 49.8
Alignment Preparation.	87.3	260.4
Tunnel	86.7	34.7
Track Materials.	10.5	15.1
Electrification, Signals, Communications	38.1	58.5
Stations and Park-and-Ride Lots.	41.1	36.1
Operations Facility and Equipment.	16.2	22.9
Light Rail Vehicles.	58.2	91.0
Engineering and Construction Management.	89.6	137.5
Design and Construction Contingency.	<u>29.9</u>	<u>50.0</u>
TOTAL PROJECT REQUIREMENTS	\$489.5	\$756.0
UMTA (75 percent).	\$367.1	\$567.0
Region (12.5 percent).	61.2	94.5
State (12.5 percent)	<u>61.2</u>	<u>94.5</u>
TOTAL PROJECT RESOURCES.	\$489.5	\$756.0

The program in the TIP reflects the noted changes and is phased by year:

1992 . . .	\$ 40.0 million (Annual Element year)
1993 . . .	58.0
1994 . . .	100.0
1995 . . .	100.0
P1995. . .	<u>269.0</u>
	\$567.0 million

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 (41.84%) of the funds with the remainder going to the balance of the region.

This ratio varies each year to coincide with population changes in the City and the region. The agreed-upon procedure (used in the past and for FY 1991) 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. Pending the status of the FAU Program and the STAA, new procedures may be developed as necessary.

New Projects

Four new FAU projects have been added to the TIP, all under the jurisdiction of the City of Portland. They are:

FY 90-91 Road Rehabilitation Program	\$971,520
Intersection Safety Program.	180,400
Signal Safety Improvements	150,480
NW 13th Avenue Intersection Improvements	150,000

Project Changes

Many administrative adjustments, both large and small, have been made to the FAU Program for FY 1991. Of interest, however, are the following project changes:

Hawthorne Bridge -- This project has been allocated its FAU funding from trade-offs with other projects and the FAIX Program.

<u>FAU Actions</u>	<u>Change (+/-)</u>	<u>New Author.</u>
Hawthorne Bridge	\$1,863,687	\$2,153,687
238th/242nd Improvements	- 647,460	0
223rd Connector via 207th.	-1,156,227	0
Regional Reserve	- 60,000	178,685

The two deleted projects now use FAIX funds.

<u>FAIX Actions</u>		
Hawthorne Bridge (Resolution No. 91-1462)	\$2,000,000 . . .	\$ 2,000,000
McLoughlin Blvd., Phase I.	-2,000,000 . . .	18,590,825

Sunnybrook Split Diamond PE -- has been increased to \$210,249 using surplus funds of \$160,249 from the Harmony Road project.

Resolution No. 91-1380 authorized \$144,901 of Federal-Aid Urban (FAU) funds as the Portland region's contribution toward the update of the Oregon Roads Finance Study based on pro-rata shares of the region's FY 1991 FAU allocations:

Region	\$ 84,274 . . .	(58.16%)
City of Portland	<u>60,627</u> . . .	(41.84%)
	\$144,901	

The objective of the study is to develop a legislative proposal for the 1993 session for a roads financing package to meet the long-term

needs of the cities, counties and state. Key elements of the study toward this objective include establishment of road needs for Maintenance, Preservation and Modernization of the city, county and state systems, evaluation of existing and potential revenue sources, and development of a recommended package to fund unmet needs.

The 18-month study is to begin in May with funding (\$1.8 million) to be provided as follows: 60 percent from the State Highway Fund, 25 percent from Federal-Aid Secondary funds on behalf of the counties, and 15 percent (\$270,000) from Federal-Aid Urban funds on behalf of the cities. The funding shares are based upon the current formula for distributing state highway revenues. The resolution approved the Portland region's share (\$144,901) of the FAU portion of the funding based on FY 1991 pro-rata allocation of FAU funds statewide.

Exhibit A reflects these allocations and includes housekeeping functions as well as the new projects under the FAU program.

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 is currently undergoing review for adopting an update July 1992.

Metro has initiated a continuing process to establish priorities for the development of a unified recommendation for projects of regional scope to the Oregon Transportation Commission for inclusion in ODOT's 1993-1998 Six-Year Program. This process incorporates the previous prioritization efforts conducted for the 1991-1996 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.

Regional Priorities and the Six-Year Highway Improvement Program

In June 1991, Metro submitted to ODOT results of a technical ranking process for establishing the Portland metropolitan area's priority

highway projects for inclusion in ODOT's 1993-1998 Six Year Transportation Improvement Program. Priority state highway projects were ranked in three categories: Interstate, Access Oregon Highways (AOH), and Other Highway Projects.

The list will be used to support development of the first draft of the new Six-Year Program. Additional comments and a formal JPACT/Metro Council adopted list of project priorities as part of the public review, comment and hearing process associated with OTC review and adoption of the program will follow later.

In general, the projects represent the region's highway project needs over the next decade as identified in the Regional Transportation Plan (RTP). As a result, an essential need is seen for these projects to be included in the program elements of the new Six-Year Program, whether construction, project development, or reconnaissance. Projects listed for construction in the existing (1991-1996) Six-Year Program are recommended to retain their present status and schedule.

Specifically recommended was for ODOT to identify the region's highway project priorities in the 1993-1998 Six-Year Program as follows:

Construction

All projects identified as a "high" priority (greater than 18 points) are recommended for construction. Of these, particular attention should be given to the following projects:

- . I-5: Greeley to N. Banfield (Phases 3 and 4). At a minimum, it is absolutely essential that elements related to the construction (phasing, right-of-way acquisition, local access, etc.) of a new blazer arena be integrated into the program.
- . Highway 99W: Pfaffle to Commercial (Phase 1) and I-5 to Pfaffle (Phase 2). While Phase 2 ranked higher, Phase 1 is the preferred initial project.

In addition, the following projects which did not score higher than 18 points should be programmed for construction or require special consideration:

- . I-205: Highway 24 Interchange. This project provides necessary staging for and is complimentary to Phase 1 of the Sunrise Corridor.
- . Highway 43: At Terwilliger Extension. If appropriate, this project should be constructed in conjunction with the Lake Oswego Trolley project. At the very least, an overall solution for the area should be defined through the Six-Year Program's Project Development Section and integrate both with the trolley and with ODOT's Highway 43 Metropolitan Area Corridor Study (MACS). The

study should also define specific local access and circulation issues related to the trolley.

- . U.S. 30: N. Columbia-Lombard at NE 60th. This project represents the final segment to the Northeast Portland Highway within the City of Portland between Rivergate and I-205. As a result of completion of other phases within the corridor, the project has ranked lower.

Project Development

Projects scoring between 14 and 17 (medium) points in the ranking and those scoring 18 or greater and not programmed for construction should be programmed for project development and/or right-of-way.

Park-and-Ride Facilities

Tri-Met has submitted and prioritized five park-and-ride lots associated with state highways. The priority park-and-ride lot project ready for construction as soon as possible is the expansion of the Tualatin facility. That lot should be programmed for construction. Given the complex nature of acquiring sites, certain actions on other sites should be as follows:

- . Southgate Theatre. ODOT should assist Tri-Met in finding and funding a permanent site.
- . MAX Expansion (Gateway). Request programming for an out year in the new Six-Year Program.
- . Lake Oswego Site. Coordinate with the Highway 43 MACS.
- . West Linn Site. Defer until site issues are resolved.

Criteria

The criteria were adopted by JPACT in 1989 for prioritization of projects associated with the 1991-1996 ODOT Six-Year Highway Program based on continuation of the current STAA for 1992 through post 1995. With minor modifications to provide points for pedestrian, bicycle and transit improvements, the criteria are essentially the same. However, the subcommittee recommended that the criteria be thoroughly reviewed prior to the next Six-Year Plan update in order that implications resulting from activities related to urban growth management in the Portland area, the state Transportation Rule, and the federal Clean Air and Surface Transportation Acts can be incorporated as necessary.

Western Bypass Study

The Western Bypass study area extends from the Sunset Highway (U.S. 26) south to the I-5/I-205 interchange near Wilsonville and Tualatin, west of Highway 217. The project will study various corridors and mode opportunities such as light rail, transit, highway and bus

service. Alternatives to be studied will include transit and transit/highway combinations with and without a new highway facility.

Resolution No. 91-1441 initiated the public involvement process and adoption of the Purpose and Need Statement. Additionally, it addressed definition of the strategies and alternatives to be considered, selection and endorsement of a series of alternatives, and endorsement of assumptions and methodologies.

Other Program Organization

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 HCT 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 HCT planning 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 HCT 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 into Alternatives Analysis 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 will advance into final design. The second segment from 185th Avenue to Hillsboro is in Alternatives Analysis comparing No-Build, TSM and LRT alternatives.

- I-205/Milwaukie -- The region has determined that the next HCT transit corridor to advance into Alternatives Analysis should have its terminus in Clackamas County, either in the I-205 or Milwaukie Corridor. Both corridors have been determined to be viable HCT corridors through previous studies. The region will undertake a Preliminary Alternatives Analysis, or transitional study, to select from I-205 and Milwaukie Corridors, the region's next priority corridor to advance into Alternatives Analysis. The results of the study will include identification of the transportation problems within the corridor; refinement and description of a small set of most promising alternatives, including No-Build, TSM and various LRT and other HCT options; a preliminary assessment of the potential cost-effectiveness of those alternatives; a systemwide financial plan; and a scope and budget for the Alternatives Analysis.
- I-5/I-205 Portland/Vancouver -- The region has agreed with Clark County, Washington to conduct an Alternatives Analysis for the I-5 North and I-205 North corridors from Portland into Clark County. The I-5/I-205 Portland/Vancouver Preliminary AA will be coordinated and proceed on a schedule concurrent with the I-205/Milwaukie Preliminary AA. While the objectives of the studies will be similar, the I-5/I-205 study will determine whether a North Corridor should advance into AA concurrent with or following a Southeast Corridor AA. A key objective of this study will be the development of a corridor financial strategy consistent with the Regional Systemwide Financial Plan.
- Regional HCT System -- The Regional Transportation Plan defines a long-range vision for an HCT system in the Portland region. Further local planning is underway, particularly by the City of Portland, Metro, and Tri-Met to refine this vision, determine the viability of HCT 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 HCT in these corridors. Key objectives of this study are to develop region HCT criteria and priorities, update travel demand forecasts to the year 2010, examine critical issues of expanding HCT in the Portland CBD, determine operations and maintenance requirements and limitations with system expansions, and develop a Regional Systemwide Financial Plan for the long-term development of HCT.

In summary, the region's HCT priorities are clear -- the Westside Corridor to Hillsboro is the number one priority and we wish to initiate Alternatives Analysis in either the I-205 or Milwaukie Corridors and to determine whether the I-5 North or I-205 North corridors should advance into AA concurrently with or following the

I-205 or Milwaukie Corridor AA. These priorities are being followed for purposes of seeking federal funds, state matching funds and identification of local or regional revenue sources.

Sunset Highway Improvements

In addition to the Westside LRT, over \$100 million in highway-related improvements are planned in the Sunset Highway Corridor between the Zoo and Highway 217. These changes will be managed by ODOT. Construction of highway improvements will be coordinated with construction of the light rail program.

The highway improvements using state funds have not as yet been approved by the Oregon Transportation Commission. When this occurs, the TIP will be revised to reflect the following project orientation:

Highway 217/Sunset - SW Center Street to SW 76th (LRT line, Section 6, and highway improvements)	\$21.33 M
Sunset - Highway 217 to Zoo Interchange (Sylvan Interchange).	14.68
Sunset - Highway 217 to Zoo Interchange (Camelot, Canyon Court and Zoo Crossing).	9.24
Sunset - Highway 217 to Zoo Interchange (Canyon Court and Freeway Widening)	36.67
Sunset - Highway 217 to Zoo Interchange (Climbing Lane and Zoo Onramp).	13.08
Highway 217 - T.V. Highway to Sunset Interchange (Freeway Widening).	17.17

General

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. 91-1408.

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 the FY 1992 Annual Element.

Air Quality

1. Clean Air Act of 1990 - Interim Conformity. The TIP has been found to comply with the Clean Air Act Amendments of 1990 and the Phase I Interim Conformity Guidelines. The TIP has been found to be consistent with the most recent estimates of mobile source emissions; provides for the expeditious implementation of transportation control measures; and contributes to annual emission reductions consistent with Section 182(b)(1) and 187(a)(7) of the Act.
2. The TIP is in conformity with the Oregon State Implementation Plan (SIP) for Air Quality adopted in 1982. An update to the ozone plan in 1985 demonstrates attainment of the standard by the end of 1987. 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.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 91-1498.

ATTACHMENT

POLICY ON PRIVATE ENTERPRISE PARTICIPATION IN THE URBAN MASS TRANSPORTATION PROGRAM

TRI-MET DOCUMENTATION OF COMPLIANCE FOR FY 92

INVOLVEMENT OF THE PRIVATE SECTOR

Projects included in the FY 92 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 under UMTA's Entrepreneurial Services Program are not being carried forward due to 13 (c) labor conflicts. Tri-Met offered four Requests for Proposals for the provision of transportation service during the past year. These new contracts are now in place and worth approximately \$3½ million per year.

DESCRIPTION OF IMPEDIMENTS TO HOLDING SERVICE OUT FOR 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 the door for further discussions toward resolving impediments to competition.

