

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 93-1840
FY 1994 TO POST-1997 TRANSPORTATION)
IMPROVEMENT PROGRAM AND THE FY 1994) Introduced by Rena Cusma
THROUGH 1996 THREE-YEAR APPROVED) Executive Officer
PROGRAM

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 Metro Council-Southwest Washington Regional Transportation Council Memorandum of Agreement, the Transportation Improvement Program will be submitted to the Southwest Washington Regional Transportation Council for review and comment; and

WHEREAS, The Metro Council must certify compliance with the proposed policy on private enterprise participation in the Federal Transit Administration Program; and

WHEREAS, The Metro Council 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 1993 Annual Element projects may not be obligated by the end of FY 1993 and the exact time for their obligation is indeterminate; now, therefore,

BE IT RESOLVED:

1. That the Metro Council adopts the FY 1994 through post-1997 Transportation Improvement Program for the urban area and the FY 1994-1996 Three-Year Approved Program as contained in

the attachment to this Resolution marked Exhibit A.

2. That projects that are not obligated by September 30, 1993 be automatically reprogrammed for FY 1994 for all funding sources.

3. That the Metro Council 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, including those provisions that have been added by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

5. That the Metro Council 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 Metro Council 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 1993 and incorporated in the Transportation Improvement Program.

7. That Metro staff is directed to develop interim

requirements for inclusion in the RTP to ensure bike and pedestrian improvements mandated by State law are being addressed.

8. That Metro staff is directed to work with TPAC members and the Metro Committee for Citizen Involvement to define a revised public involvement process for TIP development.

9. That the Metro Council hereby finds the projects in accordance with the Regional Transportation Plan and, hereby, gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Metro Council this 23rd day of
September, 1993.



Judy Wyers, Presiding Officer

TW:lmk
93-1840.RES
8-18-93

EXHIBIT A

Section 1: :
Regional Programs

FY 1994-1996 Three-Year Approved Program Projects:

Regional Surface Transportation Programs
Regional Congestion Mitigation/Air Quality Program
FAU/STP Replacement Program
Federal-Aid Urban Program

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Regional Surface Transportation Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECTS

1 LOWER BOONES FERRY RD - MADRONA TO SW JEAN**68 *00-000**00000*FAU9473*703*****0****								
Constr	0	300,000	0	0	0	0	0	300,000
Total	0	300,000	0	0	0	0	0	300,000
2 REGIONAL SURFACE TRANSPORTATION PROGRAM RESERVE**100 *00-000**00000*na*na**na*****0****								
Reserve	0	0	967	54,300	10,455,251	10,455,251	0	20,965,769
Total	0	0	967	54,300	10,455,251	10,455,251	0	20,965,769
3 OREGON ROADS FINANCE STUDY**111 *00-000**00000*STP*****na*****0****								
Sys Study	0	125,447	0	0	0	0	0	125,447
Total	0	125,447	0	0	0	0	0	125,447
4 FY 93-94 SIGNAL RETIMING**123 *00-000**00000*STP*****na*****0****								
Pre Eng	0	125,000	0	0	0	0	0	125,000
Total	0	125,000	0	0	0	0	0	125,000
5 METRO PLANNING**126 *80-404**00000*VARvar**na*****0****								
Pre Eng	282,602	2,207,877	658,333	325,000	0	0	0	3,473,812
Total	282,602	2,207,877	658,333	325,000	0	0	0	3,473,812
6 FY 93-94 ROAD REHABILITATION**141 *91-013A**06971*STP*****na*****0****								
Constr	0	2,200,000	94,464	0	0	0	0	2,294,464
Total	0	2,200,000	94,464	0	0	0	0	2,294,464
7 BURGARD INTERSECTION IMPROVEMENT**142 *00-000**00000*STP*****na*****0****								
Pre Eng	0	100,000	0	0	0	0	0	100,000
Total	0	100,000	0	0	0	0	0	100,000
8 COLUMBIA BLVD FEASIBILITY STUDY**143 *00-000**00000*STP*****na*****0****								
Sys Study	0	150,000	0	0	0	0	0	150,000
Total	0	150,000	0	0	0	0	0	150,000
9 TRANSIT PREFERENTIAL CORRIDOR STUDY**145 *00-000**00000*STP*****na*****0****								
Pre Eng	0	80,000	0	0	0	0	0	80,000
Total	0	80,000	0	0	0	0	0	80,000
10 SO. PORTLAND CIRCULATION STUDY**146 *00-000**00000*STP*****na*****0****								
Sys Study	0	120,000	0	0	0	0	0	120,000
Total	0	120,000	0	0	0	0	0	120,000
11 SOUTHERN TRIANGLE STUDY**148 *00-000**00000*STP*****na*****0****								
Pre Eng	0	32,000	0	0	0	0	0	32,000
Total	0	32,000	0	0	0	0	0	32,000
12 FY 93-94 SIGNAL SAFETY REMODELS**149 *00-000**00000*STP*****na*****0****								
Pre Eng	0	30,000	0	0	0	0	0	30,000
Constr	0	0	215,000	0	0	0	0	215,000
Total	0	30,000	215,000	0	0	0	0	245,000
13 92ND AVE.-IDLEMAN TO CO. LINE**160 *00-000**00000*STP*****na*****0****								
Pre Eng	0	150,000	0	0	0	0	0	150,000
Total	0	150,000	0	0	0	0	0	150,000
14 SUNNYSIDE ROAD - I-205 TO 172ND**161 *00-000**00000*STP*****na*****0****								
Env Study	0	600,000	0	0	0	0	0	600,000
Total	0	600,000	0	0	0	0	0	600,000
15 CORNELL RD. - CORNELIUS PASS RD TO JOHN OLSEN AVE.**171 *00-000**00000*STP*****na*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Constr	0	1,115,463	0	0	0	0	0	1,115,463
Total	0	1,115,463	0	0	0	0	0	1,115,463
16 WESTSIDE LIGHT RAIL EXTENSION TO HILLSBORO**246 *00-000**06595*TRA*****na*****0****								
Non-Hwy Cp	0	0	11,000,000	11,000,000	0	0	0	22,000,000
Total	0	0	11,000,000	11,000,000	0	0	0	22,000,000
17 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE**298 *0*****0*****FAU9962*120*****2****								
Constr	0	0	710,000	990,000	0	0	0	1,700,000
Total	0	0	710,000	990,000	0	0	0	1,700,000