DESCRIPTION AND STATUS OF PRIVATE SECTOR COMPLAINTS

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

PLANNING PROJECTS

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

PRIVATE ENTERPRISE PARTICIPATION POLICY

Dispute Resolution Process

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

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

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

FULLY ALLOCATED BUS COSTS

Route Name	Pay Time Minutes	Vehicle Miles	Bus Day Equiv.	Weekday Pk. Veh	Subtotal	Overhead Ratio	Fully Allocated Quarterly Costs	ESTIMATED FULLY ALLOCATED ANNUAL COSTS	Full Cost/ Vehicle Hour	Estimated Private Sector Costs
1 Greeley/Vermont	\$152,014.6	\$89,435.5	\$24,080.4	\$22,021.4	\$287,551.8	\$71,240.7	\$358,792.5	\$1,435,170	\$51.46	\$1,076,378 - \$1,176,839
4 Fessenden/Division	\$472,204.7	\$260,740.0	\$74,727.7	\$63,311.6	\$870,983.9	\$215,785.4	\$1,086,769.3	\$4,347,077	\$50.48	\$3,260,308 - \$3,564,603
5 Interstate/Hawthorne	\$426,836.1	\$230,243.0	\$59,808.3	\$46,795.5	\$763,683.0	\$189,201.7	\$952,884.7	\$3,811,539	\$48.01	\$2,858,654 - \$3,125,462
6 Union Avenue	\$126,981.0	\$56,948.4	\$17,493.2	\$13,763.4	\$215,186.0	\$53,312.1	\$268,498.1	\$1,073,992	\$45.22	\$805,494 - \$880,674
8 15th/Jackson Park	\$295,867.2	\$137,435.1	\$39,915.8	\$33,032.1	\$506,250.3	\$125,423.0	\$631,673.3	\$2,526,693	\$45.99	\$1,895,020 - \$2,071,888
9 Broadway/Powell	\$327,940.1	\$170,517.3	\$48,248.0	\$41,290.2	\$587,995.5	\$145,675.3	\$733,670.8	\$2,934,683	\$48.74	\$2,201,012 - \$2,406,440
10 33rd/Harold	\$172,037.5	\$96,286.4	\$32,412.5	\$30,279.4	\$331,015.9	\$82,008.8	\$413,024.7	\$1,652,099	\$51.91	\$1,239,074 - \$1,354,721
12 Barbur/Sandy	\$451,306.4	\$261,358.7	\$62,905.6	\$55,053.5	\$830,624.2	\$205,786.3	\$1,036,410.5	\$4,145,642	\$53.86	\$3,109,232 - \$3,399,426
15 Mt.Tabor/23rd Avenue	\$345,413.5	\$153,222.1	\$50,690.9	\$41,290.2	\$590,616.7	\$146,324.7	\$736,941.3	\$2,947,765	\$45.92	\$2,210,824 - \$2,417,168
17 21st/Holgate	\$309,022.3	\$179,419.9	\$49,905.7	\$44,042.8	\$582,390.8	\$144,286.7	\$726,677.5	\$2,906,710	\$50.44	\$2,180,032 - \$2,383,502
19 Glisan/Woodstock	\$301,765.9	\$164,751.6	\$44,321.8	\$38,537.5	\$549,376.8	\$136,107.6	\$685,484.4	\$2,741,938	\$49.40	\$2,056,453 - \$2,248,389
20 East & West Burnside	\$284,830.4	\$153,869.8	\$39,915.8	\$33,032.1	\$511,648.1	\$126,760.3	\$638,408.4	\$2,553,634	\$48.74	\$1,915,225 - \$2,093,980
22 Parkrose	\$58,690.7	\$31,431.8	\$9,553.6	\$8,258.0	\$107,934.2	\$26,740.6	\$134,674.7	\$538,699	\$49.61	\$404,024 - \$441,733
23 San Rafael	\$32,026.7	\$20,414.0	\$6,151.0	\$5,505.4	\$64,097.1	\$15,880.0	\$79,977.1	\$319,908	\$54.45	\$239,931 - \$262,325
24 Halsey	\$69,140.2	\$50,360.2	\$14,526.7	\$13,763.4	\$147,790.6	\$36,615.0	\$184,405.6	\$737,622	\$58.96	\$553,217 - \$604,850
25 Gresham-Glisan	\$44,155.8	\$30,228.8	\$8,942.9	\$8,258.0	\$91,585.5	\$22,690.2	\$114,275.7	\$457,103	\$58.72	\$342,827 - \$374,824
26 Stark	\$133,286.9	\$82,733.2	\$20,677.7	\$19,268.7	\$255,966.5	\$63,415.5	\$319,382.0	\$1,277,528	\$51.67	\$958,146 - \$1,047,573
27 Market-Main	\$74,203.3	\$48,671.7	\$17,310.7	\$16,516.1	\$156,709.7	\$38,824.7	\$195,534.4	\$782,138	\$59.46	\$586,603 - \$641,353
28 Lake/Webster	\$78,859.7	\$42,743.9	\$16,751.6	\$16,516.1	\$154,871.2	\$38,369.2	\$193,240.4	\$772,962	\$55.35	\$579,721 - \$633,829
31 Estacada	\$116,560.6	\$110,150.3	\$24,080.4	\$22,021.4	\$272,812.6	\$67,589.1	\$340,401.7	\$1,361,607	\$62.56	\$1,021,205 - \$1,116,517
32 Dalfield	\$100,328.0	\$64,258.5	\$19,543.5	\$19,268.7	\$203,398.8	\$50,391.8	\$253,790.6	\$1,015,163	\$55.98	\$761,372 - \$832,433
33 McLoughlin	\$137,293.2	\$104,546.7	\$28,006.5	\$24,774.1	\$294,620.5	\$72,991.9	\$367,612.5	\$1,470,450	\$57.57	\$1,102,837 - \$1,205,769
34 River Road	\$30,876.7	\$22,395.1	\$5,583.9	\$5,505.4	\$64,361.1	\$15,945.4	\$80,306.4	\$321,226	\$55.60	\$240,919 - \$263,405
35 Oregon City	\$106,084.0	\$80,510.2	\$20,677.7	\$19,268.7	\$226,540.7	\$56,125.2	\$282,665.9	\$1,130,664	\$56.37	\$847,998 - \$927,144
36 South Shore	\$40,862.5	\$30,448.0	\$11,167.7	\$11,010.7	\$93,488.9	\$23,161.8	\$116,650.7	\$466,603	\$63.43	\$349,952 - \$382,614
37 Tualatin	\$25,060.6	\$27,595.5	\$8,375.8	\$8,258.0	\$69,290.0	\$17,166.5	\$86,456.5	\$345,826	\$76.68	\$259,369 - \$283,577
38 Boones Ferry Road	\$32,929.5	\$30,204.4	\$8,375.8	\$8,258.0	\$79,767.7	\$19,762.4	\$99,530.0	\$398,120	\$66.89	\$298,590 - \$326,458
39 Lewis & Clark	\$27,841.4	\$16,251.7	\$6,151.0	\$5,505.4	\$55,749.4	\$13,811.9	\$69,561.3	\$278,245	\$53.37	\$208,684 - \$228,161
40 Johns Landing	\$174,573.1	\$97,543.7	\$29,184.4	\$24,774.1	\$326,075.2	\$80,784.8	\$406,860.0	\$1,627,440	\$50.81	\$1,220,580 - \$1,334,501
41 PCC/Fremont	\$267,562.4	\$144,025.1	\$36,949.4	\$33,032.1	\$481,569.1	\$119,308.3	\$600,877.3	\$2,403,509	\$47.88	\$1,802,632 - \$1,970,878
43 Taylors Ferry	\$65,883.4	\$40,259.2	\$13,523.4	\$11,010.7	\$130,676.7	\$32,375.0	\$163,051.7	\$652,207	\$52.93	\$489,155 - \$534,809
45 Garden Home	\$83,358.4	\$52,254.3	\$16,315.3	\$13,763.4	\$165,691.5	\$41,049.9	\$206,741.4	\$826,966	\$53.93	\$620,224 - \$678,112
51 Council Crest	\$45,696.0	\$19,779.9	\$8,942.9	\$8,258.0	\$82,676.9	\$20,483.1	\$103,160.0	\$412,640	\$50.15	\$309,480 - \$338,365
52 Farmington/185th	\$77,985.7	\$51,092.1	\$12,345.5	\$11,010.7	\$152,434.1	\$37,765.4	\$190,199.5	\$760,798	\$52.99	\$570,598 - \$623,854
54 BH Highway	\$96,101.9	\$53,749.9	\$19,107.2	\$16,516.1	\$185,475.1	\$45,951.3	\$231,426.4	\$925,706	\$51.71	\$694,279 - \$759,079
55 Raleigh Hills	\$36,372.1	\$22,244.7	\$11,167.7	\$11,010.7	\$80,795.3	\$20,016.9	\$100,812.2	\$403,249	\$62.47	\$302,437 - \$330,664
56 Scholls Ferry	\$87,768.3	\$59,593.5	\$17,929.4	\$16,516.1	\$181,807.2	\$45,042.6	\$226,849.8	\$907,399	\$55.19	\$680,549 - \$744,067
57 Forest Grove	\$324,714.3	\$238,036.0	\$58,979.4	\$49,548.2	\$671,277.9	\$166,308.4	\$837,586.3	\$3,350,345	\$55.73	\$2,512,759 - \$2,747,283
59 Cedar Hills	\$107,658.3	\$67,594.8	\$20,677.7	\$19,268.7	\$215,199.5	\$53,315.5	\$268,515.0	\$1,074,060	\$53.79	\$805,545 - \$880,729
60 Leahy Road	\$15,010.7	\$10,324.8	\$8,375.8	\$8,258.0	\$41,969.3	\$10,397.9	\$52,367.2	\$209,469	\$88.62	\$157,101 - \$171,764
63 Washington Park	\$22,075.7	\$9,311.1	\$3,969.8	\$2,752.7	\$38,109.3	\$9,441.5	\$47,550.8	\$190,203	\$44.34	\$142,653 - \$155,967
67 Beaverton-Cedar Hills	\$88,040.3	\$48,023.2	\$16,882.4	\$13,763.4	\$166,709.2	\$41,302.0	\$208,011.3	\$832,045	\$50.93	\$624,034 - \$682,277
70 12th Avenue	\$159,545.3	\$73,398.5	\$24,211.2	\$19,268.7	\$276,423.8	\$68,483.7	\$344,907.5	\$1,379,630	\$45.52	\$1,034,722 - \$1,131,297
71 60th-122nd Avenue	\$306,528.2	\$202,783.4	\$45,543.3	\$35,784.8	\$590,639.7	\$146,330.4	\$736,970.1	\$2,947,880	\$51.77	\$2,210,910 - \$2,417,262
72 82nd-Killingsworth	\$339,681.2	\$198,498.8	\$42,227.9	\$33,032.1	\$613,440.0	\$151,979.1	\$765,419.1	\$3,061,677	\$48.64	\$2,296,257 - \$2,510,575
75 39th-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 - \$3,073,918
77 Broadway-Lovejoy	\$202,997.8	\$88,076.7	\$25,825.3	\$22,021.4	\$338,921.3	\$83,967.4	\$422,888.7	\$1,691,555	\$44.49	\$1,268,666 - \$1,387,075
78 Beaverton-Lake Oswego	\$116,712.6	\$75,082.4	\$18,496.5	\$16,516.1	\$226,807.6	\$56,191.4	\$282,999.0	\$1,131,996	\$52.45	\$848,997 - \$928,237
79 Canby	\$43,930.6	\$33,558.7	\$6,761.7	\$5,505.4	\$89,756.3	\$22,237.0	\$111,993.4	\$447,974	\$55.55	\$335,980 - \$367,338
81 Rockwood-Gresham	\$27,241.7	\$16,841.4	\$5,583.9	\$5,505.4	\$55,172.3	\$13,668.9	\$68,841.1	\$275,365	\$56.37	\$206,523 - \$225,799
83 Hollywood	\$16,721.3	\$5,263.8	\$2,791.9	\$2,752.7	\$27,529.8	\$6,820.5	\$34,350.3	\$137,401	\$43.93	\$103,051 - \$112,669
84 Sandy-Boring	\$11,226.0	\$15,409.3	\$2,791.9	\$2,752.7	\$32,179.8	\$7,972.5	\$40,152.3	\$160,609	\$77.14	\$120,457 - \$131,700
88 SW 198th Avenue	\$35,837.5	\$31,137.4	\$11,167.7	\$11,010.7	\$89,153.3	\$22,087.7	\$111,241.0	\$444,964	\$69.99	\$333,723 - \$364,870
89 Rock Creek	\$40,841.1	\$31,590.3	\$13,959.6	\$13,763.4	\$100,154.4	\$24,813.2	\$124,967.6	\$499,870	\$68.59	\$374,903 - \$409,894
96 Wilsonville-Tualatin	\$41,397.1	\$45,138.1	\$11,167.7	\$11,010.7	\$108,713.5	\$26,933.7	\$135,647.2	\$542,589	\$72.63	\$406,942 - \$444,923
	\$8,019,187	\$4,725,272	\$1,308,192	\$1,134,103	\$15,186,754	\$3,762,503	\$18,949,257	\$75,797,030	\$51.38	\$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 * 1.4 = \$51,940
 Analyst: \$30,000 * 1.4 = 42,000
 \$93,946 - 34,684 annual platform hours
 \$2.70/platform hour

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

 * Based on current contracts with private providers.

August 15, 1991

WESTSIDE CORRIDOR LIGHT RAIL PROJECT

Private Enterprise Participation Documentation

Summary:

The Westside Corridor project will be the most extensive public works enterprise in the history of the metropolitan area. As such, local jurisdictions have already exhibited a high level of planning coordination, financial commitment, and constituency involvement. Proof of broad public and private support of the project is evidenced in the November 1990 approval of a \$125 million bond measure by 74% of the voters in the District. A host of complementary public works activities will be undertaken which will enhance federally-assisted Westside LRT. The supportive partnership between government and the business and citizen communities is expected to continue throughout implementation of the transitway.

Funding has been, and will probably continue to be, a complex issue in expansion of LRT in the metropolitan area. Unlike some transit properties, Tri-Met lacks a dedicated resource to accommodate funding LRT construction. In tandem with efforts to secure traditional public sector funding sources, regional leaders have vigorously investigated public/private finance mechanisms. This investigation began with a theoretical review of these mechanisms by a task force, called the Public/Private Task Force on Transportation Finance (PPTF). The task force review was followed by consultant studies using the Westside LRT project as a case study.

During 1988, the PPTF convened to explore some creative methods of funding LRT expansion. The task force, composed of 15 business executives and six public officials from the region, was charged with designing a working partnership between the public and private sector for the financing of future transit projects. Findings and recommendations of the PPTF include:

Tax Increment Finance -- This mechanism should be used at selective station locations, not on a corridor-wide basis. Use should be considered in conjunction with urban renewal districts, and where LRT can directly contribute to redevelopment in alleviating blight.

Station Area Assessment Districts -- This mechanism should be implemented equally throughout the corridor to avoid unfair market impact. Districts would be established within ¼ mile walking distance of light rail stations. Assessments should be phased in, (a percentage of lease rates), reflect differing land uses (including vacant land), and be tiered according to pedestrian distance.

Joint Development and Station Cost Sharing -- Packaging of the sale or lease of land held by Tri-Met for private development could provide operating revenue. Tri-Met should acquire property around station sites with available federal dollars, with priority consideration given to sites that also support other development objectives beyond LRT. The potential for private station cost sharing should be considered when establishing the final alignment and station location.

The task force concluded that there is value to both the public and private sectors from development attributable to LRT improvements. This group understood that funding for the Region's transportation improvements will be met primarily from traditional public sources at the federal, state, and local level. However, property owners benefiting from LRT development should share in the cost of that development. The task force further concluded that there is a primary benefit to property owners adjacent to transit station development, and that a portion of that benefit should be "captured" or otherwise employed to help fund LRT improvements.

Dollar projections forecasted for four finance mechanisms are as follows:

Public/Private Task Force September 1988 Key Findings and Recommendations				
	Tax Increment	Benefit Assessment	Station Cost Sharing	Joint Development
Westside LRT	\$14 M	\$15.0	\$3	Not Calculated
Estimates are \$15 M in the corridor and \$17 M in the central city attributable to Westside LRT, with the approximate distribution as shown above.				

The findings and recommendations of the task force were discussed and accepted by the Joint Policy Advisory Committee on Transportation, the Region's transportation policy setting group.

Following from the work of the task force, Tri-Met retained three consultants to review the applicability of the mechanisms using Westside LRT as a case study:

- 1) Tax Increment Financing -- Lyle Stewart, Oliver Norville, and Vicki Pflaumer;
- 2) Benefit Assessment Districts -- Shiels and Obletz; and,
- 3) Joint Development and Station Cost Sharing -- Jeffrey Parker and Associates and Zimmer Gunsul Frasca.

With regard to numbers one and two above, the assignment was to review the conditions that would be necessary for the funding mechanism to be used when developing light rail corridors. Given the wealth of information available on Westside LRT, case studies of that facility were the basis for the reports. With regard to joint development and station cost sharing, the assignment was to develop specific recommendations that result in revenue generation or cost avoidance for the Westside LRT project. This was not an effort to identify potential land use demonstration projects.

The three consultant reports identified these findings and recommendations in 1990:

Tax Increment Financing -- Tri-Met does not have the legal authority to establish TIF but could work with local jurisdictions that have the authority to establish a TIF program. Using intergovernmental agreements, the region could legally tap TIF to raise tens of millions of dollars for transit development. This would be consistent with the task force findings. These funds could not legally be used to purchase rail vehicles or pay operating costs. Public understanding and support is critical when establishing a TIF program.

Station Area Assessment Districts -- Legally, these districts would be Local Improvement Districts (LID). The consultant had two recommendations. First, it was recommended that Tri-Met not pursue a corridor-wide LID program as suggested by the Task Force. It was argued that such a program would be technically difficult, too expensive to be cost effective, and meet with resistance from property owners.

Second, in lieu of a program funding specifically light rail, Tri-Met should consider undertaking a broader program in cooperation with jurisdictions to fund transit-related development in station areas. Work should be sought that is likely to have strong political and property owner support including road and access improvements; pedestrian ways, parks, wetlands and greenways; special urban design features, public and private utilities. Funding mechanisms would not need to be limited to assessment district. Tax increment; dedicated street lighting, sewer and water funds; system development funds; jurisdiction general funds and other local sources should be considered.

Joint Development and Station Cost Sharing -- Based upon an evaluation of seven Westside LRT station sites that were selected as promising joint development candidates, almost \$10 million could be derived in joint development through cost savings and additional revenues. A further opportunity to improve ridership and operations, as well as generate \$2.1 million in revenue, exists if Tri-Met invests its savings in project costs into additional land acquisition. These projections arise from future development scenarios in keeping with existing zoning and redevelopment alternatives that were evaluated at two workshops by private sector representatives.

With respect to Westside LRT, these mechanisms have not yet been implemented. Tax increment and assessment districts were not thought to be viable mechanisms for two reasons. First, the local portion of project funding was derived from bond proceeds. It was deemed more logical to offer voters one large bond measure rather than a smaller bond measure while also requesting approval for tax increment and assessment districts. Second, the idea to use these districts developed too late. Local governments and corridor property owners assumed traditional public funding sources were being sought for the project, thus there was no need for private investments to "make the project happen."

It is too early in the project to judge the full extent of station cost sharing and joint development. As Westside LRT enters final design, opportunities to employ these mechanisms will continue to be evaluated. Also at that time, potential uses of tax increment and benefit assessment districts for funding specific project elements will be revisited.

Documentation Specific to UMTA Circular 7005.1:

A. Description of Private Sector Involvement

Private citizens form the Citizen's Advisory Committee. The CAC received extensive public testimony regarding the LPA from downtown Portland to S.W. 185th. The CAC will continue in its advisory capacity and will make the initial recommendation for the locally preferred alternative for the extension to Hillsboro.

Further opportunity for public comment was afforded by hearings of the Project Management Group, the Steering Group, the discussions of the government agencies in adopting the preferred alternative, and the Tri-Met Board.

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 projects by private sector representatives is afforded when the Transportation Policy Alternatives Committee and Joint Policy Advisory Committee on Transportation review the projects prior to the approval of the TIP.

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

To date, private providers have fulfilled the following roles in the project:

- (1) consultants in preparing the SDEIS
- (2) tunneling and geological experts in analyzing route alternatives
- (3) engineers in analyzing surface alignments
- (4) financial advisors in analyzing employment impacts and funding choices
- (5) project management specialists in preparing the project management plan required by UMTA
- (6) engineers to perform value engineering
- (7) consultants in assisting with special mitigation problems

Private providers are expected to participate in the future in the following aspects of the project:

- (1) quality assurance
- (2) construction management
- (3) insurance
- (4) material testing program
- (5) pre-and post-construction surveys
- (6) systems and systems design
- (7) civil design

The actual construction will involve private providers as identified below:

- (1) civil work for line segments
- (2) civil work for tunnel
- (3) provision, installation and testing of track materials
- (4) landscaping
- (5) construction of stations and park-and-ride lots
- (6) provision, installation and testing of fare collection and accessibility equipment
- (7) provision, installation and testing of track electrification, signals and train-to-wayside communications, and communications systems
- (8) provision and testing of light rail vehicles
- (9) construction of operations facility

B. Description of Private Sector Proposals

Tri-Met has received no unsolicited proposals from the private sector during the last year. Two proposals received the previous year under UMTA's Entrepreneurial Services Program are not being carried forward due to 13 (c) labor conflicts. Tri-Met offered four Requests for Proposals for the provision of transportation service during the past year. These new contracts are now in place and worth approximately \$3½ million per year.

C. Description of Impediments to Holding Service Out for 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 the door for further discussions toward resolving impediments to competition.

D. Description and Status of Private Sector Complaints

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

TRANSPORTATION AND PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 91-1498, FOR THE PURPOSE
OF ADOPTING THE FY 1992 TO POST 1995 TRANSPORTATION
IMPROVEMENT PROGRAM AND THE FY 1991 ANNUAL ELEMENT

Date: September 11, 1991 Presented by: Councilor Devlin

COMMITTEE RECOMMENDATION: At the September 10, 1991 meeting, the Committee voted unanimously to recommend Council adoption of Resolution No. 91-1498. Voting in favor were Councilors Bauer, Devlin, Gardner, McLain and Van Bergen.