Approved Program Years

Fiscal Years 1994 to Post 1997

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Effective October 1, 1993

In Federal Dollars

Regional Surface Transportation Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECTS
(Continued)

18 NE SANDY BLVD TO NE GLISAN ST - 223RD CONNECTOR (207TH)***864 *00-000***00000*FAU9867*726*****0****									
Constr	0	858,878	1,750,000	1,750,000	0	0	0	0	4,358,878
Total	0	858,878	1,750,000	1,750,000	0	0	0	0	4,358,878
19 JOHNSON CREEK BLVD - LINWOOD AVENUE TO 82ND AVENUE***905 *00-000***00000*FAU9704*703*****0****									
Constr	0	0	355,218	0	0	0	0	0	355,218
Total	0	0	355,218	0	0	0	0	0	355,218
20 OR208 - 209TH AVENUE TO MURRAY BLVD***934 *00-000***00000*FAU9064*142*****8****									
Pre Eng	0	1,000,000	0	0	0	0	0	0	1,000,000
Total	0	1,000,000	0	0	0	0	0	0	1,000,000
Total REGIONAL SURFACE TRANSPORTATION PROGRAM									
	282,602	9,194,665	14,783,982	14,119,300	10,455,251	10,455,251	0	0	59,291,051

Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Regional CMAQ Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

REGIONAL CMAQ PROGRAM PROJECTS

1 RESERVE***	598	*0000**	*0000**CMA*****	0****				
Reserve	0	0	432,454	4,361,434	4,361,434	4,361,434	0	13,516,756
Total	0	0	432,454	4,361,434	4,361,434	4,361,434	0	13,516,756
2 TIGARD PARK & RIDE LOT***	601	*0000**	*0000**CMA*****	0****				
Rt-of-Way	646,020	0	0	0	0	0	0	646,020
Total	646,020	0	0	0	0	0	0	646,020
3 BIKES ON TRANSIT***	602	*93-064**	*06897**CMA*****	0****				
Non-Hwy Cp	0	98,698	0	0	0	0	0	98,698
Total	0	98,698	0	0	0	0	0	98,698
4 NEIGHBORHOOD RIDE SHARE***	603	*93-039**	*06898**CMA*****	0****				
Pre Eng	0	0	71,780	0	0	0	0	71,780
Total	0	0	71,780	0	0	0	0	71,780
5 WILLAMETTE RIVER BRIDGES ACCESS STUDY***	604	*93-034**	*06899**CMA*****	0****				
Pre Eng	0	0	80,000	0	0	0	0	80,000
Total	0	0	80,000	0	0	0	0	80,000
6 COURTNEY AVE BIKE/PEDESTRIAN LINK***	605	*93-049**	*06900**CMA*****	0****				
Constr	0	0	160,000	0	0	0	0	160,000
Total	0	0	160,000	0	0	0	0	160,000
7 PEDESTRIAN TO TRANSIT ACCESS STUDY***	606	*93-051**	*06901**CMA*****	0****				
Pre Eng	0	0	160,000	0	0	0	0	160,000
Total	0	0	160,000	0	0	0	0	160,000
8 PORTLAND REGIONAL TRANSPORTATION MNGT ASSO***	608	*93-042**	*06896**CMA*****	0****				
Pre Eng	0	0	897,250	0	0	0	0	897,250
Total	0	0	897,250	0	0	0	0	897,250
9 TRANSIT ORIENTED DEVELOPMENT PROJECT***	609	*0000**	*0000**CMA*****	0****				
Pre Eng	0	0	823,227	0	0	0	0	823,227
Rt-of-Way	0	0	823,227	0	0	0	0	823,227
Total	0	0	1,646,454	0	0	0	0	1,646,454
10 PEDESTRIAN ENHANCEMENT FACILITIES/TRANSIT ACCESS STUDY***	610	*93-033**	*06903**CMA*****	0****				
Pre Eng	0	0	30,000	0	0	0	0	30,000
Constr	0	0	170,000	0	0	0	0	170,000
Total	0	0	200,000	0	0	0	0	200,000
11 TRANSIT BUSES FOR EXPANDED SERVICE***	612	*93-030**	*06904**CMA*****	0****				
Non-Hwy Cp	0	3,768,450	0	0	0	0	0	3,768,450
Total	0	3,768,450	0	0	0	0	0	3,768,450
12 PORTLAND REGIONAL RIDESHARE***	613	*93-031**	*06905**CMA*****	0****				
Pre Eng	0	536,556	0	0	0	0	0	536,556
Total	0	536,556	0	0	0	0	0	536,556
13 NE KILLINGSWORTH-SE FLAVEL***	614	*93-037**	*06906**CMA*****	0****				
Pre Eng	0	53,835	0	0	0	0	0	53,835
Constr	0	0	46,657	0	0	0	0	46,657
Total	0	53,835	46,657	0	0	0	0	100,492
14 PEDESTRIAN/BIKE ACCESS FOR MAX***	615	*93-048**	*06907**CMA*****	0****				
Pre Eng	0	64,000	0	0	0	0	0	64,000
Total	0	64,000	0	0	0	0	0	64,000
15 CENTRAL CITY BIKEWAY FACILITIES***	617	*93-038**	*06908**CMA*****	0****				
Pre Eng	0	64,000	0	0	0	0	0	64,000
Rt-of-Way	0	0	26,400	0	0	0	0	26,400
Constr	0	0	189,600	0	0	0	0	189,600
Total	0	64,000	216,000	0	0	0	0	280,000
16 KELLY PT PARK RD - NORTH RIVERGATE BLVD/NORTH LOMBARD BIKEWAY***	619	*93-035**	*06910**CMA*****	0****				
Pre Eng	0	20,000	0	0	0	0	0	20,000
Constr	0	0	300,000	0	0	0	0	300,000
Total	0	20,000	300,000	0	0	0	0	320,000