COMMITTEE DISCUSSION/ISSUES: Transportation Director Andy Cotugno presented the staff report. He said that this annual update to the Transportation Improvement Program (TIP) will be the basis for receipt of federal transportation funds. He explained that the TIP incorporates into one document a variety of scheduling and cost updates as well as amendments through previously-adopted resolutions or administrative adjustments. He pointed out that historically the TIP has included funds authorized under the Surface Transportation Act. Since the current Act will soon expire, the funding has been estimated, and is subject to change when the new Act is approved.

Mr. Cotugno also addressed the issue of conformity with the Clean Air Act Amendments of 1990. He said that the federal agencies have adopted interim conformity guidelines which apply to the TIP, and that the TIP will be reviewed for compliance. This requires a determination that the TIP contributes to reductions in annual emissions for specified pollutants. He said that by October 1 staff will submit the TIP, along with a technical analysis and conformity determination, to EPA and USDOT. If the TIP conforms, staff will proceed with the normal adoption process and include a finding of interim conformity in the final published TIP. Amendments will be necessary if the analysis does not result in conformity.

Exhibit A

Staff Report 103

TRANSPORTATION IMPROVEMENT PROGRAM

Proposed Program for Fiscal Years 1992 to Post 1995

Effective October 1, 1991

D R A F T

September 6, 1991

Metropolitan Service District

Interstate Transfer Programs

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1991

Interstate Transfer Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year					1995	Post 1995	Authorized
	Obligated	1991	1992	1993	1994			
Category I Projects								
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 RESERVE FOR OREGON DEPARTMENT OF TRANSPORTATION (ODOT)**107 *00-000*****VARvar**na*****0****								
Reserve	0	0	0	0	0	0	884,986	884,986
Total	0	0	0	0	0	0	884,986	884,986
3 BANFIELD TRANSITWAY - HIGHWAY FUNDS**113 *80-900***00000*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
4 BANFIELD TRANSITWAY - TRANSIT FUNDS(T)**116 *80-900***00000*TRA68***2*****0****								
Pre Eng	10,956,546	0	0	0	0	0	0	10,956,546
Rt-of-Way	13,371,853	0	0	0	0	0	0	13,371,853
Constr	120,384,576	0	0	0	0	0	0	120,384,576
Total	144,712,975	0	0	0	0	0	0	144,712,975
5 METRO SYSTEM PLANNING - W/S CORRIDOR(T)**117 *10013***00697*TRAVar**na*****0****								
Pre Eng	2,194,266	0	0	0	0	0	0	2,194,266
Total	2,194,266	0	0	0	0	0	0	2,194,266
6 BANFIELD TRANSITWAY - METRO PLANNING(T)**118 *80-404***00000*TRAVar**2*****0****								
Pre Eng	300,050	0	0	0	0	0	0	300,050
Total	300,050	0	0	0	0	0	0	300,050
7 TRI-MET TECHNICAL STUDY - 5 WORK ELEMENTS(T)**120 *80-404***00000*TRAVar**na*****0****								
Pre Eng	428,000	0	0	0	0	0	0	428,000
Total	428,000	0	0	0	0	0	0	428,000
8 METRO PLANNING**126 *80-404***00000*VARvar**na*****0****								
Pre Eng	2,164,457	151,577	59,267	0	0	0	0	2,375,301
Reserve	0	0	0	0	0	0	0	0
Total	2,164,457	151,577	59,267	0	0	0	0	2,375,301
9 MCMCLOUGHLIN CORRIDOR - UNION/GRAND AVE VIADUCT TO SE RIVER ROAD**127 *77-159***00346*FAP26***1E*****4****								
Pre Eng	1,496,785	921,515	0	0	0	0	0	2,418,300
Total	1,496,785	921,515	0	0	0	0	0	2,418,300
10 MCMCLOUGHLIN BOULEVARD LRT ALTERNATIVES ANALYSIS AND DEIS(T)**128 *00-000***00346*FAP26***1E*****0****								
Reserve	0	0	0	0	0	0	0	0
Sys Study	0	0	0	0	0	0	0	0
Pre AA	0	0	572,050	0	0	0	0	572,050
Alt Anal	0	0	0	0	987,950	0	0	987,950
Total	0	0	572,050	0	987,950	0	0	1,560,000
11 MCMCLOUGHLIN BOULEVARD SOUTHEAST CORRIDOR STUDY(T)**130 *00-000***00000*TRA26***1E*****0****								
Pre Eng	100,000	0	0	0	0	0	0	100,000
Total	100,000	0	0	0	0	0	0	100,000
12 MCMCLOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD**134 *77-159a***04872*FAP26***1E*****4****								
Rt-of-Way	8,296,000	0	0	0	0	0	0	8,296,000
Constr	0	0	0	0	0	0	0	0
Reserve	0	0	0	0	0	0	394,825	394,825
Total	8,296,000	0	0	0	0	0	394,825	8,690,825
13 MCMCLOUGHLIN BLVD PHASE II - TACOMA TO HIGHWAY 224**136 *77-159b***04873*FAP26***1E*****5****								
Constr	0	9,900,000	0	0	0	0	0	9,900,000
Total	0	9,900,000	0	0	0	0	0	9,900,000

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1991

Interstate Transfer Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year					1995	Post 1995	Authorized
	Obligated	1991	1992	1993	1994			
Category I Projects (Continued)								
14 POWELL BLVD - 52ND AVE TO 92ND AVE - SECTION II***164 *76-012***00113*FAP24**26*****4****								
Pre Eng	515,641	0	0	0	0	0	0	515,641
Rt-of-Way	6,697,690	0	0	0	0	0	0	6,697,690
Constr	4,020,853	0	0	0	0	0	0	4,020,853
Total	11,234,184	0	0	0	0	0	0	11,234,184
15 YEON/ VAUGHN/ NICOLAI/ WARDWAY AND ST HELENS ROAD RECONSTRUCTION***269 *79-038***00129*VARvar**726*****0****								
Pre Eng	2,036,482	255,000	0	0	0	0	-54,496	2,236,986
Reserve	0	0	0	0	0	0	0	0
Total	2,036,482	255,000	0	0	0	0	-54,496	2,236,986
16 BANFIELD LRT STATION AREA PLANNING PROGRAM(T)***290 *80-900***01534*TRA68**2*****0****								
Pre Eng	1,028,075	0	0	0	0	0	0	1,028,075
Total	1,028,075	0	0	0	0	0	0	1,028,075
17 TRI-MET RIDESHARE PROGRAM***295 *80-313***02151*VARvar**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
18 PORTLAND/ VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE(T)***310 *80-032***00000*TRAVar**726*****0****								
Pre Eng	72,311	0	0	0	0	0	0	72,311
Total	72,311	0	0	0	0	0	0	72,311
19 CONVENTION CENTER AREA TRANSIT / HIGHWAY IMPROVEMENTS(T)***383 *00-000***00000*TRAVar**726*****0****								
Pre Eng	100,000	0	0	0	0	0	0	100,000
Total	100,000	0	0	0	0	0	0	100,000
20 METRO TECHNICAL ASSISTANCE***440 *80-404***00000*VARvar**na*****0****								
Operating	65,878	36,000	0	0	0	0	0	101,878
Total	65,878	36,000	0	0	0	0	0	101,878
21 MCLOUGHLIN CORRIDOR TRANSIT ANALYSIS(T)***588 *00-000***00000*TRA26**1E*****0****								
Pre Eng	130,855	0	0	0	0	0	0	130,855
Total	130,855	0	0	0	0	0	0	130,855
22 LIGHT RAIL VEHICLE PURCHASE (T)***695 *00-000***00000*OR*var**na*****0****								
Non-Hwy Cp	2,863,490	0	0	0	0	0	0	2,863,490
Total	2,863,490	0	0	0	0	0	0	2,863,490
23 NW NICOLAI ST - NW 29TH TO NW 24TH***731 *79-038***00129*FAU9302*726*****0****								
Rt-of-Way	39,063	0	0	0	0	0	0	39,063
Constr	2,173,166	0	0	0	0	0	0	2,173,166
Total	2,212,229	0	0	0	0	0	0	2,212,229
24 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	0	0
Total	12,249,731	0	0	0	0	0	0	12,249,731
25 NW ST HELENS RD - NW KITTRIDGE TO NW 31ST AVE***734 *79-038***00367*FAU9296*726*****4****								
Rt-of-Way	150,552	38,998	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	5,000	5,000
Total	1,830,192	38,998	0	0	0	0	5,000	1,874,190
26 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	0	0
Total	1,001,675	0	0	0	0	0	0	1,001,675
27 FRONT - YEON CONNECTION***738 *79-038***00586*FAU9300*726*****0****								
Rt-of-Way	1,003,071	0	0	0	0	0	2,053	1,005,124
Constr	4,614,922	0	0	0	0	0	0	4,614,922
Reserve	0	0	0	0	0	0	66,207	66,207
Total	5,617,993	0	0	0	0	0	68,260	5,686,253
28 PHASE I ALTERNATIVES ANALYSIS(T)***765 *80-404***00000*TRAVar**na*****0****								
Pre Eng	250,000	0	0	0	0	0	0	250,000
Total	250,000	0	0	0	0	0	0	250,000

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Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
	Obligated	1991	1992	1993	1994	1995	Post 1995	
Category I Projects (Continued)								
29 BANFIELD TRAFFIC MONITORING PROGRAM***								
Constr	183,459	0	0	0	0	0	0	183,459
Reserve	0	0	0	0	0	0	0	0
Total	183,459	0	0	0	0	0	0	183,459
30 SUNSET LIGHT RAIL PROGRAM(T)***								
Pre Eng	500,004	0	0	0	0	0	0	500,004
Total	500,004	0	0	0	0	0	0	500,004
31 NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM***								
Pre Eng	142,035	0	0	0	0	0	0	142,035
Reserve	0	0	0	0	0	0	0	0
Total	142,035	0	0	0	0	0	0	142,035
32 TRANSIT MALL EXTENSION NORTH***								
Pre Eng	0	311,200	0	0	0	0	0	311,200
Constr	0	0	2,876,300	0	0	0	0	2,876,300
Total	0	311,200	2,876,300	0	0	0	0	3,187,500
33 SUNSET HIGHWAY RAMP METERING***								
Pre Eng	32,848	7,152	0	0	0	0	0	40,000
Constr	300,533	82,450	0	0	0	0	0	382,983
Reserve	0	0	0	0	0	0	347,015	347,015
Total	333,383	89,602	0	0	0	0	347,015	770,000
Total Category I	238,629,815	11,703,892	3,507,617	0	987,950	0	1,669,952	256,499,226

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Project Description

Estimated Expenditures by Federal Fiscal Year

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
City of Portland Projects								
34 Finald Vouchered Projects***0 0000000*00000*****CLOSED								
Pre Eng	1,246,823	0	0	0	0	0	0	1,246,823
Rt-of-Way	1,111,410	- 1	0	0	0	0	0	1,111,409
Constr	24,613,209	0	0	0	0	0	0	24,613,209
Reserve	0	0	0	0	0	0	0	0
Total	26,971,442	- 1	0	0	0	0	0	26,971,441
35 N COLUMBIA BLVD - 0.25 MI W OF TERMINAL RD TO W OSWEGO AVE***9 *75-019***01690*FAU9956*123*****0****								
Rt-of-Way	327,636	0	0	0	0	0	0	327,636
Constr	2,837,047	0	0	0	0	0	0	2,837,047
Total	3,184,683	0	0	0	0	0	0	3,184,683
36 I-5 - GREELEY/I-5 CONNECTION - LANDSCAPING***21 *76-009***00000*FAUvar**726*****0****								
Constr	93,668	0	0	0	0	0	0	93,668
Total	93,668	0	0	0	0	0	0	93,668
37 HOLLYWOOD DISTRICT IMPROVEMENTS/NE SANDY BLVD - 37TH TO 47TH***28 *79-071***00115*FAU9326*59*****2****								
Pre Eng	306,967	0	0	0	0	0	0	306,967
Rt-of-Way	197,304	0	0	0	0	0	0	197,304
Constr	2,610,577	0	0	0	0	0	0	2,610,577
Total	3,114,848	0	0	0	0	0	0	3,114,848
38 ARTERIAL STREET 3R PROGRAM***43 *10050***01568*VARvar**726*****0****								
Pre Eng	214,832	0	0	0	0	0	0	214,832
Constr	5,834,873	0	0	0	0	0	0	5,834,873
Total	6,049,705	0	0	0	0	0	0	6,049,705
39 MCLOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION***153 *80-081***02345*VARvar**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
40 SE DIVISION CORRIDOR - DIVISION/CLINTON/HARRISON***189 *78-069***00389*FAU9800*726*****0****								
Pre Eng	23,139	0	0	0	0	0	0	23,139
Total	23,139	0	0	0	0	0	0	23,139
41 SW BROADWAY - SW 4TH TO SW 6TH***200 *10092***00582*FAU9345*726*****0****								
Pre Eng	98,012	0	0	0	0	0	0	98,012
Constr	418,244	0	0	0	0	0	0	418,244
Total	516,256	0	0	0	0	0	0	516,256
42 BEAVERTON HILLSDALE HWY (OR10) - CAPITOL HWY TO SCHOLLS FY RD***243 *78-050***00383*FAU9228*40*****3****								
Pre Eng	298,044	0	0	0	0	0	0	298,044
Rt-of-Way	477,360	0	0	0	0	0	0	477,360
Constr	1,668,241	0	0	0	0	0	0	1,668,241
Total	2,443,645	0	0	0	0	0	0	2,443,645
43 ST HELENS ROAD RECONSTRUCTION - WEST CITY LIMITS TO NW KITTRIDGE***271 *79-067***02107*FAP1****2W*****5****								
Pre Eng	62,165	0	0	0	0	0	0	62,165
Constr	161,565	0	26,270	0	0	0	0	187,835
Total	223,730	0	26,270	0	0	0	0	250,000
44 W BURNSIDE ROAD/ TICHNER DRIVE INTERSECTION IMPROVEMENT***282 *79-058***00000*FAU9326*59*****0****								
Pre Eng	27,972	0	0	0	0	0	0	27,972
Rt-of-Way	69,820	0	0	0	0	0	0	69,820
Constr	464,840	0	0	0	0	0	0	464,840
Total	562,632	0	0	0	0	0	0	562,632
45 NORTHWEST PORTLAND TRANSPORTATION STUDY***285 *79-035***01088*VARvar**726*****0****								
Pre Eng	28,804	0	0	0	0	0	0	28,804
Total	28,804	0	0	0	0	0	0	28,804
46 NW FRONT AVENUE RECONSTRUCTION - NW GLISAN TO NW 26TH AVE***286 *80-006***00588*FAU9300*726*****0****								
Pre Eng	243,537	0	0	0	0	0	0	243,537
Rt-of-Way	113,373	0	0	0	0	0	0	113,373
Constr	4,200,481	0	0	0	0	0	0	4,200,481
Total	4,557,391	0	0	0	0	0	0	4,557,391

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Project Description

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	Obligated	1991	1992	1993	1994	1995	Post 1995	
City of Portland Projects (Continued)								
47 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE***298 *79-056***00458*FAU9962*120*****2****								
Pre Eng	1,624,265	0	514,209	0	0	0	0	2,138,474
Rt-of-Way	5,525,000	0	0	0	0	0	-4,797,511	727,489
Constr	0	4,461,257	6,442,282	0	0	0	0	10,903,539
Reserve	0	0	0	0	0	0	0	0
Total	7,149,265	4,461,257	6,956,491	0	0	0	-4,797,511	13,769,502
48 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES - NE 60TH AVE TO I-205***301 *79-055***00881*FAU9966*123*****9****								
Pre Eng	298,577	0	0	0	0	0	0	298,577
Rt-of-Way	225,649	0	0	0	0	0	0	225,649
Constr	2,651,998	0	0	0	0	0	0	2,651,998
Total	3,176,224	0	0	0	0	0	0	3,176,224
49 SW TERWILLIGER BLVD - BARBUR BLVD TO TAYLORS FERRY RD***309 *80-015***00709*FAU9361*726*****0****								
Pre Eng	473,619	0	0	0	0	0	0	473,619
Rt-of-Way	23,477	0	0	0	0	0	0	23,477
Constr	1,344,841	0	0	0	0	0	-64,000	1,280,841
Total	1,841,937	0	0	0	0	0	-64,000	1,777,937
50 CONVENTION CENTER AREA TRANSIT / HIGHWAY IMPROVEMENTS(T)***383 *00-000***00000*TRAVAR**726*****0****								
Reserve	0	0	2,000,000	0	0	0	0	2,000,000
Total	0	0	2,000,000	0	0	0	0	2,000,000
51 SW BERTHA BLVD - SW VERMONT TO BARBUR BLVD***515 *84-078***02535*FAU9420*726*****0****								
Pre Eng	42,913	0	0	0	0	0	0	42,913
Rt-of-Way	16,150	0	0	0	0	0	-4,000	12,150
Constr	1,277,992	0	53,000	0	0	0	0	1,330,992
Total	1,337,057	0	53,000	0	0	0	-4,000	1,386,057
52 82ND AVENUE - SISKIYOU TO BROADWAY***551 *79-049a**00732*FAU9713*68*****0****								
Pre Eng	36,788	0	0	0	0	0	0	36,788
Constr	201,357	0	0	0	0	0	0	201,357
Total	238,145	0	0	0	0	0	0	238,145
53 NW 23RD AVE / BURNSIDE***626 *10093***00733*FAU9326*726*****0****								
Pre Eng	95,624	0	56,258	0	0	0	0	151,882
Rt-of-Way	0	0	128,350	0	0	0	0	128,350
Constr	0	0	480,386	0	0	0	0	480,386
Total	95,624	0	664,994	0	0	0	0	760,618
54 NW 21ST/22ND - THURMAN TO FRONT***630 *10126***00743*FAU9317*726*****0****								
Pre Eng	112,710	0	0	0	0	0	-29,295	83,415
Rt-of-Way	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0
Total	112,710	0	0	0	0	0	-29,295	83,415
55 NW INTERSECTION IMPROVEMENTS - 22 LOCATIONS***631 *10017***00545*VARVAR**726*****0****								
Pre Eng	33,000	0	24,132	0	0	0	0	57,132
Rt-of-Way	0	0	8,500	0	0	0	0	8,500
Constr	0	0	280,508	0	0	0	0	280,508
Total	33,000	0	313,140	0	0	0	0	346,140
56 NW CIRCULATION IMPROVEMENTS - 10 INTERSECTIONS***632 *84-015***02462*VARVAR**726*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
57 CITYWIDE SIGNAL SYSTEM ANALYSIS***660 *89-027***05128*VARVAR**726*****0****								
Pre Eng	1,039,873	0	0	0	0	0	0	1,039,873
Constr	2,841,830	0	32,670	0	0	0	0	2,874,500
Total	3,881,703	0	32,670	0	0	0	0	3,914,373
58 CBD TRAFFIC SIGNAL REPLACEMENTS UNIT B - BANFIELD LRT CORRIDOR***662 *84-091***00000*VARVAR**2*****0****								
Pre Eng	110,272	0	0	0	0	0	0	110,272
Constr	1,077,630	0	0	0	0	0	0	1,077,630
Total	1,187,902	0	0	0	0	0	0	1,187,902
59 COLUMBIA BLVD - DELAWARE TO CHAUTAUQUA RRKINGS***712 *10131***00768*FAU9956*726*****0****								
Pre Eng	118,150	0	0	0	0	0	0	118,150
Total	118,150	0	0	0	0	0	0	118,150

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	Obligated	1991	1992	1993	1994	1995	Post 1995	
City of Portland Projects (Continued)								
60 NORTHWEST RIDESHARE***723 *10090***00000*VARvar**726*****0****	Operating	32,519	0	0	0	0	0	32,519
	Total	32,519	0	0	0	0	0	32,519
61 BANFIELD FIRE LINE***724 *80-900***00000*FAP68**2*****0****	Pre Eng	15,842	0	0	0	0	0	15,842
	Total	15,842	0	0	0	0	0	15,842
62 SW VERMONT STREET - 30TH AVENUE TO OLESON ROAD***726 *10133***02013*FAU9398*726*****0****	Pre Eng	208,930	0	0	0	0	0	208,930
	Total	208,930	0	0	0	0	0	208,930
63 MARQUAM RAMP ST IMPROVEMENTS - SE WATER, YAMHILL, TAYLOR, CLAY***727 *10132***01412*FAU9366*726*****0****	Pre Eng	102,834	0	0	0	0	0	102,834
	Constr	876,076	0	0	0	0	0	876,076
	Total	978,910	0	0	0	0	0	978,910
64 82ND AVENUE - DIVISION TO CRYSTAL SPRINGS - UNITS 1 & 2***730 *79-049b**00700*FAU9713*68*****4****	Pre Eng	632,967	0	0	0	0	0	632,967
	Rt-of-Way	2,125,000	0	0	0	0	-1,313,000	812,000
	Constr	1,200,510	0	0	0	0	0	1,200,510
	Total	3,958,477	0	0	0	0	-1,313,000	2,645,477
65 NW FRONT AVE - GLISAN TO COUCH (EVERETT-FRONT CONNECTOR)***751 *10140***01250*FAU9300*726*****0****	Pre Eng	219,503	0	0	0	0	0	219,503
	Constr	2,110,072	0	0	0	0	0	2,110,072
	Total	2,329,575	0	0	0	0	0	2,329,575
66 N VANCOUVER WAY - UNION AVENUE TO MARINE DRIVE***762 *10149***01355*FAU9960*726*****0****	Pre Eng	239,859	0	0	0	0	0	239,859
	Rt-of-Way	10	0	0	0	0	0	10
	Constr	2,470,712	0	0	0	0	0	2,470,712
	Total	2,710,581	0	0	0	0	0	2,710,581
67 BANFIELD FREEWAY - CITY BRIDGE REPAIR WORK***808 *80-900***00000*FAI84**2*****0****	Constr	149,405	0	0	0	0	0	149,405
	Total	149,405	0	0	0	0	0	149,405
68 SIGNAL MODIFICATIONS (3) - NORTH PORTLAND***840 *84-001***02362*VARvar**726*****0****	Pre Eng	53,850	0	0	0	0	0	53,850
	Total	53,850	0	0	0	0	0	53,850
69 NEW CBD TRAFFIC SIGNALS (5)***841 *84-003***02363*VARvar**726*****0****	Pre Eng	16,543	0	0	0	0	0	16,543
	Constr	274,050	0	0	0	0	0	274,050
	Total	290,593	0	0	0	0	0	290,593
70 SIGNAL REPLACEMENTS (22)***842 *84-002***02364*VARvar**726*****0****	Pre Eng	32,689	0	0	0	0	0	32,689
	Constr	680,937	0	0	0	0	0	680,937
	Total	713,646	0	0	0	0	0	713,646
71 NE HOLLADAY LRT TRAFFIC SIGNALS***847 *84-092***00000*FAU9903*726*****0****	Constr	422,546	0	0	0	0	0	422,546
	Total	422,546	0	0	0	0	0	422,546
72 NE LOMBARD / COLUMBIA BLVD VIA NE 60TH AVENUE***854 *80-011***00835*FAU9917*123*****9****	Pre Eng	212,925	0	0	0	0	0	212,925
	Total	212,925	0	0	0	0	0	212,925
73 NE GERTZ/13TH - VANCOUVER WAY TO MERRITT/FAZIO***857 *84-051***02464*FAU9961*726*****0****	Pre Eng	169,856	0	0	0	0	0	169,856
	Constr	1,143,101	0	0	0	0	0	1,143,101
	Total	1,312,957	0	0	0	0	0	1,312,957
74 AIRPORT WAY UNIT DESIGN - I-205 TO 181ST AVE***858 *84-022***02355*FAU9964*726*****0****	Pre Eng	1,131,129	0	353,871	0	0	0	1,485,000
	Total	1,131,129	0	353,871	0	0	0	1,485,000

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City of Portland Projects (Continued)								
75 AIRPORT WAY EMBANKMENT (2/5)***859 *84-022b**04112*FAU9964*726*****0****								
Constr	2,915,141	-437,141	0	0	0	0	0	2,478,000
Total	2,915,141	-437,141	0	0	0	0	0	2,478,000
76 AIRPORT WAY - I-205 TO 138TH AVENUE (1/5)***860 *84-022a**05001*FAU9964*726*****0****								
Constr	3,719,396	705,604	0	0	0	0	0	4,425,000
Total	3,719,396	705,604	0	0	0	0	0	4,425,000
77 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE (5/5)***861 *84-022e**05002*FAU9964*726*****0****								
Constr	0	7,300,000	0	0	0	0	0	7,300,000
Pending	0	0	0	0	0	0	-2,589,359	-2,589,359
Total	0	7,300,000	0	0	0	0	-2,589,359	4,710,641
78 45TH AVENUE - HARNEY TO GLENWOOD***906 *00-000**00000*TBDvar**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
79 AIRPORT WAY - THREE STRUCTURES - 158th AVE TO 181ST AVE (3/5)***918 *84-022c**03384*FAU9964*726*****0****								
Constr	1,850,937	39,063	0	0	0	0	0	1,890,000
Total	1,850,937	39,063	0	0	0	0	0	1,890,000
80 AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE TO 181ST AVE (4/5)***920 *84-022d**05598*FAU9964*726*****0****								
Constr	0	0	722,000	0	0	0	0	722,000
Total	0	0	722,000	0	0	0	0	722,000
Total City of Portland	89,968,019	12,068,782	11,250,946	0	0	0	-8,747,165	104,540,582

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	Obligated	1991	1992	1993	1994	1995	Post 1995	
Multnomah County Projects								
81 Finalized Vouchered Projects***0 0000000*00000*****CLOSED								
Pre Eng	184,980	0	0	0	0	0	0	184,980
Rt-of-Way	87,463	0	0	0	0	0	0	87,463
Constr	5,751,147	0	0	0	0	0	0	5,751,147
Reserve	0	0	0	0	0	0	0	0
Sys Study	0	0	0	0	0	0	0	0
Total	6,023,590	0	0	0	0	0	0	6,023,590
82 242ND AVENUE - 23RD STREET TO DIVISION STREET (GRESHAM)***138 *85-053***03687*FAU9877*726*****0****								
Pre Eng	89,394	0	0	0	0	0	0	89,394
Constr	554,361	0	0	0	0	0	0	554,361
Reserve	0	0	0	0	0	0	0	0
Total	643,755	0	0	0	0	0	0	643,755
83 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
84 221ST/223RD - POWELL BLVD TO FARISS RD - UNITS 1 & 2***205 *77-078***01688*FAU9867*726*****0****								
Pre Eng	283,968	0	0	0	0	0	0	283,968
Rt-of-Way	1,156,670	0	0	0	0	0	0	1,156,670
Constr	1,879,806	0	0	0	0	0	0	1,879,806
Reserve	0	0	0	0	0	0	27,637	27,637
Total	3,320,444	0	0	0	0	0	27,637	3,348,081
85 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	248,639	0	0	0	0	0	0	248,639
Constr	2,275,366	0	0	0	0	0	0	2,275,366
Reserve	0	0	0	0	0	0	40,457	40,457
Total	2,798,792	0	0	0	0	0	40,457	2,839,249
86 SANDY BLVD CORRIDOR - 99TH AVE TO 162ND AVE***244 *78-049***00118*FAU9966*59*****11****								
Pre Eng	77,415	0	0	0	0	0	0	77,415
Rt-of-Way	12,046	0	0	0	0	0	0	12,046
Constr	471,623	0	0	0	0	0	0	471,623
Total	561,084	0	0	0	0	0	0	561,084
87 MT HOOD AT BIRSDALE (POWELL/ 190TH INTERSECTION IMPROVEMENT)***293 *77-064***00366*FAP24***26*****10****								
Pre Eng	361,918	0	0	0	0	0	-3,248	358,670
Rt-of-Way	571,693	0	0	0	0	0	-3,043	568,650
Constr	1,404,287	0	0	0	0	0	30,540	1,434,827
Reserve	0	0	0	0	0	0	0	0
Total	2,337,898	0	0	0	0	0	24,249	2,362,147
88 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	1,754,683	0	0	0	0	0	0	1,754,683
Reserve	0	0	0	0	0	0	65,269	65,269
Total	1,977,100	0	0	0	0	0	65,269	2,042,369
89 US30B - NE PORTLAND HWY AT NE 158TH - SIGNAL/CHANNELIZE***404 *78-049C**02091*FAU9966*123*****0****								
Constr	66,631	0	0	0	0	0	0	66,631
Total	66,631	0	0	0	0	0	0	66,631
90 HAWTHORNE BRIDGE EAST APPROACH RAMP REPLACEMENT (#2757C)***506 *84-097***02914*FAU9366*726*****0****								
Constr	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
91 NORTH MAIN RECONSTRUCTION (GRESHAM) - DIVISION TO POWELL***541 *88-014***04863*FAU9879*726*****0****								
Constr	47,097	0	0	0	0	0	0	47,097
Total	47,097	0	0	0	0	0	0	47,097
92 SCHOLLS/SKYLINE IMPROVEMENTS - CANYON CT TO RAAB RD (I)***831 *84-014c**02586*FAU9235*726*****0****								
Pre Eng	54,272	0	0	0	0	0	0	54,272
Total	54,272	0	0	0	0	0	0	54,272

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

Effective October 1, 1991

In Federal Dollars

Interstate Transfer Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year						Authorized	
	Obligated	1991	1992	1993	1994	1995		Post 1995
Multnomah County Projects (Continued)								
93 SE STARK STREET - 242ND AVENUE TO 257TH AVENUE***837 *10206***02036*FAU9810*726*****0****								
Pre Eng	16,594	0	0	0	0	0	25,906	42,500
Constr	1,316,520	0	0	0	0	0	0	1,316,520
Total	1,333,114	0	0	0	0	0	25,906	1,339,020
94 SE STARK STREET - 221ST AVENUE TO 242ND AVENUE***844 *85-054***03686*FAU9810*726*****0****								
Pre Eng	132,855	0	0	0	0	0	0	132,855
Rt-of-Way	263,500	0	0	0	0	0	0	263,500
Constr	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
95 I-84 - 223RD CONNECTOR (207TH)***864 *89-025***05149*FAU9867*726*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Constr	0	0	0	2,006,207	0	0	0	2,006,207
Reserve	0	0	631,374	0	0	0	0	631,374
Total	0	0	631,374	2,006,207	0	0	0	2,637,581
Total Multnomah County	24,198,902	2,000,000	631,374	2,006,207	0	0	361,222	29,197,705

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

Effective October 1, 1991

In Federal Dollars

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1991 1992 1993 1994 1995 Post 1995 Authorized

Clackamas County Projects

96 Finald Vouchered Projects***0 000000*00000*****								
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	0	0
Pending	0	0	0	0	0	0	0	0
Total	4,497,372	0	0	0	0	0	0	4,497,372
97 LOWER BOONES FERRY RD - MADRONA TO SW JEAN***68 *80-104***00677*FAU9473*703*****0****								
Rt-of-Way	616,984	0	0	0	0	0	0	616,984
Constr	456,129	0	0	0	0	0	0	456,129
Total	1,073,113	0	0	0	0	0	0	1,073,113
98 SUNNYSIDE ROAD - STEVENS ROAD TO 122ND UNIT I***77 *77-147***00127*FAU9718*703*****0****								
Pre Eng	24,075	0	0	0	0	0	0	24,075
Rt-of-Way	121,950	0	0	0	0	0	43,732	165,682
Constr	338,292	0	0	0	0	0	0	338,292
Total	484,317	0	0	0	0	0	43,732	528,049
99 HIGHWAY 212 IMPROVEMENTS (I-205 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	4,994,657	-71,745	0	0	0	0	0	4,922,912
Reserve	0	0	0	0	0	0	90,271	90,271
Total	8,360,662	-71,745	0	0	0	0	90,271	8,379,188
*100 OREGON CITY BYPASS - PARK PLACE TO COMMUNITY COLLEGE*****125 *76-007***01670*FAP78***160*****0****								
Pre Eng	1,167,420	0	0	0	0	0	0	1,167,420
Rt-of-Way	5,077,369	0	0	0	0	0	0	5,077,369
Constr	16,396,748	0	0	0	0	0	0	16,396,748
Total	22,641,537	0	0	0	0	0	0	22,641,537
*101 STATE STREET CORRIDOR (OR43) - TERWILLIGER TO LADD*****133 *77-068***00359*FAU9565*3*****6****								
Pre Eng	247,612	0	0	0	0	0	0	247,612
Rt-of-Way	576,772	0	0	0	0	0	0	576,772
Constr	886,093	0	0	0	0	0	0	886,093
Reserve	0	0	0	0	0	0	400,000	400,000
Total	1,710,477	0	0	0	0	0	400,000	2,110,477
*102 JOHNSON CK BLVD IMPROVEMENT - CASCADE HWY N TO LESTER INTCHG*****405 *86-076***03355*FAU9704*703*****0****								
Constr	872,360	0	0	0	0	0	0	872,360
Reserve	0	0	0	0	0	0	29,650	29,650
Total	872,360	0	0	0	0	0	29,650	902,010
*103 OATFIELD ROAD AT JENNINGS AVENUE INTERSECTION IMPROVEMENT*****438 *78-116***01182*FAU9665*703*****0****								
Pre Eng	78,607	0	0	0	0	0	0	78,607
Constr	29,214	0	0	0	0	0	0	29,214
Total	107,821	0	0	0	0	0	0	107,821
*104 KING RD AND 42ND (PORTION) - 44TH TO 42ND/MONROE SE OF 42ND*****500 *85-055***03626*FAU9714*703*****0****								
Pre Eng	33,407	16,593	0	0	0	0	0	50,000
Constr	189,813	0	0	0	0	0	0	189,813
Total	223,220	16,593	0	0	0	0	0	239,813
*105 RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I*****553 *10037***00705*FAU9702*ns*****0****								
Pre Eng	307,546	0	0	0	0	0	0	307,546
Rt-of-Way	151,300	0	0	0	0	0	0	151,300
Constr	1,303,878	0	0	0	0	0	0	1,303,878
Total	1,762,724	0	0	0	0	0	0	1,762,724
*106 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE*****578 *10051A***00500*FAU9653*703*****0****								
Pre Eng	645,999	0	0	0	0	0	0	645,999
Rt-of-Way	965,600	0	0	0	0	0	0	965,600
Constr	2,531,001	262,567	0	0	0	0	0	2,793,568
Total	4,142,600	262,567	0	0	0	0	0	4,405,167
*107 THIESSEN/JENNINGS CORRIDOR - OATFIELD RD TO JOHNSON RD (REVISED)*****581 *10052***02024*FAU9698*703*****0****								
Pre Eng	164,517	0	0	0	0	0	0	164,517
Total	164,517	0	0	0	0	0	0	164,517

Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1991

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1991 1992 1993 1994 1995 Post 1995 Authorized

Clackamas County Projects
 (Continued)