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 Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Regional CMAQ Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

REGIONAL CMAQ PROGRAM PROJECTS
(Continued)

17 PEDESTRIAN/BIKE XING ON STEEL BRIDGE***	620	*93-040**	*06911*	CMA9361*1W*****	0****				
Pre Eng	0	188,000	0	0	0	0	0	0	188,000
Rt-of-Way	0	0	40,000	0	0	0	0	0	40,000
Constr	0	0	1,132,000	0	0	0	0	0	1,132,000
Total	0	188,000	1,172,000	0	0	0	0	0	1,360,000
18 COLUMBIA SO. SHORE TRANSIT DEMO***	621	*93-036**	*06912*	CMA*****	0****				
Constr	0	0	89,725	0	0	0	0	0	89,725
Total	0	0	89,725	0	0	0	0	0	89,725
19 OREGON CITY DOWNTOWN PARK & RIDE***	622	*93-032**	*06913*	CMA*****	0****				
Pre Eng	0	17,945	0	0	0	0	0	0	17,945
Rt-of-Way	0	0	331,983	0	0	0	0	0	331,983
Constr	0	0	170,477	0	0	0	0	0	170,477
Total	0	17,945	502,460	0	0	0	0	0	520,405
20 ELECTRIC VEHICLE DEMO***	623	*93-043**	*06914*	CMA*****	0****				
Pre Eng	0	0	26,918	0	0	0	0	0	26,918
Constr	0	0	40,376	0	0	0	0	0	40,376
Total	0	0	67,294	0	0	0	0	0	67,294
21 PORTLAND REGIONAL PUBLIC EDUCATION***	625	*93-044**	*06916*	CMA*****	0****				
Pre Eng	0	0	448,625	0	0	0	0	0	448,625
Total	0	0	448,625	0	0	0	0	0	448,625
22 MAX BIKE LOCKERS/BUS SHELTERS***	627	*93-060**	*06917*	CMA*****	0****				
Pre Eng	0	12,000	0	0	0	0	0	0	12,000
Rt-of-Way	0	0	4,000	0	0	0	0	0	4,000
Constr	0	0	48,000	0	0	0	0	0	48,000
Total	0	12,000	52,000	0	0	0	0	0	64,000
Total REGIONAL CMAQ PROGRAM									
	646,020	4,823,484	6,542,699	4,361,434	4,361,434	4,361,434	0	0	25,096,505