*108 RAILROAD AVENUE/HARMONY ROAD - 82ND/SUNNYSIDE REALIGNMENT - II*****764 *10037****00660*FAU9718*703*****0****								
Pre Eng	69,937	0	0	0	0	0	0	69,937
Rt-of-Way	454,074	0	0	0	0	0	0	454,074
Constr	540,025	0	0	0	0	0	0	540,025
Reserve	0	0	0	0	0	0	676	676
Total	1,064,036	0	0	0	0	0	676	1,064,712
*109 RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION*****769 *86-083****04180*FAU9736*703*****0****								
Pre Eng	24,990	0	338,242	0	0	0	0	363,232
Rt-of-Way	0	0	0	0	0	0	0	0
Total	24,990	0	338,242	0	0	0	0	363,232
*110 SUNNYSIDE ROAD - STEVENS TO 122ND - UNIT II*****838 *77-147****00385*FAU9718*703*****0****								
Pre Eng	124,611	0	0	0	0	0	0	124,611
Rt-of-Way	212,189	0	0	0	0	0	0	212,189
Constr	1,182,225	0	0	0	0	0	0	1,182,225
Reserve	0	0	0	0	0	0	244,076	244,076
Total	1,519,025	0	0	0	0	0	244,076	1,763,101
*111 HUBBARD ROAD EXTENSION TO CLACKAMAS HIGHWAY*****839 *10236****02140*FAU9739*703*****0****								
Pre Eng	48,835	0	0	0	0	0	0	48,835
Constr	315,486	0	0	0	0	0	0	315,486
Total	364,321	0	0	0	0	0	0	364,321
*112 HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING*****853 *10252****00976*FAU9565*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
*113 BEAVERCREEK RD EXT (RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE*****855 *10249****02375*FAU9742*703*****0****								
Pre Eng	140,046	0	0	0	0	0	0	140,046
Rt-of-Way	0	0	0	0	0	0	0	0
Constr	0	0	354,214	0	0	0	0	354,214
Total	140,046	0	354,214	0	0	0	0	494,260
*114 JOHNSON CREEK BLVD - 32ND AVENUE TO 45TH AVENUE*****902 *00-000*****FAU9704*703*****0****								
Pre Eng	0	0	100,000	0	0	0	0	100,000
Constr	0	0	0	0	0	0	900,000	900,000
Total	0	0	100,000	0	0	0	900,000	1,000,000
*115 HARRISON STREET - HIGHWAY 224 TO 32ND AVENUE*****904 *00-000****00000*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
*116 JOHNSON CREEK BLVD - LINWOOD AVENUE TO 82ND AVENUE*****905 *00-000****00000*FAU9704*703*****0****								
Pre Eng	0	50,000	0	0	0	0	0	50,000
Total	0	50,000	0	0	0	0	0	50,000
Total Clackamas County								
	49,474,620	257,415	792,456	0	0	0	1,765,487	52,289,978

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1991

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1991 1992 1993 1994 1995 Post 1995 Authorized

Washington County Projects

Project Description	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
*117 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	0	0
Total	13,598,737	0	0	0	0	0	0	13,598,737
*118 ALLEN BLVD RECONSTRUCTION - MURRAY BLVD TO HWY217*****93 *80-085***00306*FAU9088*na*****0****								
Pre Eng	94,911	0	0	0	0	0	0	94,911
Rt-of-Way	1,512,382	0	0	0	0	0	0	1,512,382
Constr	1,678,030	0	0	0	0	0	0	1,678,030
Total	3,285,323	0	0	0	0	0	0	3,285,323
*119 SW BARNES ROAD - HIGHWAY 217 TO SW 84TH - PHASE I*****95 *77-070***00469*FAU9326*734*****0****								
Pre Eng	62,186	0	0	0	0	0	0	62,186
Rt-of-Way	143,720	0	0	0	0	0	0	143,720
Constr	843,437	0	0	0	0	0	0	843,437
Total	1,049,343	0	0	0	0	0	0	1,049,343
*120 SW JENKINS/158TH - MURRAY BLVD TO SUNSET HIGHWAY*****97 *77-046***00850*FAU9030*na*****0****								
Constr	1,764,919	0	0	0	0	0	0	1,764,919
Total	1,764,919	0	0	0	0	0	0	1,764,919
*121 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE*****121 *79-076***00376*FAP27***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	0	0
Total	9,386,457	0	0	0	0	0	0	9,386,457
*122 CORNELL ROAD RECONSTRUCTION - E MAIN TO ELAM YOUNG PARKWAY*****132 *80-038***00139*FAU9022*734*****0****								
Pre Eng	155,943	0	0	0	0	0	0	155,943
Rt-of-Way	159,293	0	0	0	0	0	26,007	185,300
Constr	2,665,471	0	0	0	0	0	0	2,665,471
Reserve	0	0	0	0	0	0	0	0
Total	2,980,709	0	0	0	0	0	26,007	3,006,716
*123 OR8 - TUALATIN VALLEY HIGHWAY AT 185TH STREET*****207 *76-027***00350*FAP32***29*****7****								
Pre Eng	183,477	0	0	0	0	0	0	183,477
Rt-of-Way	994,422	0	0	0	0	0	0	994,422
Constr	970,866	0	0	0	0	0	0	970,866
Total	2,148,765	0	0	0	0	0	0	2,148,765
*124 HWY 217/72ND AVE INTCHG - PE & CONSTRUCTION - #2*****208 *80-079***01678*FAP79***144*****7****								
Pre Eng	286,778	0	0	0	0	0	0	286,778
Rt-of-Way	233,750	0	0	0	0	0	0	233,750
Constr	948,734	0	0	0	0	0	0	948,734
Total	1,469,262	0	0	0	0	0	0	1,469,262
*125 FARMINGTON RD CORRIDOR(OR208) TSM - 185TH AVE TO LOMBARD AVE*****236 *78-057***01570*FAU9064*142*****8****								
Pre Eng	80,917	0	0	0	0	0	0	80,917
Constr	151,337	0	0	0	0	0	0	151,337
Total	232,254	0	0	0	0	0	0	232,254
*126 HALL / MCDONALD INTERSECTION IMPROVEMENTS*****396 *85-024***03719*FAU9091*141*****6****								
Constr	31,713	0	0	0	0	0	0	31,713
Total	31,713	0	0	0	0	0	0	31,713
*127 OR99W - PACIFIC HIGHWAY WEST AT CANTERBURY LANE*****469 *85-006***02933*FAPvar**1W*****10****								
Constr	31,126	0	0	0	0	0	0	31,126
Total	31,126	0	0	0	0	0	0	31,126
*128 CORNELL ROAD PHASE II - ECL TO CORNELIUS PASS ROAD*****585 *10060***00738*FAU9022*734*****0****								
Pre Eng	404,643	0	0	0	0	0	0	404,643
Constr	2,409,353	0	0	0	0	0	0	2,409,353
Total	2,813,996	0	0	0	0	0	0	2,813,996

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1991

Interstate Transfer Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year					1995	Post 1995	Authorized
	Obligated	1991	1992	1993	1994			
Washington County Projects (Continued)								
*129 MURRAY BLVD - JENKINS ROAD TO SUNSET HIGHWAY*****					586	*10059****	00549*FAU9067*734*****	0****
Pre Eng	662,431	0	0	0	0	0	0	662,431
Rt-of-Way	1,865,000	0	0	0	0	0	0	1,865,000
Constr	4,763,033	0	0	0	0	0	0	4,763,033
Total	7,290,464	0	0	0	0	0	0	7,290,464
*130 GREENBURG ROAD AT TIEDEMAN AVENUE - SIGNAL*****					725	*86-037****	04115*FAU9207*734*****	1****
Pre Eng	11,349	0	0	0	0	0	0	11,349
Constr	25,380	0	0	0	0	0	0	25,380
Total	36,729	0	0	0	0	0	0	36,729
*131 NW 185TH - ROCK CREEK BLVD TO TV HIGHWAY*****					752	*10128****	01304*FAU9043*734*****	0****
Pre Eng	818,445	0	0	0	0	0	0	818,445
Rt-of-Way	2,953,750	0	0	0	0	0	0	2,953,750
Constr	4,736,218	0	0	0	0	0	0	4,736,218
Total	8,508,413	0	0	0	0	0	0	8,508,413
*132 ORS TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO*****					828	*79-85a****	00691*FAP32***29*****	11****
Rt-of-Way	1,195,100	0	0	0	0	0	0	1,195,100
Constr	0	0	0	0	0	0	0	0
Total	1,195,100	0	0	0	0	0	0	1,195,100
*133 SCHOLLS FERRY ROAD / HALL BOULEVARD INTERSECTION*****					829	*85-010****	02353*FAU9234*143*****	9****
Pre Eng	131,632	0	0	0	0	0	0	131,632
Rt-of-Way	314,660	0	0	0	0	0	0	314,660
Constr	650,865	0	0	0	0	0	0	650,865
Total	1,097,157	0	0	0	0	0	0	1,097,157
*134 HALL BOULEVARD - ALLEN TO GREENWAY*****					830	*10237****	02354*FAU9091*734*****	1****
Pre Eng	127,500	0	0	0	0	0	0	127,500
Rt-of-Way	633,250	0	0	0	0	0	0	633,250
Total	760,750	0	0	0	0	0	0	760,750
*135 WASHINGTON COUNTY RESERVE*****					836	*00-000****	00000*VARvar**na*****	0****
Reserve	0	0	0	0	0	0	259,349	259,349
Total	0	0	0	0	0	0	259,349	259,349
*136 CORNELIUS PASS ROAD - SUNSET HIGHWAY TO CORNELL ROAD*****					867	*89-029****	05183*FAU9053*734*****	0****
Constr	75,000	0	0	0	0	0	0	75,000
Total	75,000	0	0	0	0	0	0	75,000
*137 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK*****					875	*86-077****	03290*FAU9234*143*****	7****
Constr	814,937	203	0	0	0	0	0	815,140
Total	814,937	203	0	0	0	0	0	815,140
Total Washington County	58,571,154	203	0	0	0	0	285,356	58,856,713

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

Effective October 1, 1991

In Federal Dollars

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1991 1992 1993 1994 1995 Post 1995 Authorized

Category I Projects

Project Description	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
*138 I-205 BUSLANES WITHDRAWAL RESERVE (T)*****907 *86-103**01227*TRA205**64*****18****								
Reserve	0	0	0	0	0	0	15,941,283	15,941,283
Pre AA	0	0	425,000	0	0	0	0	425,000
Total	0	0	425,000	0	0	0	15,941,283	16,366,283
 Total Category I	 0	 0	 425,000	 0	 0	 0	 15,941,283	 16,366,283

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

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In Federal Dollars

Interstate Transfer Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year					1995	Post 1995	Authorized
	Obligated	1991	1992	1993	1994			
Report Total	460,842,510	26,030,292	16,607,393	2,006,207	987,950	0	11,276,135	517,750,487

Federal-Aid Urban Programs

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1991

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1991 1992 1993 1994 1995 Post 1995 Authorized

City of Portland FAU System Projects

Project Description	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
1 Finalized Vouchered Projects**0 000000*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
Pending	0	0	0	0	0	0	0	0
Total	8,700,612	0	0	0	0	0	0	8,700,612
2 Completed Projects not Vouchered**1 000000*00000*****								
Pre Eng	798,890	0	0	0	0	0	0	798,890
Constr	2,228,730	0	0	0	0	0	0	2,228,730
Reserve	0	0	0	0	0	0	0	0
Total	3,027,620	0	0	0	0	0	0	3,027,620
3 CITY OF PORTLAND FAU CONTINGENCY**44 *00-000***00000*VARvar**726*****0****								
Reserve	0	0	0	0	0	0	1,143,609	1,143,609
Total	0	0	0	0	0	0	1,143,609	1,143,609
4 WILLAMETTE GREENWAY TRAIL PROGRAM**375 *10018***00240*VARvar**726*****0****								
Pre Eng	61,500	0	0	0	0	0	0	61,500
Constr	0	0	0	330,000	0	0	0	330,000
Total	61,500	0	0	330,000	0	0	0	391,500
5 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE(5/3)**861 *84-022a**05002*FAU9964*726*****0****								
Reserve	0	439,272	0	0	0	0	0	439,272
Total	0	439,272	0	0	0	0	0	439,272
6 NW 9TH AVENUE IMPROVEMENTS - GLISAN TO FRONT**868 *89-020***05123*FAU9983*726*****0****								
Constr	372,304	0	7,696	0	0	0	0	380,000
Total	372,304	0	7,696	0	0	0	0	380,000
7 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS - OLESON RD TO BARBUR BLVD**869 *89-022***05127*FAU9404*726*****0****								
Pre Eng	25,906	0	79,694	0	0	0	0	105,600
Rt-of-Way	3,965	0	0	0	0	0	0	3,965
Constr	695,099	0	63,777	0	0	0	0	758,876
Total	724,970	0	143,471	0	0	0	0	868,441
8 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS - 9TH AVE TO 82ND AVE**870 *89-021***05126*FAU9822*726*****0****								
Pre Eng	18,284	0	104,916	0	0	0	0	123,200
Rt-of-Way	116,671	0	369	0	0	0	0	117,040
Constr	0	0	325,600	0	0	0	0	325,600
Total	134,955	0	430,885	0	0	0	0	565,840
9 INTERSECTION IMPROVEMENT PROGRAM**871 *89-023***05125*VARvar**726*****0****								
Pre Eng	11,059	0	0	0	0	0	0	11,059
Constr	0	105,000	0	0	0	0	0	105,000
Total	11,059	105,000	0	0	0	0	0	116,059
10 CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM**872 *89-028***05200*VARvar**726*****0****								
Pre Eng	38,552	0	0	0	0	0	0	38,552
Constr	0	0	309,448	0	0	0	0	309,448
Total	38,552	0	309,448	0	0	0	0	348,000
11 DOWNTOWN MALL REHABILITATION PROGRAM**873 *89-032***05384*FAU9341*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
12 HOLLADAY AVE - UNION AVE TO NE 9TH AVE (GREELEY - BANFIELD)**890 *84-024d**04958*FAU9903*726*****0****								
Constr	0	0	89,320	0	0	0	0	89,320
Total	0	0	89,320	0	0	0	0	89,320
13 DEVELOPMENT RESERVE**919 *00-000***00000*FAUvar**726*****0****								
Reserve	0	0	0	0	0	0	856,013	856,013
Total	0	0	0	0	0	0	856,013	856,013

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1991

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1991 1992 1993 1994 1995 Post 1995 Authorized

City of Portland FAU System Projects
 (Continued)

14 FY 90-91 ROAD REHABILITATION PROGRAM***930 *89-033a**05650*FAUvar**726*****0****								
Pre Eng	26,148	0	27,092	0	0	0	0	53,240
Constr	617,693	0	35,507	0	0	0	265,080	918,280
Total	643,841	0	62,599	0	0	0	265,080	971,520
15 INTERSECTION SAFETY PROGRAM***931 *00-000***00000*FAUvar**726*****0****								
Pre Eng	0	16,700	0	0	0	0	0	16,700
Constr	0	0	163,700	0	0	0	0	163,700
Total	0	16,700	163,700	0	0	0	0	180,400
16 SIGNAL SAFETY IMPROVEMENTS***932 *91-008***00000*FAUvar**726*****0****								
Pre Eng	0	14,000	0	0	0	0	0	14,000
Constr	0	0	136,480	0	0	0	0	136,480
Total	0	14,000	136,480	0	0	0	0	150,480
17 NW 13TH AVENUE INTERSECTIONS IMPROVEMENT***933 *00-000***00000*FAUvar**726*****0****								
Constr	0	0	150,000	0	0	0	0	150,000
Total	0	0	150,000	0	0	0	0	150,000
Total City of Portland FAU System								
	13,715,413	574,972	2,293,599	330,000	0	0	2,264,702	19,178,686

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1991

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1991 1992 1993 1994 1995 Post 1995 Authorized

Multnomah County FAU System Projects

Project Description	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
18 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
19 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
20 HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT (#2757C)***506 *84-097***02914*FAU9366*726*****0****								
Pre Eng	97,250	0	0	0	0	0	0	97,250
Constr	0	2,056,437	0	0	0	0	0	2,056,437
Total	97,250	2,056,437	0	0	0	0	0	2,153,687
21 NORTH MAIN RECONSTRUCTION (GRESHAM) - DIVISION TO POWELL***541 *88-014***04863*FAU9879*726*****0****								
Pre Eng	55,383	0	0	0	0	0	0	55,383
Constr	417,030	0	0	0	0	0	0	417,030
Reserve	0	0	0	0	0	0	11,587	11,587
Total	472,413	0	0	0	0	0	11,587	484,000
Total Multnomah County FAU System								
	1,981,487	2,056,437	0	0	0	0	11,587	4,049,511

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1991

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1991 1992 1993 1994 1995 Post 1995 Authorized

Clackamas County FAU System Projects

Project Description	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
22 Finalled Vouchered Projects***0 0000000*00000*****CLOSED								
Pre Eng	248,064	0	0	0	0	0	0	248,064
Rt-of-Way	74,366	0	0	0	0	0	0	74,366
Constr	2,449,968	0	0	0	0	0	0	2,449,968
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
Constr	144,751	0	0	0	0	0	0	144,751
Total	218,297	0	0	0	0	0	0	218,297
24 LOWER BOONES FERRY RD - MADRONA TO SW JEAN***68 *80-104***00677*FAU9473*703*****0****								
Pre Eng	207,290	142,710	0	0	0	0	0	350,000
Rt-of-Way	0	550,000	0	0	0	0	0	550,000
Constr	659,470	0	1,216,609	0	0	0	0	1,876,079
Total	866,760	692,710	1,216,609	0	0	0	0	2,776,079
25 HARMONY ROAD - LAKE ROAD TO 82ND DRIVE***79 *10051B***05017*FAU9702*703*****0****								
Pre Eng	36,992	0	0	0	0	0	0	36,992
Reserve	0	0	0	0	0	0	0	0
Total	36,992	0	0	0	0	0	0	36,992
26 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE***578 *10051B***00500*FAU9653*703*****0****								
Rt-of-Way	162,581	86,993	0	0	0	0	0	249,574
Constr	631,383	0	0	0	0	0	0	631,383
Total	793,964	86,993	0	0	0	0	0	880,957
27 BEAVERCREEK RD EXT (RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE***855 *10249***02375*FAU9742*703*****0****								
Constr	0	0	172,930	0	0	0	0	172,930
Total	0	0	172,930	0	0	0	0	172,930
28 SUNNYBROOK SPLIT DIAMOND PE***865 *86-082***03346*FAU9736*64*****14****								
Pre Eng	0	0	210,249	0	0	0	0	210,249
Total	0	0	210,249	0	0	0	0	210,249
29 MCLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD***892 *00-000***00000*FAP26***1E*****6****								
Pre Eng	0	0	100,000	0	0	0	0	100,000
Reserve	0	0	0	0	0	0	833,000	833,000
Total	0	0	100,000	0	0	0	833,000	933,000
Total Clackamas County FAU System								
	4,688,411	779,703	1,699,788	0	0	0	833,000	8,000,902

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

Effective October 1, 1991

In Federal Dollars

Federal Aid Urban System Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
	Obligated	1991	1992	1993	1994	1995	Post 1995	
Washington County FAU System Projects								
30 Finaled Vouchered Projects***0 0000000*00000*****								
Pre Eng	513,692	0	0	0	0	0	0	513,692
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	0	0	0	0	0	0	1,673,698
31 Completed Projects not Vouchered***1 0000000*00000*****								
Pre Eng	507,907	0	0	0	0	0	0	507,907
Rt-of-Way	2,525	0	0	0	0	0	0	2,525
Constr	1,742,762	0	0	0	0	0	0	1,742,762
Total	2,253,194	0	0	0	0	0	0	2,253,194
32 CORNELL ROAD RECONSTRUCTION - E MAIN TO ELAM YOUNG PARKWAY***132 *80-038***00139*FAU9022*734*****0****								
Constr	258,367	0	0	0	0	0	0	258,367
Reserve	0	0	0	0	0	0	0	0
Total	258,367	0	0	0	0	0	0	258,367
33 WASHINGTON COUNTY RESERVE***836 *00-000***00000*VARvar**na*****0****								
Reserve	0	0	0	0	0	0	67,392	67,392
Total	0	0	0	0	0	0	67,392	67,392
Total Washington County FAU System								
	4,185,259	0	0	0	0	0	67,392	4,252,651

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

Effective October 1, 1991

In Federal Dollars

Federal Aid Urban System Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year						Authorized
	Obligated	1991	1992	1993	1994	1995	
Tri-Met FAU System Projects							
34 Finaled Vouchered Projects***0 0000000*00000*****CLOSED							
Constx	1,110,747	0	0	0	0	0	1,110,747
Non-Hwy Cp	126,393	0	0	0	0	0	126,393
Total	1,237,142	0	0	0	0	0	1,237,142
35 TRI-MET RIDESHARE PROGRAM***102 *80-043***00000*VARvar**na*****0****							
Operating	758,740	79,287	53,178	0	0	0	891,203
Total	758,740	79,287	53,178	0	0	0	891,203
36 LIGHT RAIL VEHICLE PURCHASE (T)***695 *00-000***00000*OR*var**na*****0****							
Non-Hwy Cp	850,000	0	0	0	0	0	850,000
Total	850,000	0	0	0	0	0	850,000
Total Tri-Met FAU System	2,845,882	79,287	53,178	0	0	0	2,978,347

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1993

Portland Urbanized Area

Effective October 1, 1991

In Federal Dollars

Federal Aid Urban System Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year						Authorized
	Obligated	1991	1992	1993	1994	1995	
Highway Division FAU System Projects							
37 Finald Vouchered Projects***0 000000*00000*****CLOSED							
Pre Eng	227,478	0	0	0	0	0	227,478
Rt-of-Way	94,226	0	0	0	0	0	94,226
Constr	812,390	0	0	0	0	0	812,390
Total	1,134,094	0	0	0	0	0	1,134,094
38 STATE STREET CORRIDOR (OR43) - TERWILLIGER TO LADD***133 *77-068***00359*FAU9565*3*****6****							
Constr	0	0	0	0	0	22,000	22,000
Total	0	0	0	0	0	22,000	22,000
39 OR210 - SCHOLLS HWY AT 135TH AVE - SIGNAL/REALIGNMENT***390 *80-112***00046*FAU9234*143*****7****							
Constr	81,435	28,451	0	0	0	0	109,886
Total	81,435	28,451	0	0	0	0	109,886
40 US26 - MT HOOD HWY AT PALMQUIST/ORIENT RD - GRADE/PAVE/SIGNAL***397 *10234***01470*FAP9873*26*****14****							
Constr	358	11,470	0	0	0	0	11,828
Total	358	11,470	0	0	0	0	11,828
41 HIGHWAY 43 @ MCKILILICAN / HOOD AVENUE WIDENING***853 *10252***00976*FAU9565*3*****11****							
Constr	77,413	0	0	0	0	1,353	78,766
Total	77,413	0	0	0	0	1,353	78,766
42 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK***875 *86-077***03290*FAU9234*143*****7****							
Constr	2,393,794	203	0	0	0	0	2,393,997
Total	2,393,794	203	0	0	0	0	2,393,997
Total Highway Division FAU System	3,687,094	40,124	0	0	0	23,353	3,750,571

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

Effective October 1, 1991

In Federal Dollars

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1991 1992 1993 1994 1995 Post 1995 Authorized

Metro Region and FAU Reserve Projects

Project Description	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
43 Finalized Vouchered Projects***0 000000*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	1,147,633	0	0	0	0	0	0	1,147,633
Pending	0	0	0	0	0	0	0	0
Total	1,929,097	0	0	0	0	0	0	1,929,097
44 UNALLOCATED FEDERAL-AID URBAN FUNDS***114 *00-000***00000*VARvar**na*****0****								
Reserve	0	0	0	0	0	0	178,685	178,685
Total	0	0	0	0	0	0	178,685	178,685
Total Metro Region and FAU Reserve	1,929,097	0	0	0	0	0	178,685	2,107,782

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

Effective October 1, 1991

In Federal Dollars

Federal Aid Urban System Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
	Obligated	1991	1992	1993	1994	1995	Post 1995	
Metro Region Total	19,317,230	2,955,551	1,752,966	0	0	0	1,114,017	25,139,764
Report Total	33,032,643	3,530,523	4,046,565	330,000	0	0	3,378,719	44,318,450

Urban Mass Transportation Administration Programs

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

Effective October 1, 1991

In Federal Dollars

Urban Mass Transportation Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year
 Obligated Anticipated 1992 1993 1994 1995 Post 1995 Authorized

Urban Mass Transportation Administration-Sect 3

Project Description	Obligated	Anticipated	1992	1993	1994	1995	Post 1995	Authorized
1 Finalized Vouchered Projects**0 000000*00000*****								
Constr	370,978	0	0	0	0	0	0	370,978
Non-Hwy Cp	30,248,883	0	0	0	0	0	0	30,248,883
Other	144,398	0	0	0	0	0	0	144,398
Total	30,764,259	0	0	0	0	0	0	30,764,259
2 BUS PURCHASES**154 *****var*****00000**OR**03-0038*****								
Non-Hwy Cp	4,188,618	7,500,000	0	2,500,000	0	0	0	14,188,618
Supt Serv	11,382	0	0	0	0	0	0	11,382
Total	4,200,000	7,500,000	0	2,500,000	0	0	0	14,200,000
3 BANFIELD RETROFIT - OPERATIONS CONTROL**215 *****var*****00000**OR**03-0038*****								
Non-Hwy Cp	0	0	0	3,100,000	2,600,000	0	0	5,700,000
Total	0	0	0	3,100,000	2,600,000	0	0	5,700,000
4 BANFIELD RETROFIT - DOUBLE TRACKING**217 *****var*****00000**OR**03-0000*****								
Non-Hwy Cp	0	0	0	9,100,000	0	0	0	9,100,000
Total	0	0	0	9,100,000	0	0	0	9,100,000
5 BANFIELD RETROFIT - RUBY JUNCTION EXPANSION**218 *****var*****00000**OR**03-0000*****								
Non-Hwy Cp	0	0	0	4,100,000	0	0	0	4,100,000
Total	0	0	0	4,100,000	0	0	0	4,100,000
6 CONVENTION CENTER AREA TRANSIT / HIGHWAY IMPROVEMENTS (T)**383 *****var*****00000**TRA**03-0037*****								
Pre Eng	187,500	0	0	0	0	0	0	187,500
Rt-of-Way	280,575	0	0	0	0	0	0	280,575
Constr	1,885,593	0	0	0	0	0	0	1,885,593
Other	146,330	0	0	0	0	0	0	146,331
Total	2,499,999	0	0	0	0	0	0	2,499,999
7 BANFIELD LRT CAPITAL GRANT - (FFA)**434 *****68*****00000**FAP**03-0025*****								
Non-Hwy Cp	66,813,675	0	5,789,528	0	0	0	0	72,603,203
Total	66,813,675	0	5,789,528	0	0	0	0	72,603,203
8 PROJECT BREAK-EVEN**895 *****var*****00000**OR**0000*****								
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								
	104,279,933	21,000,000	5,789,528	18,800,000	2,600,000	0	0	152,469,461

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1991

Urban Mass Transportation Administration Program

Project Description

Project Description	Estimated Grant Award by Federal Fiscal Year		1992	1993	1994	1995	Post 1995	Authorized
	Obligated	Anticipated						
Urban Mass Transportation Administration-Trade								
9 DEVELOPMENT OF TIGARD TRANSIT CENTER**			131					
Pre Eng	92,430	0	0	0	0	0	0	92,430
Rt-of-Way	423,327	0	0	0	0	0	0	423,327
Constr	520,701	0	0	0	0	0	0	520,701
Total	1,036,658	0	0	0	0	0	0	1,036,658
10 MILWAUKIE TRANSIT STATION DEVELOPMENT***			144					
Pre Eng	483	0	0	0	0	0	0	483
Constr	12,042	0	0	0	0	0	0	12,042
Total	12,525	0	0	0	0	0	0	12,525
11 OREGON CITY TRANSIT STATION***			151					
Pre Eng	123,242	0	0	0	0	0	0	123,242
Rt-of-Way	104,000	0	0	0	0	0	0	104,000
Constr	683,320	0	0	0	0	0	0	683,320
Total	912,562	0	0	0	0	0	0	912,562
12 BUS PURCHASES***			154					
Non-Hwy Cp	14,558,225	11,653,999	0	0	0	0	0	26,214,225
Supt Serv	50,182	0	0	0	0	0	0	50,182
Total	14,608,408	11,653,999	0	0	0	0	0	26,264,407
13 PASSENGER SHELTERS***			380					
Non-Hwy Cp	0	0	400,000	0	0	0	0	400,000
Total	0	0	400,000	0	0	0	0	400,000
14 TIGARD PARK-AND-RIDE***			435					
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
15 PARK-AND-RIDE LOT ENGINEERING(3) - MILW/OC/TIG***			453					
Pre Eng	283,292	-247,292	0	0	0	0	0	36,000
Total	283,292	-247,292	0	0	0	0	0	36,000
16 TRANSIT TRANSFER PROJECT***			576					
Pre Eng	205,183	60,000	0	0	0	0	0	265,183
Constr	789,245	400,000	0	0	0	0	0	1,189,245
Total	994,428	460,000	0	0	0	0	0	1,454,428
17 WEST BURNSIDE / MORRISON TSM IMPROVEMENTS***			600					
Pre Eng	10,200	0	0	0	0	0	0	10,200
Constr	68,040	0	0	0	0	0	0	68,040
Total	78,240	0	0	0	0	0	0	78,240
18 ROUTE TERMINUS SITES***			685					
Non-Hwy Cp	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
19 NORTH TERMINAL FACILITY***			686					
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
20 BEAVERTON PARK-AND-RIDE STATION***			701					
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
21 SUNSET TRANSIT CENTER AND PARK-AND-RIDE STATION***			702					
Pre Eng	320,435	0	0	0	0	0	0	320,435
Rt-of-Way	2,663,360	0	0	0	0	0	0	2,663,360
Constr	0	0	0	0	0	0	0	0
Supt Serv	0	0	0	0	0	0	0	0
Total	2,985,795	0	0	0	0	0	0	2,985,795

Annual Element Year

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

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Urban Mass Transportation Administration Program

Project Description

Project Description	Estimated Grant Award by Federal Fiscal Year		1992	1993	1994	1995	Post 1995	Authorized
	Obligated	Anticipated						
Urban Mass Transportation Administration-Trade (Continued)								
22 WESTSIDE BUS GARAGE - PHASE III (MERLO ROAD)***704 *****var*****00000**OR**03-0027*****								
Pre Eng	70,710	0	0	0	0	0	0	70,711
Constr	434,386	- 0	0	0	0	0	0	434,386
Total	505,097	- 0	0	0	0	0	0	505,097
23 WASHINGTON COUNTY TRANSIT TSM IMPROVEMENTS***705 *****var*****00000**OR**03-0027*****								
Pre Eng	115,320	0	0	0	0	0	0	115,320
Rt-of-Way	256,000	0	0	0	0	0	0	256,000
Constr	833,223	0	0	0	0	0	0	833,223
Total	1,204,543	0	0	0	0	0	0	1,204,543
24 WESTSIDE BUS GARAGE - PHASE II***706 *****var*****00000**OR**03-0027*****								
Constr	5,876,362	0	0	0	0	0	0	5,876,362
Non-Hwy Cp	473,909	0	0	0	0	0	0	473,909
Total	6,350,271	0	0	0	0	0	0	6,350,271
25 SUPPORT SERVICE - RELOCATION & APPRAISAL COSTS / COST ALLOCATION***707 *****var*****00000**OR**03-0027*****								
Other	696,820	- 0	0	0	0	0	0	696,820
Total	696,820	- 0	0	0	0	0	0	696,820
26 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC***776 *****var*****00000**OR**0000*****								
Non-Hwy Cp	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
27 HILLSBORO TRANSIT CENTER WITH PARK-AND-RIDE***803 *****var*****00000**OR**03-0027*****								
Pre Eng	203,295	0	0	0	0	0	0	203,295
Rt-of-Way	534,370	0	0	0	0	0	0	534,370
Constr	1,076,322	0	0	0	0	0	0	1,076,323
Total	1,813,987	0	0	0	0	0	0	1,813,988
28 BEAVERTON TRANSIT CENTER***806 *****var*****00000**OR**03-0035*****								
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
29 WESTSIDE TSM - LOVEJOY RAMP***809 *****var*****00000**OR**03-0027*****								
Pre Eng	1	0	0	0	0	0	0	1
Constr	1	0	0	0	0	0	0	1
Total	2	0	0	0	0	0	0	2
30 WESTSIDE TSM - SYLVAN BUS PULLOUT***813 *****var*****00000**OR**03-0027*****								
Pre Eng	1	0	0	0	0	0	0	1
Constr	1	0	0	0	0	0	0	1
Total	2	0	0	0	0	0	0	2
31 TRANSIT MALL EXTENSION NORTH***822 *****9341*****0*****FAU**03-0035*****								
Pre Eng	352,000	466,800	0	0	0	0	0	818,800
Constr	0	0	5,155,600	0	0	0	0	5,155,600
Supt Serv	0	0	88,880	0	0	0	0	88,880
Total	352,000	466,800	5,244,480	0	0	0	0	6,063,280
32 SECTION 3 TRADE CONTINGENCY***825 *****var*****00000**OR**03-0027*****								
Other	872,774	-686,005	0	0	0	0	0	186,769
Total	872,774	-686,005	0	0	0	0	0	186,769
33 BANFIELD TRANSITWAY - (FFA)***826 *****68*****00000**FAP**03-0025*****								
Constr	20,150,000	0	0	0	0	0	0	20,150,000
Total	20,150,000	0	0	0	0	0	0	20,150,000
34 GLISAN STREET BUS LANE***851 *****9314*****00000**FAU**03-0035*****								
Pre Eng	37,360	0	0	0	0	0	0	37,360
Constr	325,840	0	0	0	0	0	0	325,840
Total	363,200	0	0	0	0	0	0	363,200
35 SPECIAL NEEDS TRANSPORTATION MINI-BUSES***897 *****var*****00000**OR**0000*****								
Non-Hwy Cp	0	1,264,000	0	0	0	0	0	1,264,000
Total	0	1,264,000	0	0	0	0	0	1,264,000

Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

In Federal Dollars

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Urban Mass Transportation Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year

Obligated Anticipated 1992 1993 1994 1995 Post 1995 Authorized

Urban Mass Transportation Administration-Trade
 (Continued)

Project Description	Obligated	Anticipated	1992	1993	1994	1995	Post 1995	Authorized
36 INFORMATION/COMMUNICATION EQUIPMENT***898 *****var*****00000**OR**0000*****								
Non-Hwy Cp	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Urban Mass Transportation Administration-Trade	58,391,120	12,764,399	5,644,480	0	0	0	0	76,800,000

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1991

Urban Mass Transportation Administration Program

Project Description

Project Description	Estimated Grant Award by Federal Fiscal Year		1992	1993	1994	1995	Post 1995	Authorized
	Obligated	Anticipated						
Urban Mass Transportation Administration-Sect 9								
37 Finalized Vouchered Projects***								
Other	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
38 METRO PLANNING***								
Pre Eng	552,800	0	0	0	0	0	0	552,800
Total	552,800	0	0	0	0	0	0	552,800
39 BUS DISPATCH CENTER REPLACEMENT***								
Non-Hwy Cp	0	0	0	0	5,200,000	0	0	5,200,000
Total	0	0	0	0	5,200,000	0	0	5,200,000
40 PROPERTY ACQUISITION - SE 17TH AND BOISE ST...LAND AND BUILDING***								
Non-Hwy Cp	69,396	0	0	0	0	0	0	69,396
Total	69,396	0	0	0	0	0	0	69,396
41 BUS PURCHASE - STANDARDS (T)***								
Non-Hwy Cp	12,893,600	0	0	0	0	0	0	12,893,600
Total	12,893,600	0	0	0	0	0	0	12,893,600
42 ARTICULATED BUS REPLACEMENTS***								
Non-Hwy Cp	0	0	0	14,560,000	0	0	0	14,560,000
Total	0	0	0	14,560,000	0	0	0	14,560,000
43 BANFIELD LRT - VARIOUS SUPPORTING PROJECTS - (FFA)***								
Constr	7,096,000	0	0	0	0	0	0	7,096,000
Total	7,096,000	0	0	0	0	0	0	7,096,000
44 BUS LAYOVER FACILITY AT W BURNSIDE AND SW TICHNER***								
Constr	10,681	0	0	0	0	0	0	10,681
Total	10,681	0	0	0	0	0	0	10,681
45 BANFIELD PARK-AND-RIDES***								
Other	0	0	0	0	800,000	0	0	800,000
Total	0	0	0	0	800,000	0	0	800,000
46 ROUTE TERMINUS SITES***								
Non-Hwy Cp	342,852	0	0	0	0	0	0	342,852
Total	342,852	0	0	0	0	0	0	342,852
47 LIGHT RAIL VEHICLE PURCHASE (T)***								
Non-Hwy Cp	16,011,872	0	0	0	0	0	0	16,011,872
Total	16,011,872	0	0	0	0	0	0	16,011,872
48 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC***								
Non-Hwy Cp	11,155,344	0	0	0	0	0	0	11,155,344
Total	11,155,344	0	0	0	0	0	0	11,155,344
49 SPECIAL NEEDS TRANSPORTATION (INCL SNT INFO SYSTEM)***								
Non-Hwy Cp	2,200,690	0	0	0	0	0	0	2,200,690
Total	2,200,690	0	0	0	0	0	0	2,200,690
50 MAINFRAME COMPUTER AND COMPUTER EQUIPMENT***								
Non-Hwy Cp	747,840	0	0	0	0	0	0	747,840
Total	747,840	0	0	0	0	0	0	747,840
51 TELECOMMUNICATION NETWORK SYSTEM AND EQUIPMENT***								
Non-Hwy Cp	277,417	0	0	0	0	0	0	277,417
Total	277,417	0	0	0	0	0	0	277,417
52 MANAGEMENT INFORMATION SYSTEMS***								
Non-Hwy Cp	1,010,327	0	0	0	0	0	0	1,010,327
Total	1,010,327	0	0	0	0	0	0	1,010,327
53 UNIFIED WORK PROGRAM***								
Other	6,033,137	0	0	0	0	0	0	6,033,137
Total	6,033,137	0	0	0	0	0	0	6,033,137