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

Effective October 1, 1993

In Federal Dollars

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

City of Portland Projects

1 ARTERIAL STREET 3R PROGRAM**43 *89-033***05383*VARvar**726*****0****								
Pre Eng	91,177	-1,810	0	0	0	0	0	89,367
Constr	64,368	-64,368	0	0	0	0	0	0
Total	155,545	-66,178	0	0	0	0	0	89,367
2 CITY OF PORTLAND FAU CONTINGENCY**44 *00-000***00000*VARvar**726*****0****								
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
3 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE**298 *79-056***00458*FAU9962*120*****2****								
Constr	0	0	1,000,000	0	0	0	0	1,000,000
Total	0	0	1,000,000	0	0	0	0	1,000,000
4 COLUMBIA BLVD (BNRR) BRIDGE #9685 EMERGENCY REPAIRS**303 *87-002***04218*FAU9956*726*****0****								
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
5 WILLAMETTE GREENWAY TRAIL PROGRAM**575 *10018***00240*VARvar**726*****0****								
Pre Eng	-61,500	0	0	0	0	61,500	0	0
Constr	0	0	0	0	0	330,000	0	330,000
Total	-61,500	0	0	0	0	391,500	0	330,000
6 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 161ST AVE(5/5)**861 *84-022e**05002*FAU9964*726*****0****								
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
7 NW 9TH AVENUE IMPROVEMENTS - GLISAN TO FRONT**868 *89-020***05123*FAU9983*726*****0****								
Constr	58,206	-58,206	7,696	0	0	0	0	7,696
Total	58,206	-58,206	7,696	0	0	0	0	7,696
8 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS - OLESON RD TO BARBUR BLVD**869 *89-022***05127*FAU9404*726*****0****								
Pre Eng	0	1,135	0	0	0	0	0	1,135
Rt-of-Way	0	0	0	0	0	0	0	0
Constr	143,358	-62,586	0	0	0	0	0	80,772
Total	143,358	-61,451	0	0	0	0	0	81,907
9 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS - 9TH AVE TO 82ND AVE**870 *89-021***05126*FAU9822*726*****0****								
Pre Eng	0	23,625	0	0	0	0	0	23,625
Rt-of-Way	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0
Total	0	23,625	0	0	0	0	0	23,625
10 INTERSECTION IMPROVEMENT PROGRAM**871 *89-023***05125*VARvar**726*****0****								
Pre Eng	1,802	-1,802	0	0	0	0	0	0
Constr	2,290	14,720	0	0	0	0	0	17,010
Total	4,092	12,917	0	0	0	0	0	17,010
11 CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM**872 *89-028***05200*VARvar**726*****0****								
Constr	291,264	43,918	0	0	0	0	0	335,182
Total	291,264	43,918	0	0	0	0	0	335,182
12 DOWNTOWN MALL REHABILITATION PROGRAM**873 *89-032***05384*FAU9341*726*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
13 HOLLADAY AVE - ML KING 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
14 LLOYD BLVD - GRAND AVE TO NE 11TH AVE (GREELEY - BANFIELD)**891 *84-024c**04959*FAU9902*726*****0****								
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
15 DEVELOPMENT RESERVE**919 *00-000***00000*FAUvar**726*****0****								
Reserve	0	0	0	0	0	606,013	0	606,013
Total	0	0	0	0	0	606,013	0	606,013

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

City of Portland Projects
(Continued)

16 AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE to 181ST AVE(4/5)***920 *0*****0*****FAU9964*726*****0****									
Reserve	0	0	0	0	0	676,547	0	676,547	0
Total	0	0	0	0	0	676,547	0	676,547	0
17 FY 90-91 ROAD REHABILITATION PROGRAM (#9)***930 *89-033a**05650*FAUvar**726*****0****									
Pre Eng	0	0	0	0	0	0	0	0	0
Constr	-9,879	9,879	0	0	0	0	0	0	0
Total	-9,879	9,879	0	0	0	0	0	0	0
18 INTERSECTION SAFETY PROGRAM***931 *00-000**00000*FAUvar**726*****0****									
Pre Eng	0	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
19 FY 90-91 SIGNAL SAFETY IMPROVEMENTS***932 *91-008**05844*FAUvar**726*****0****									
Pre Eng	0	0	0	0	0	0	0	0	0
Constr	0	223,800	0	0	0	0	0	223,800	0
Total	0	223,800	0	0	0	0	0	223,800	0
20 NW 13TH AVENUE INTERSECTIONS IMPROVEMENT***933 *00-000**00000*FAUvar**726*****0****									
Constr	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
21 FY 92-93 ROAD REHAB (B-H HWY)***940 *91-013B**06979*FST9228*40*****0****									
Constr	0	1,016,091	0	0	0	0	0	1,016,091	0
Total	0	1,016,091	0	0	0	0	0	1,016,091	0
22 FY 92-93 SIGNAL SAFETY REMODELS***941 *0*****0*****FSTVAR*****0****									
Pre Eng	0	30,000	0	0	0	0	0	30,000	0
Constr	0	0	258,768	0	0	0	0	258,768	0
Total	0	30,000	258,768	0	0	0	0	288,768	0
Total City of Portland	581,086	1,174,395	1,355,784	0	0	1,674,060	0	4,785,326	0

Approved Program Years

Fiscal Years 1994 to Post 1997

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Effective October 1, 1993

In Federal Dollars

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Multnomah County Projects

Project Description	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized

Multnomah County Projects								
23 NORTH MAIN RECONSTRUCTION(GRESHAM) - DIVISION TO POWELL***541 *88-014***04863*FAU9879*726*****0****								
Reserve	0	0	0	0	0	11,587	0	11,587
Total	0	0	0	0	0	11,587	0	11,587
Total Multnomah County	0	0	0	0	0	11,587	0	11,587

Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Clackamas County Projects

24 LOWER BOONES FERRY RD - MADRONA TO SW JEAN***68 *80-104***00677*FAU9473*703*****0****								
Pre Eng	0	16,238	0	0	0	0	0	16,238
Rt-of-Way	65,370	144,706	0	0	0	0	0	210,076
Constr	0	1,216,609	0	0	0	0	0	1,216,609
Total	65,370	1,377,553	0	0	0	0	0	1,442,923
25 RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I***553 *10037***00705*FAU9702*na*****0****								
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
26 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE***578 *10051A***00500*FAU9653*703*****0****								
Rt-of-Way	0	86,993	0	0	0	0	0	86,993
Constr	61,550	-61,550	0	0	0	0	0	0
Total	61,550	25,443	0	0	0	0	0	86,993
27 RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION***769 *86-083***04180*FAU9736*703*****0****								
Pre Eng	0	184,866	0	0	0	0	0	184,866
Total	0	184,866	0	0	0	0	0	184,866
28 BEAVERCREEK RD EXT(RE D SOILS) - BEAVERCREEK RD TO WARNER - MILNE***855 *10249***02375*FAU9742*703*****0****								
Constr	0	147,547	0	0	0	0	0	147,547
Total	0	147,547	0	0	0	0	0	147,547
29 M'LOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD***892 *90-063***05651*FAP26***1E*****6****								
Pre Eng	0	100,000	0	0	0	0	0	100,000
Reserve	0	0	0	0	0	833,000	0	833,000
Total	0	100,000	0	0	0	833,000	0	933,000
Total Clackamas County								
	126,920	1,835,409	0	0	0	833,000	0	2,795,329

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 Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Washington County Projects

30 BVTN/TUALATIN HWY AT SW BRIDGEPORT - SIGNAL/CHANNELIZE***	395	*10251***02089*FAU9091*141*****	8****						
Constr	0	0	0	0	0	142	0	142	
Total	0	0	0	0	0	142	0	142	
31 HALL / MCDONALD INTERSECTION IMPROVEMENTS***	396	*85-024***03719*FAU9091*141*****	6****						
Rt-of-Way	0	0	0	0	0	293	0	293	
Constr	6,462	-6,462	0	0	0	0	0	0	
Total	6,462	-6,462	0	0	0	293	0	293	
32 E STREET - PACIFIC AVENUE TO 23RD AVENUE***	572	*86-020***02426*FAU9012*734*****	0****						
Constr	0	0	0	0	0	1,948	0	1,948	
Total	0	0	0	0	0	1,948	0	1,948	
33 WASHINGTON COUNTY RESERVE***	836	*00-000***00000*VARvar**na*****	0****						
Reserve	0	0	0	0	0	67,392	0	67,392	
Total	0	0	0	0	0	67,392	0	67,392	
34 MAPLE STREET AT TUALATIN VALLEY HIGHWAY - SIGNAL***	866	*89-016***04622*FAU9032*734*****	0****						
Constr	0	0	0	0	0	5,183	0	5,183	
Total	0	0	0	0	0	5,183	0	5,183	
Total Washington County	6,462	-6,462	0	0	0	74,958	0	74,958	

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 Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

Effective October 1, 1993

In Federal Dollars

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Tri-Met Projects

Project Description	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized
Tri-Met Projects								
35 TRI-MET RIDESHARE PROGRAM***102 *80-043**00000*VARvar**na*****0****								
Operating	0	7,332	45,846	0	0	0	0	53,178
Total	0	7,332	45,846	0	0	0	0	53,178
36 LIGHT RAIL VEHICLE PURCHASE (T)***695 *00-000**00000*OR*var**na*****0****								
Non-Hwy Cp	0	850,000	0	0	0	0	0	850,000
Total	0	850,000	0	0	0	0	0	850,000
Total Tri-Met	0	857,332	45,846	0	0	0	0	903,178

Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated

1995

1996

1997

Post 1997

Authorized

Highway Division Projects

37 STATE STREET CORRIDOR (OR43) - TERMILLIGER TO LADD***133 *77-068**00359*FAU9565*3*****6****								
Constr	0	0	0	0	0	22,000	0	22,000
Total	0	0	0	0	0	22,000	0	22,000
38 OR210 - SCHOLLS HWY AT 135TH AVE - SIGNAL/REALIGNMENT***390 *80-112**00046*FAU9234*143*****7****								
Constr	0	0	0	0	0	28,451	0	28,451
Total	0	0	0	0	0	28,451	0	28,451
39 US26 - MT HOOD HWY AT PALMQUIST/ORIENT RD - GRADE/PAVE/SIGNAL***397 *10234**01470*FAP9873*26*****14****								
Constr	0	0	0	0	0	11,470	0	11,470
Total	0	0	0	0	0	11,470	0	11,470
40 HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING***853 *10252**00976*FAU9565*3*****11****								
Constr	0	0	0	0	0	1,353	0	1,353
Total	0	0	0	0	0	1,353	0	1,353
41 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK***875 *86-077**01290*FAU9234*143*****7****								
Constr	-21,384	21,384	0	0	0	203	0	203
Total	-21,384	21,384	0	0	0	203	0	203
Total Highway Division	-21,384	21,384	0	0	0	63,477	0	63,477