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 Annual Element Year

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

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Urban Mass Transportation Administration Program

Project Description

Project Description	Estimated Grant Award by Federal Fiscal Year		1992	1993	1994	1995	Post 1995	Authorized
	Obligated	Anticipated						
Urban Mass Transportation Administration-Sect 9 (Continued)								
54 HILLSBORO ALTERNATIVES ANALYSIS/DEIS (UWP)***								
Pre Eng	0	0	0	1,100,000	0	0	0	1,100,000
Alt Anal	1,065,504	0	0	0	0	0	0	1,065,504
Total	1,065,504	0	0	1,100,000	0	0	0	2,165,504
55 122ND AND BURNSIDE PARK-AND-RIDE***								
Pre Eng	64,000	0	0	0	0	0	0	64,000
Rt-of-Way	1,304,846	0	0	0	0	0	0	1,304,846
Constr	631,630	0	0	0	0	0	0	631,630
Total	2,000,476	0	0	0	0	0	0	2,000,476
56 WESTSIDE PE AND FEIS (UWP)***								
Non-Hwy Cp	4,493,865	- 0	0	0	0	0	0	4,493,865
Total	4,493,865	- 0	0	0	0	0	0	4,493,865
57 SECTION 9 CAPITAL RESERVE***								
Reserve	0	0	0	1,831,151	10,000,000	9,206,422	793,578	21,831,151
Total	0	0	0	1,831,151	10,000,000	9,206,422	793,578	21,831,151
58 SECTION 9 OPERATING PROGRAM***								
Operating	36,927,834	0	4,841,744	0	0	0	0	41,769,578
Total	36,927,834	0	4,841,744	0	0	0	0	41,769,578
59 LIGHT RAIL VEHICLES - AIR CONDITIONING RETROFIT***								
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
60 RUBY JUNCTION STORAGE TRACK***								
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
61 WESTSIDE RAIL INITIATIVES***								
Other	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
62 LINE SECTION DOUBLE TRACKING***								
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Urban Mass Transportation Administration-Sect 9	102,889,636	0	4,841,744	17,491,151	16,000,000	11,126,422	793,578	153,142,531

Metropolitan Service District
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Fiscal Years 1992 to Post 1995

Portland Urbanized Area

In Federal Dollars

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Urban Mass Transportation Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year
 Obligated Anticipated 1992 1993 1994 1995 Post 1995 Authorized

Urban Mass Transportation Administration-Sect 3

Project Description	Obligated	Anticipated	1992	1993	1994	1995	Post 1995	Authorized
Urban Mass Transportation Administration-Sect 3								
63 WESTSIDE LIGHT RAIL EXTENSION TO SW 185TH AVENUE***206 *****00000**TRA*00-0000*****								
Non-Hwy Cp	0	0	40,000,000	58,000,000	100,000,000	100,000,000	269,000,000	567,000,000
Total	0	0	40,000,000	58,000,000	100,000,000	100,000,000	269,000,000	567,000,000
Total Urban Mass Transportation Administration-Sect 3	0	0	40,000,000	58,000,000	100,000,000	100,000,000	269,000,000	567,000,000

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

In Federal Dollars

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Urban Mass Transportation Administration Program

Project Description

Project Description	Estimated Grant Award by Federal Fiscal Year							
	Obligated	Anticipated	1992	1993	1994	1995	Post 1995	Authorized
Report Total	265,560,689	33,764,399	56,275,752	94,291,151	118,600,000	111,126,422	269,793,578	949,411,992

Other Programs

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

Effective October 1, 1991

In Federal Dollars

State Highway Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
	Obligated	1991	1992	1993	1994	1995	Post 1995	
Federal-Aid Interstate Projects								
1 I-5 - EAST MARQUAM INTCHG - NB/SB/BANFIELD ACCESS (II)**319 *76-011***00596*FAI5***1*****301*****								
Pre Eng	2,313,163	0	0	0	0	0	0	2,313,163
Rt-of-Way	3,882,506	0	0	0	0	0	0	3,882,506
Constr	0	13,000,000	0	14,500,000	0	0	0	27,500,000
Total	6,195,669	13,000,000	0	14,500,000	0	0	0	33,695,669
2 I-5 - EAST MARQUAM INTERCHANGE GRAND AVE/UNION AVE RAMPS (III)**320 *76-011***00597*FAI5***1*****301*****								
Constr	0	0	0	0	0	0	19,320,000	19,320,000
Total	0	0	0	0	0	0	19,320,000	19,320,000
3 DEVELOPMENT PROJECTS**394 *86-064***03374*VARvar**var*****0*****								
Pre Eng	160,883	0	0	0	0	0	0	160,883
Total	160,883	0	0	0	0	0	0	160,883
4 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE**922 *84-023b**04738*FAI68***2*****15*****								
Constr	0	0	0	0	0	28,759,200	0	28,759,200
Total	0	0	0	0	0	28,759,200	0	28,759,200
Total Federal-Aid Interstate Projects	6,356,552	13,000,000	0	14,500,000	0	28,759,200	19,320,000	81,935,752

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1992 to Post 1993

Portland Urbanized Area

Effective October 1, 1991

In Federal Dollars

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
Federal-Aid Interstate 4R Projects								
5 I-205 - AIRPORT WY TO COLUMBIA BLVD - WIDEN SB ON-RAMP, ADD AUX L**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
6 I-205 - 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
7 I-205 - COLUMBIA RIVER TO NE FALLING GRADING/LNDCSPG**334 *87-009***02511*FAI205**64*****23*****								
Constr	0	0	0	920,000	0	0	0	920,000
Total	0	0	0	920,000	0	0	0	920,000
8 I-5 - NB CONNECTION TO SB I-405(8958E) - DECK RESTORATION**336 *10217***01489*FAI5****1*****303*****								
Pre Eng	18,400	0	0	0	0	0	0	18,400
Constr	0	0	0	0	875,840	0	0	875,840
Total	18,400	0	0	0	875,840	0	0	894,240
9 I-205 - GLENN JACKSON BRIDGE WATER MAIN/CALL SYSTEM**343 *84-050***02453*FAI205**64*****26*****								
Constr	506,000	0	0	0	0	0	0	506,000
Total	506,000	0	0	0	0	0	0	506,000
10 I-5 - SO TIGARD INTERCHANGE TO E PORTLAND FWY LANDSCAPING***358 *84-046***01234*FAI5****1*****286*****								
Pre Eng	34,120	0	0	0	0	0	0	34,120
Constr	0	0	0	0	644,000	0	0	644,000
Total	34,120	0	0	0	644,000	0	0	678,120
11 I-5 - TERWILLIGER BLVD INTERCHANGE OVERCROSSING/RAMPS***360 *84-055***01945*FAU9383*1*****297*****								
Constr	0	0	11,868,000	0	0	0	0	11,868,000
Total	0	0	11,868,000	0	0	0	0	11,868,000
12 I-84 - NE 181ST AVE TO 223RD AVE - WIDEN, NEW INTCHGS***372 *84-023a**00787*FAI84**2*****13*****								
Pre Eng	1,132,646	0	0	0	0	0	0	1,132,646
Constr	0	0	0	24,840,000	0	0	0	24,840,000
Total	1,132,646	0	0	24,840,000	0	0	0	25,972,646
13 I-405 - FREMONT BRIDGE AND RAMPS DECK RESTORATION***377 *87-007***03328*FAI405**61*****3*****								
Constr	0	0	0	7,894,000	0	0	0	7,894,000
Total	0	0	0	7,894,000	0	0	0	7,894,000
14 DEVELOPMENT PROJECTS***394 *84-024b**04442*VARVAR**VAR*****0*****								
Pre Eng	0	0	1,209,500	0	0	0	0	1,209,500
Constr	0	0	0	1,012,000	0	0	0	1,012,000
Total	0	0	1,209,500	1,012,000	0	0	0	2,221,500
15 I-5 - STAFFORD RD INTERCHANGE***403 *86-061***03271*FAI5****1*****286*****								
Pre Eng	654,463	0	0	0	0	0	0	654,463
Rt-of-Way	2,003,941	0	0	0	0	0	0	2,003,941
Constr	0	0	0	0	0	6,946,000	0	6,946,000
Total	2,658,404	0	0	0	0	6,946,000	0	9,604,404
16 I-5 - I-5/I-205 INTERCHANGE***436 *86-044***03273*FAI5****1*****288*****								
Constr	699,200	0	0	0	0	0	0	699,200
Total	699,200	0	0	0	0	0	0	699,200
17 I-84 - TROUTDALE TO THE DALLES***437 *84-077***01843*FAI84**2*****17*****								
Pre Eng	339,922	0	0	0	0	0	0	339,922
Constr	0	230,000	0	0	0	0	0	230,000
Total	339,922	230,000	0	0	0	0	0	569,922
18 I-5 - GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSIDENCE MP287***472 *85-008***02910*FAI5****1*****287*****								
Constr	0	0	0	0	0	602,600	0	602,600
Total	0	0	0	0	0	602,600	0	602,600
19 REGIONAL RECONNAISSANCE PROJECTS AND STUDIES***540 *90-009***03330*VARVAR**VAR*****0*****								
Reconn	0	35,880	55,200	0	0	0	0	91,080
Total	0	35,880	55,200	0	0	0	0	91,080

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In Federal Dollars

State Highway Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
	Obligated	1991	1992	1993	1994	1995	Post 1995	
Federal-Aid Interstate 4R Projects (Continued)								
20 I-205 - OREGON CITY PARK-AND-RIDE LOT***674 *80-008***00459*FAI205**64*****9*****								
Pre Eng	30,893	0	0	0	0	0	0	30,893
Rt-of-Way	0	36,800	0	0	0	0	0	36,800
Constr	0	0	322,000	0	0	0	0	322,000
Total	30,893	36,800	322,000	0	0	0	0	389,693
21 I-205 - AIRPORT WAY INTERCHANGE IMPROVEMENTS***681 *86-063***03373*FAI205**64*****24*****								
Constr	0	0	4,324,000	0	0	0	0	4,324,000
Total	0	0	4,324,000	0	0	0	0	4,324,000
22 I-205 - AT SANDY BLVD WEST BOUND CONNECTION***682 *86-058***04059*FAI205**64*****24*****								
Pre Eng	38,548	0	0	0	0	0	0	38,548
Constr	0	0	360,000	0	0	0	0	360,000
Total	38,548	0	360,000	0	0	0	0	398,548
23 SUNNYBROOK SPLIT DIAMOND PE***863 *86-082***03346*FAU9736*64*****14*****								
Pre Eng	0	54,251	0	0	0	0	0	54,251
Total	0	54,251	0	0	0	0	0	54,251
24 I-5 - UPPER BOONES FERRY TO I-205 INTERCHANGE***876 *84-127***02499*FAI5****1*****289*****								
Pre Eng	145,230	164,595	0	0	0	0	0	309,825
Constr	0	3,128,000	0	0	0	0	0	3,128,000
Total	145,230	3,292,595	0	0	0	0	0	3,437,825
25 I-5 - AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION***893 *86-056***03277*FAI5****1*****292*****								
Pre Eng	438,600	0	0	0	0	0	0	438,600
Constr	0	0	0	0	0	0	26,220,000	26,220,000
Total	438,600	0	0	0	0	0	26,220,000	26,658,600
26 I-84 - UPRR (GRAHAM ROAD) BRIDGE #6967 REPLACEMENT***911 *00-000***03342*FAU9883*2*****18*****								
Constr	0	0	2,631,200	0	0	0	0	2,631,200
Reconn	0	0	88,000	0	0	0	0	88,000
Total	0	0	2,719,200	0	0	0	0	2,719,200
27 I-5 - I-5/I-205 INTERCHG AND UPPER BOONES FERRY/I-205 LUMINAIRES***923 *86-044a**05667*FAI5****1*****288*****								
Constr	460,000	0	0	0	0	0	0	460,000
Total	460,000	0	0	0	0	0	0	460,000
28 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE OVERLAY***924 *90-015***05628*FAI68**2*****16*****								
Constr	920,000	0	0	0	0	0	0	920,000
Total	920,000	0	0	0	0	0	0	920,000
29 I-5 - W MARQUAM INTCHG TO MARQUAM BRIDGE - RETROFIT CONNECTIONS***925 *90-057***05745*FAI5****1*****300*****								
Constr	0	0	3,780,000	0	0	0	0	3,780,000
Total	0	0	3,780,000	0	0	0	0	3,780,000
30 REGIONAL RAMP METERING, TRAFFIC LOOP REPAIR, AND MESSAGE SIGNING***927 *90-039***05503*VARvar**var*****0*****								
Constr	0	875,840	0	920,000	0	0	0	1,795,840
Total	0	875,840	0	920,000	0	0	0	1,795,840
31 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR***928 *90-052***05623*VARvar**var*****0*****								
Constr	0	0	0	736,000	0	0	0	736,000
Total	0	0	0	736,000	0	0	0	736,000
Total Federal-Aid Interstate 4R Projects	7,421,963	4,325,366	25,097,900	36,322,000	1,519,840	7,548,600	26,339,600	108,775,269

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State Highway Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
	Obligated	1991	1992	1993	1994	1995	Post 1995	
Federal-Aid Primary Projects								
32 US26 - SUNSET HIGHWAY OVERLAY - STOREY CREEK TO CEDAR HILLS BLVD***267 *90-027d**03663*FAP27***47*****62*****								
Constr	0	0	0	0	2,090,880	0	0	2,090,880
Total	0	0	0	0	2,090,880	0	0	2,090,880
33 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING (III)***386 *10143c**01892*FAP27***47*****72*****								
Constr	0	0	0	0	1,170,000	0	0	1,170,000
Total	0	0	0	0	1,170,000	0	0	1,170,000
34 OR8 - TV HIGHWAY PAVING/ILLUM - 21ST TO SW 160TH AVE***392 *87-004**03652*FAP32***29*****3*****								
Constr	2,270,000	0	0	0	0	0	0	2,270,000
Total	2,270,000	0	0	0	0	0	0	2,270,000
35 DEVELOPMENT PROJECTS***394 *87-018**03269*VARvar**var*****0*****								
Pre Eng	189,963	658,400	0	0	40,000	0	0	888,363
Constr	0	0	0	0	0	2,200,000	0	2,200,000
Total	189,963	658,400	0	0	40,000	2,200,000	0	3,088,363
36 US26 - SYLVAN INTERCHANGE TO VISTA RIDGE (ZOO INTERCHANGE)***410 *84-014a**00491*FAP27***47*****71*****								
Pre Eng	627,115	0	0	0	0	0	0	627,115
Rt-of-Way	0	792,000	0	0	0	0	0	792,000
Total	627,115	792,000	0	0	0	0	0	1,419,115
37 US26 - SUNSET / JACKSON ROAD OVERPASS - DEVELOPMENT***425 *84-040**00984*FAP27***47*****59*****								
Pre Eng	35,500	11,732	0	0	0	0	0	47,232
Total	35,500	11,732	0	0	0	0	0	47,232
38 HWY212 - ROCK CREEK JCT TO MP 0.95 - DEVELOPMENT***450 *84-045**00775*FAP74***174*****1*****								
Pre Eng	122,313	46,961	0	0	0	0	0	169,274
Total	122,313	46,961	0	0	0	0	0	169,274
39 US26 - SUNSET/MURRAY INTERCHANGE***567 *84-039**00393*FAP27***47*****67*****								
Pre Eng	88,198	0	0	0	0	0	0	88,198
Rt-of-Way	70,400	0	0	0	0	0	0	70,400
Constr	4,840,000	0	0	0	0	0	0	4,840,000
Total	4,998,598	0	0	0	0	0	0	4,998,598
40 OR8 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO***828 *79-085b**03024*FAP32***29*****11*****								
Constr	0	0	0	3,494,000	0	0	0	3,494,000
Total	0	0	0	3,494,000	0	0	0	3,494,000
41 NE LOMBARD / COLUMBIA BLVD VIA NE 60TH AVENUE***854 *80-011**00835*FAU9917*123*****9*****								
Rt-of-Way	0	0	0	1,452,000	0	0	0	1,452,000
Constr	0	0	0	0	0	193,600	0	193,600
Total	0	0	0	1,452,000	0	193,600	0	1,645,600
42 TUALATIN VALLEY HWY - HILLSBORO SIGNALS (13 LOCATIONS)***878 *84-034**03334*FAP32***29*****13*****								
Constr	0	686,400	0	0	0	0	0	686,400
Total	0	686,400	0	0	0	0	0	686,400
43 US26 - BEAVERTON TO PORTLAND LRT AND HIGHWAY IMPROVEMENTS (DEV)***888 *88-033**04497*FAP27***47*****67*****								
Pre Eng	2,000,000	0	0	0	0	0	0	2,000,000
Total	2,000,000	0	0	0	0	0	0	2,000,000
44 OR217 BEAV/TIG HWY - SUNSET HWY TO I-5 - RAMP METERING***915 *90-056**01497*FAP79***144*****7*****								
Constr	0	0	396,000	0	0	0	0	396,000
Total	0	0	396,000	0	0	0	0	396,000
45 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR***928 *90-040**04343*VARvar**var*****0*****								
Constr	0	0	0	357,280	0	0	0	357,280
Total	0	0	0	357,280	0	0	0	357,280
Total Federal-Aid Primary Projects								
	10,243,489	2,195,493	396,000	5,303,280	3,300,880	2,200,000	193,600	23,832,742