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 Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Metro Region and Reserve Projects

42 UNALLOCATED FEDERAL-AID URBAN FUNDS***					114	*00-000**00000*VARvar**na*****0****		
Reserve	0	0	0	0	0	92,685	0	92,685
Total	0	0	0	0	0	92,685	0	92,685
43 METRO PLANNING***					126	*0*****00000*VARvar**na*****0****		
Pre Eng	0	86,000	0	0	0	0	0	86,000
Total	0	86,000	0	0	0	0	0	86,000
Total City of Portland	0	86,000	0	0	0	92,685	0	178,685

Approved Program Years

Metropolitan Service District
 Transportation Improvement Program
 In Federal Dollars
 FAU/STP REPLACEMENT PROGRAM
 Portland Urbanized Area

Fiscal Years 1994 to Post 1997
 Effective October 1, 1993

Project Description	Estimated Expenditures by Federal Fiscal Year						Post 1997	Authorized
	Obligated	1993	1994	1995	1996	1997		
Metro Region Total	111,998	2,793,663	45,846	0	0	1,075,707	0	4,027,214
Report Total	693,084	3,968,058	1,401,630	0	0	2,749,767	0	8,812,540

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 Approved Program Years

Metropolitan Service District
 Transportation Improvement Program
 Portland Urbanized Area

Fiscal Years 1994 to Post 1997
 Effective October 1, 1993
 In Federal Dollars
 Federal Aid Urban System Program

Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

City of Portland Projects

Project Description	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized
City of Portland Projects								
1 Finalized Vouchered Projects**	0	0	0	0	0	0	0	CLOSED
Pre Eng 1,573,743	0	0	0	0	0	0	0	1,573,743
Rt-of-Way 401,968	0	0	0	0	0	0	0	401,968
Constr 6,376,238	0	0	0	0	0	0	0	6,376,238
Non-Hwy Cp 131,555	0	0	0	0	0	0	0	131,555
Operating 217,108	0	0	0	0	0	0	0	217,108
Pending 0	0	0	0	0	0	0	0	0
Total 8,700,612	0	0	0	0	0	0	0	8,700,612
2 Completed Projects not Vouchered**	1	0	0	0	0	0	0	
Pre Eng 693,478	0	0	0	0	0	0	0	693,478
Constr 873,842	0	0	0	0	0	0	0	873,842
Total 1,567,320	0	0	0	0	0	0	0	1,567,320
3 ARTERIAL STREET 3R PROGRAM**	43	0	0	0	0	0	0	
Pre Eng 106,736	0	0	0	0	0	0	0	106,736
Constr 812,997	0	0	0	0	0	0	0	812,997
Reserve 0	0	0	0	0	0	0	0	0
Total 919,733	0	0	0	0	0	0	0	919,733
4 CITY OF PORTLAND FAU CONTINGENCY**	44	0	0	0	0	0	0	
Reserve 0	0	0	0	0	0	0	0	0
Total 0	0	0	0	0	0	0	0	0
5 COLUMBIA BLVD (BNRR) BRIDGE #9685 EMERGENCY REPAIRS**	303	0	0	0	0	0	0	
Pre Eng 4,238	0	0	0	0	0	0	0	4,238
Constr 346,351	0	0	0	0	0	0	0	346,351
Total 350,589	0	0	0	0	0	0	0	350,589
6 WILLAMETTE GREENWAY TRAIL PROGRAM**	575	0	0	0	0	0	0	
Pre Eng 0	0	0	0	0	0	0	0	0
Rt-of-Way 0	0	0	0	0	0	0	0	0
Constr 0	0	0	0	0	0	0	0	0
Total 0	0	0	0	0	0	0	0	0
7 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE(5/5)**	861	0	0	0	0	0	0	
Reserve 0	0	0	0	0	0	0	0	0
Total 0	0	0	0	0	0	0	0	0
8 NW 9TH AVENUE IMPROVEMENTS - GLISAN TO FRONT**	868	0	0	0	0	0	0	
Pre Eng 0	0	0	0	0	0	0	0	0
Constr 372,304	0	0	0	0	0	0	0	372,304
Total 372,304	0	0	0	0	0	0	0	372,304
9 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS - OLESON RD TO BARBUR BLVD**	869	0	0	0	0	0	0	
Pre Eng 104,465	0	0	0	0	0	0	0	104,465
Rt-of-Way 0	0	0	0	0	0	0	0	0
Constr 775,871	0	0	0	0	0	0	0	775,871
Total 880,336	0	0	0	0	0	0	0	880,336
10 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS - 9TH AVE TO 82ND AVE**	870	0	0	0	0	0	0	
Pre Eng 99,575	0	0	0	0	0	0	0	99,575
Rt-of-Way 116,671	0	0	0	0	0	0	0	116,671
Constr 241,469	0	0	0	0	0	0	0	241,469
Total 457,715	0	0	0	0	0	0	0	457,715
11 INTERSECTION IMPROVEMENT PROGRAM**	871	0	0	0	0	0	0	
Pre Eng 11,059	0	0	0	0	0	0	0	11,059
Constr 87,990	0	0	0	0	0	0	0	87,990
Total 99,049	0	0	0	0	0	0	0	99,049
12 CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM**	872	0	0	0	0	0	0	
Pre Eng 38,552	0	0	0	0	0	0	0	38,552
Constr 335,182	0	0	0	0	0	0	0	335,182
Total 373,734	0	0	0	0	0	0	0	373,734
13 DOWNTOWN MALL REHABILITATION PROGRAM**	873	0	0	0	0	0	0	
Pre Eng 0	0	0	0	0	0	0	0	0
Constr 0	0	0	0	0	0	0	0	0
Total 0	0	0	0	0	0	0	0	0