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State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1991 1992 1993 1994 1995 Post 1995 Authorized

Highway Bridge Replacement Projects

Project Description	Obligated	1991	1992	1993	1994	1995	Post 1995	Authorized
Highway Bridge Replacement Projects								
46 HAWTHORNE BRIDGE (#2757E) PHASE II - SERVICE LIFE EXTENSION***407 *85-037a**04069*FAU9366*726*****0*****								
Pre Eng	95,960	0	0	0	0	0	0	95,960
Constr	0	1,240,000	0	0	0	0	0	1,240,000
Total	95,960	1,240,000	0	0	0	0	0	1,335,960
47 HAWTHORNE BRIDGE EAST APPROACH RAMP REPLACEMENT (#2757C)***506 *84-097**02914*FAU9366*726*****0*****								
Pre Eng	248,240	0	0	0	0	0	0	248,240
Constr	0	1,040,000	0	0	0	0	0	1,040,000
Total	248,240	1,040,000	0	0	0	0	0	1,288,240
Total Highway Bridge Replacement Projects	344,200	2,280,000	0	0	0	0	0	2,624,200

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In Federal Dollars

State Highway Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year						Authorized
	Obligated	1991	1992	1993	1994	1995	
Hazard Elimination System Projects							
48 OR213 - CASCADE HWY SO - ABERNETHY RD TO BEAVERCREEK RD***203 *91-001***03821*FAP78**160*****0*****							
Constr	0	0	549,000	0	0	0	549,000
Total	0	0	549,000	0	0	0	549,000
49 SE STARK STREET AT SE 202ND AVENUE - SIGNAL UPGRADE***209 *91-011***00000*FAU9810*726*****0*****							
Pre Eng	0	18,000	0	0	0	0	18,000
Constr	0	176,400	0	0	0	0	176,400
Total	0	194,400	0	0	0	0	194,400
50 BEAVERTON TUALATIN HWY @ SW WASHINGTON DRIVE***211 *86-088***03611*fau9091*141*****4*****							
Rt-of-Way	0	0	31,500	0	0	0	31,500
Constr	0	0	207,000	0	0	0	207,000
Total	0	0	238,500	0	0	0	238,500
51 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	14,490
Rt-of-Way	67,050	0	0	0	0	0	67,050
Constr	540,000	0	0	0	0	0	540,000
Total	621,540	0	0	0	0	0	621,540
52 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	190,000
Total	0	0	190,000	0	0	0	190,000
53 NE PORTLAND HIGHWAY AT 121ST - INSTALL SIGNAL/NEW CONTROLLER***521 *86-002***04035*FAU9966*123*****12*****							
Pre Eng	21,915	0	0	0	0	0	21,915
Constr	108,000	0	0	0	0	0	108,000
Total	129,915	0	0	0	0	0	129,915
54 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000***522 *86-094***04202*VARvar**var*****0*****							
Pre Eng	89,190	0	0	0	0	0	89,190
Rt-of-Way	13,500	0	0	0	0	0	13,500
Constr	470,260	519,350	344,700	0	0	0	1,334,510
Total	572,950	519,350	344,700	0	0	0	1,437,200
55 OR43 - OSWEGO HIGHWAY AT PIMLICO DRIVE***879 *84-100***00975*FAU9565*3*****10*****							
Pre Eng	61,515	0	0	0	0	0	61,515
Constr	0	252,000	0	0	0	0	252,000
Total	61,515	252,000	0	0	0	0	313,515
56 OR99E- S END ONE-WAY COUPLET - TACOMA ST, PORTLAND - MED BARRIER***886 *85-020***02931*FAP26***1E*****1*****							
Pre Eng	61,596	0	0	0	0	0	61,596
Constr	1,300,000	0	0	0	0	0	1,300,000
Total	1,361,596	0	0	0	0	0	1,361,596
57 NE HALSEY STREET AT NE 148TH AVE - SIGNAL UPGRADE***909 *89-040***03825*FAU9858*726*****0*****							
Constr	0	116,100	0	0	0	0	116,100
Total	0	116,100	0	0	0	0	116,100
Total Hazard Elimination System Projects	2,747,516	1,082,050	1,322,200	0	0	0	5,151,766

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State Highway Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year						
	Obligated	1991	1992	1993	1994	1995	Post 1995 Authorized
State Modernization Projects							
58 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE***298 *79-056***03395*FAU9962*120*****2*****							
Constr	0	0	0	6,405,000	0	0	6,405,000
Total	0	0	0	6,405,000	0	0	6,405,000
59 DEVELOPMENT PROJECTS***394 *90-033***05627*VARvar**var*****0*****							
Pre Eng	0	99,200	0	0	0	0	99,200
Total	0	99,200	0	0	0	0	99,200
60 US26 - SYLVAN INTERCHANGE TO VISTA RIDGE(ZOO INTERCHANGE)***410 *84-014d**05791*FAP27***47*****71*****							
Constr	0	0	0	0	0	8,950,000	8,950,000
Total	0	0	0	0	0	8,950,000	8,950,000
61 US26 - SUNSET / CORNELL ROAD INTERCHANGE***427 *79-069***00779*FAP27***47*****66*****							
Rt-of-Way	2,700,000	0	0	0	0	0	2,700,000
Constr	14,183,000	0	0	0	0	0	14,183,000
Total	16,883,000	0	0	0	0	0	16,883,000
62 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK***875 *86-077***03290*FAU9234*143*****7*****							
Constr	4,741,000	0	0	0	0	0	4,741,000
Total	4,741,000	0	0	0	0	0	4,741,000
63 OR208 - FARMINGTON ROAD - 209TH AVENUE TO MURRAY BOULEVARD***934 *86-060***03279*FAU9064*142*****5*****							
Pre Eng	0	0	649,600	0	0	0	649,600
Reconn	0	0	0	0	0	0	0
Total	0	0	649,600	0	0	0	649,600
64 US26 - KATHERINE LANE TO SYLVAN INTERCHANGE***935 *88-033b**05477*FAP27***47*****70*****							
Rt-of-Way	0	0	0	9,100,000	0	0	9,100,000
Constr	0	0	0	0	30,000,000	0	30,000,000
Total	0	0	0	9,100,000	30,000,000	0	39,100,000
Total State Modernization Projects	21,624,000	99,200	649,600	15,505,000	30,000,000	0	8,950,000 76,827,800

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State Highway Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year						Authorized
	Obligated	1991	1992	1993	1994	1995	
State Operations Projects							
65 OREGON CITY BYPASS - PARK PLACE TO COMMUNITY COLLEGE***125	*91-019***05626*FAP78***160*****0*****						
Constr	0	0	0	0	0	225,000	0
Total	0	0	0	0	0	225,000	0
66 METRO PLANNING***126	*00-000***00000*VARvar**na*****0*****						
Pre Eng	273,949	135,065	0	0	0	0	0
Total	273,949	135,065	0	0	0	0	409,014
67 OR217 - BEAV/TIGARD HWY AUX LANES - WILSHIRE TO 72ND***201	*90-069***05814*FAP79***144*****0*****						
Constr	315,000	0	0	0	0	0	0
Total	315,000	0	0	0	0	0	315,000
68 USSOBY - ST JOHNS BRIDGE PAINTING***202	*91-010***05797*FAU9966*123*****1*****						
Constr	0	0	2,822,000	0	0	0	0
Total	0	0	2,822,000	0	0	0	2,822,000
69 BEAVERTON TUALATIN HWY @ SW WASHINGTON DRIVE***211	*86-088***03611*fau9091*141*****4*****						
Pre Eng	0	43,820	0	0	0	0	0
Total	0	43,820	0	0	0	0	43,820
70 DEVELOPMENT PROJECTS***394	*88-024***04944*VARvar**var*****0*****						
Pre Eng	0	100,000	0	0	0	0	0
Total	0	100,000	0	0	0	0	100,000
71 STATE FINANCED PROJECTS AT OR UNDER \$100,000***412	*79-049c***00000*VARvar**var*****0*****						
Pre Eng	0	0	25,000	0	0	0	0
Constr	0	120,000	170,000	0	0	0	0
Total	0	120,000	195,000	0	0	0	315,000
72 BEAVERTON/TUALATIN HWY AT SW OAK - SIGNAL/LEFT TURN LANES***414	*84-066***00764*FAU9091*141*****4*****						
Constr	0	190,000	0	0	0	0	0
Total	0	190,000	0	0	0	0	190,000
73 US26 - SUNSET / NW 185TH AVE INTERCHANGE***426	*84-013***00847*FAP27***47*****64*****						
Constr	0	0	6,000,000	0	0	0	0
Total	0	0	6,000,000	0	0	0	6,000,000
74 CLACKAMAS PARK (PACIFIC EAST) BRIDGE NO. 1618***504	*85-042***03329*FAP26***1E*****11*****						
Constr	2,200,000	0	0	0	0	0	0
Total	2,200,000	0	0	0	0	0	2,200,000
75 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000***522	*88-041***04955*VARvar**var*****0*****						
Constr	0	127,000	68,700	0	0	0	0
Total	0	127,000	68,700	0	0	0	195,700
76 REGIONAL RECONNAISSANCE PROJECTS AND STUDIES***540	*90-003*****VARvar**var*****0*****						
Reconn	0	13,500	0	0	0	0	0
Total	0	13,500	0	0	0	0	13,500
77 OR210 - SCHOLLS HWY AT SW JAMIESON ROAD - LT TURN REFUGE***677	*86-112***03916*FAU9234*143*****12*****						
Constr	0	0	150,000	0	0	0	0
Total	0	0	150,000	0	0	0	150,000
78 HALL BOULEVARD AT BURNHAM STREET - SIGNAL***728	*85-033***03913*FAU9091*141*****6*****						
Constr	0	130,000	0	0	0	0	0
Total	0	130,000	0	0	0	0	130,000
79 OR43 - PORTLAND SCL TO WEST LINN NCL - ROCKFALL/GM BARRIER***880	*86-046***03733*FAU9565*3*****4*****						
Rt-of-Way	7,000	0	0	0	0	0	0
Constr	324,000	0	0	0	0	0	0
Total	331,000	0	0	0	0	0	331,000
80 OR210 - FANNO CREEK TO BEAVERTON/TIGARD HWY (TIGARD)***881	*86-049***03908*FAU9234*143*****9*****						
Rt-of-Way	0	30,000	0	0	0	0	0
Constr	0	0	0	750,000	0	0	0
Total	0	30,000	0	750,000	0	0	780,000

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Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
	Obligated	1991	1992	1993	1994	1995	Post 1995	
State Operations Projects (Continued)								
81 OR210 - SCHOLLS HWY AT DENNY RD - SIGNAL***882 *86-052***02170*FAU9234*143*****11*****								
Constr	242,000	0	0	0	0	0	0	242,000
Total	242,000	0	0	0	0	0	0	242,000
82 OR43 - OSWEGO HIGHWAY AT JOLIE POINT ROAD***884 *86-054***03939*FAU9565*3*****10*****								
Constr	0	0	0	0	220,000	0	0	220,000
Total	0	0	0	0	220,000	0	0	220,000
83 NE PORTLAND HIGHWAY AT NE 181ST AVENUE - WIDENING***908 *89-034***05583*FAU9966*123*****15*****								
Pre Eng	37,000	0	0	0	0	0	0	37,000
Rt-of-Way	105,000	0	0	0	0	0	0	105,000
Constr	373,000	0	0	0	0	0	0	373,000
Total	515,000	0	0	0	0	0	0	515,000
84 OR224 - CLACKAMAS HWY - RUSK RD TO LAWNFIELD***910 *90-037***04395*FAP74***171*****3*****								
Constr	350,000	0	0	0	0	0	0	350,000
Total	350,000	0	0	0	0	0	0	350,000
85 OR8 TV HWY - CANYON LANE TO WALKER ROAD - TRAFFIC SIGNALS***912 *90-007***04401*FAP32***29*****0*****								
Constr	0	0	270,000	0	0	0	0	270,000
Total	0	0	270,000	0	0	0	0	270,000
86 OR99W PACIFIC HWY WEST AT 124TH AVENUE - SIGNAL/REALIGN***914 *90-024***05301*FAP9***1W*****13*****								
Constr	0	0	0	0	412,000	0	0	412,000
Total	0	0	0	0	412,000	0	0	412,000
87 OR99W PACIFIC HWY WEST AT SW GAARDE - REALIGN***916 *90-029***05309*FAP9***1W*****10*****								
Constr	180,000	0	0	0	0	0	0	180,000
Total	180,000	0	0	0	0	0	0	180,000
88 OR213 CASCADE SOUTH - E PORTLAND FREEWAY TO HOLCOMB BOULEVARD***921 *90-001***05625*FAP78***160*****0*****								
Constr	0	0	750,000	0	0	0	0	750,000
Total	0	0	750,000	0	0	0	0	750,000
89 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE OVERLAY***924 *90-015***05628*FAI68***2*****16*****								
Constr	1,000,000	0	0	0	0	0	0	1,000,000
Total	1,000,000	0	0	0	0	0	0	1,000,000
90 REGIONAL RAMP METERING, TRAFFIC LOOP REPAIR, AND MESSAGE SIGNING***927 *90-038***04381*VARvar**var*****0*****								
Constr	0	400,000	400,000	0	410,000	0	0	1,210,000
Total	0	400,000	400,000	0	410,000	0	0	1,210,000
91 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR***928 *90-053***04340*VARvar**var*****0*****								
Constr	0	0	0	0	888,000	0	0	888,000
Total	0	0	0	0	888,000	0	0	888,000
92 REGIONAL GUARDRAIL IMPROVEMENTS***929 *90-048***05321*VARVAR**var*****0*****								
Constr	0	0	0	0	400,000	400,000	0	800,000
Total	0	0	0	0	400,000	400,000	0	800,000
Total State Operations Projects	5,406,949	1,289,385	10,655,700	750,000	1,698,000	1,257,000	0	21,057,034

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State Highway Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year					1995	Post 1995	Authorized
	Obligated	1991	1992	1993	1994			
Bikeways Projects								
93 BIKEWAY PROJECTS***384 *86-033**03852*VARvar**na*****0*****								
Constr	28,000	756,644	200,000	300,000	0	0	0	1,284,644
Total	28,000	756,644	200,000	300,000	0	0	0	1,284,644
Total Bikeways Projects	28,000	756,644	200,000	300,000	0	0	0	1,284,644

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State Highway Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year					1995	Post 1995	Authorized
	Obligated	1991	1992	1993	1994			
Access Oregon Highway Projects								
94 MCLOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD***134 *77-159a**04872*FAP26***1E*****4*****								
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
95 MCLOUGHLIN BLVD PHASE II - TACOMA TO HIGHWAY 224***136 *77-159B**04873*FAP26***1E*****5*****								
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
96 MCLOUGHLIN BLVD PHASE IIIA - UNION/GRAND VIADUCT TO HAROLD***140 *77-159c**04874*FAP26***1E*****1*****								
Constr	0	0	0	0	0	0	4,800,000	4,800,000
Total	0	0	0	0	0	0	4,800,000	4,800,000
97 DEVELOPMENT PROJECTS***394 *85-030***03331*VARvar**var*****0*****								
Pre Eng	0	0	0	0	0	42,240	0	42,240
Constr	0	0	0	0	0	0	472,991	472,991
Sys Study	0	0	0	0	600,000	0	0	600,000
Total	0	0	0	0	600,000	42,240	472,991	1,115,231
98 99W PACIFIC HWY WEST - GREENBURG TO TUALATIN RIVER***457 *88-026***04342*FAP9***1W*****9*****								
Constr	1,775,000	0	0	0	0	0	0	1,775,000
Total	1,775,000	0	0	0	0	0	0	1,775,000
99 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
*100 WESTERN BYPASS - PHASE I - SUNSET HWY TO PACIFIC HWY*****720 *88-011***05124*VARtbd**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
*101 CLACKAMAS HIGHWAY - I-205 TO ROCK CREEK JCT (SUNRISE CORR)*****721 *86-036a**04409*FAP74***171*****4*****								
Pre Eng	999,700	0	0	0	0	0	0	999,700
Total	999,700	0	0	0	0	0	0	999,700
*102 CLACKAMAS / BORING HWY- ROCK CREEK JCT TO MT HOOD HWY (SUNRISE)*****722 *86-036b**00923*FAP74***174*****0*****								
Pre Eng	1,096,000	0	0	0	0	0	0	1,096,000
Total	1,096,000	0	0	0	0	0	0	1,096,000
Total Access Oregon Highway Projects	3,870,700	1,037,500	14,300,000	0	600,000	42,240	5,272,991	25,123,431

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1992 to Post 1995

Portland Urbanized Area

Effective October 1, 1991

In Total Cost Dollars

State Highway Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year					1995	Post 1995	Authorized
	Obligated	1991	1992	1993	1994			
report total	58,043,369	26,265,638	52,621,400	72,680,280	37,118,720	39,807,040	60,076,191	346,612,638