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 Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

City of Portland Projects
 (Continued)

14 HOLLADAY AVE - ML KING AVE TO NE 9TH AVE (GREELEY - BANFIELD)***	890	*84-024d**04958*FAU9903*726*****0****							
Constr	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
15 LLOYD BLVD - GRAND AVE TO NE 11TH AVE (GREELEY - BANFIELD)***	891	*84-024c**04959*FAU9902*726*****0****							
Constr	231,160	0	0	0	0	0	0	0	231,160
Total	231,160	0	0	0	0	0	0	0	231,160
16 DEVELOPMENT RESERVE***	919	*00-000**00000*FAUvar**726*****0****							
Reserve	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
17 FY 90-91 ROAD REHABILITATION PROGRAM (#9)***	930	*89-033a**05650*FAUvar**726*****0****							
Pre Eng	180,372	0	0	0	0	0	0	0	180,372
Constr	567,057	0	0	0	0	0	0	0	567,057
Total	747,429	0	0	0	0	0	0	0	747,429
18 INTERSECTION SAFETY PROGRAM***	931	*00-000**00000*FAUvar**726*****0****							
Pre Eng	0	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
19 FY 90-91 SIGNAL SAFETY IMPROVEMENTS***	932	*91-008**05844*FAUvar**726*****0****							
Pre Eng	37,200	0	0	0	0	0	0	0	37,200
Constr	0	0	0	0	0	0	0	0	0
Total	37,200	0	0	0	0	0	0	0	37,200
20 NW 13TH AVENUE INTERSECTIONS IMPROVEMENT***	933	*00-000**00000*FAUvar**726*****0****							
Constr	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
Total City of Portland	14,737,181	0	0	0	0	0	0	0	14,737,181

 Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Multnomah County Projects

21 Finalized Vouchered Projects***0 0000000*00000*****CLOSED								
Pre Eng	316,442	0	0	0	0	0	0	316,442
Rt-of-Way	9,201	0	0	0	0	0	0	9,201
Constr	1,086,181	0	0	0	0	0	0	1,086,181
Reserve	0	0	0	0	0	0	0	0
Total	1,411,824	0	0	0	0	0	0	1,411,824
22 Completed Projects not Vouchered***1 0000000*00000*****								
Pre Eng	97,250	0	0	0	0	0	0	97,250
Constr	2,056,437	0	0	0	0	0	0	2,056,437
Total	2,153,687	0	0	0	0	0	0	2,153,687
23 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	0	0
Total	472,413	0	0	0	0	0	0	472,413
Total Multnomah County								
	4,037,924	0	0	0	0	0	0	4,037,924

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 Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Project Description	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized
Clackamas County Projects								
24 Finalized Vouchered Projects***	0	0000000	000000	*****	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
25 Completed Projects not Vouchered***	1	0000000	000000	*****				
Pre Eng	110,538	0	0	0	0	0	0	110,538
Reserve	0	0	0	0	0	0	0	0
Total	110,538	0	0	0	0	0	0	110,538
26 LOWER BOONES FERRY RD - MADRONA TO SW JEAN***	68	*80-104**	*00677*	FAU9473*	703*****	0****		
Pre Eng	333,762	0	0	0	0	0	0	333,762
Rt-of-Way	405,294	0	0	0	0	0	0	405,294
Constr	659,470	0	0	0	0	0	0	659,470
Total	1,398,526	0	0	0	0	0	0	1,398,526
27 RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I***	553	*10037**	*00705*	FAU9702*	na*****	0****		
Constr	195,517	0	0	0	0	0	0	195,517
Total	195,517	0	0	0	0	0	0	195,517
28 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE***	578	*10051B**	*00500*	FAU9653*	703*****	0****		
Rt-of-Way	162,581	0	0	0	0	0	0	162,581
Constr	631,383	0	0	0	0	0	0	631,383
Total	793,964	0	0	0	0	0	0	793,964
29 RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION***	769	*86-083**	*04180*	FAU9736*	703*****	0****		
Pre Eng	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
30 BEAVERCREEK RD EXT (RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE***	855	*10249**	*02375*	FAU9742*	703*****	0****		
Constr	0	-25,383	0	0	0	0	0	-25,383
Total	0	-25,383	0	0	0	0	0	-25,383
31 M'CLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD***	892	*90-063**	*05651*	FAP26**	1E*****	6****		
Pre Eng	0	0	0	0	0	0	0	0
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Clackamas County	5,270,943	-25,383	0	0	0	0	0	5,245,560

 Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Washington County Projects

Project Description	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized
*****CLOSED								
32 Finalized Vouchered Projects***								
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

33 Completed Projects not Vouchered***								
Pre Eng	507,907	0	0	0	0	0	0	507,907
Constr	1,459,569	0	0	0	0	0	0	1,459,569
Reserve	0	0	0	0	0	0	0	0
Total	1,967,476	0	0	0	0	0	0	1,967,476

34 BVTH/TUALATIN HWY. AT SW BRIDGEPORT - SIGNAL/CHANNELIZE***								
Constr	169,868	0	0	0	0	0	0	169,868
Total	169,868	0	0	0	0	0	0	169,868

35 HALL / MCDONALD INTERSECTION IMPROVEMENTS***								
Rt-of-Way	2,232	0	0	0	0	0	0	2,232
Constr	118,937	0	0	0	0	0	0	118,937
Total	121,169	0	0	0	0	0	0	121,169

36 E STREET - PACIFIC AVENUE TO 23RD AVENUE***								
Constr	178,052	0	0	0	0	0	0	178,052
Total	178,052	0	0	0	0	0	0	178,052

37 WASHINGTON COUNTY RESERVE***								
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

38 MAPLE STREET AT TUALATIN VALLEY HIGHWAY - SIGNAL***								
Constr	73,892	0	0	0	0	0	0	73,892
Total	73,892	0	0	0	0	0	0	73,892

Total Washington County	4,184,155	0	0	0	0	0	0	4,184,155

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 Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Tri-Met Projects

39 Finald Vouchered Projects***										CLOSED
Constr	1,110,747	0	0	0	0	0	0	0	0	1,110,747
Non-Hwy Cp	126,395	0	0	0	0	0	0	0	0	126,395
Total	1,237,142	0	0	0	0	0	0	0	0	1,237,142
40 TRI-MET RIDESHARE PROGRAM***										
Operating	838,027	0	0	0	0	0	0	0	0	838,027
Total	838,027	0	0	0	0	0	0	0	0	838,027
41 LIGHT RAIL VEHICLE PURCHASE (T)***										
Non-Hwy Cp	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Tri-Met	2,075,169	0	0	0	0	0	0	0	0	2,075,169

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 Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Highway Division Projects

42	Finald Vouchered Projects***	0000000*00000*****								CLOSED
	Pre Eng	227,478	0	0	0	0	0	0	0	227,478
	Rt-of-Way	94,226	0	0	0	0	0	0	0	94,226
	Constr	812,390	0	0	0	0	0	0	0	812,390
	Total	1,134,094	0	0	0	0	0	0	0	1,134,094
43	STATE STREET CORRIDOR (OR43) - TERWILLIGER TO LADD***	133 *77-068***00359*FAU9565*3*****								6****
	Constr	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0
44	OR210 - SCHOLLS HWY AT 135TH AVE - SIGNAL/REALIGNMENT***	390 *80-112***00046*FAU9234*143*****								7****
	Constr	81,435	0	0	0	0	0	0	0	81,435
	Total	81,435	0	0	0	0	0	0	0	81,435
45	US26 - MT HOOD HWY AT PALMQUIST/ORIENT RD - GRADE/PAVE/SIGNAL***	397 *10234***01470*FAP9873*26*****								14****
	Constr	358	0	0	0	0	0	0	0	358
	Total	358	0	0	0	0	0	0	0	358
46	HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING***	853 *10252***00976*FAU9565*3*****								11****
	Constr	77,413	0	0	0	0	0	0	0	77,413
	Total	77,413	0	0	0	0	0	0	0	77,413
47	OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK***	875 *86-077***03290*FAU9234*143*****								7****
	Constr	2,393,794	0	0	0	0	0	0	0	2,393,794
	Total	2,393,794	0	0	0	0	0	0	0	2,393,794
	Total Highway Division	3,687,094	0	0	0	0	0	0	0	3,687,094

 Approved Program Years

Metropolitan Service District
 Transportation Improvement Program
 In Federal Dollars
 Federal Aid Urban System Program

Fiscal Years 1994 to Post 1997
 Effective October 1, 1993
 Portland Urbanized Area

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
	Obligated	1993	1994	1995	1996	1997	Post 1997	

Metro Region and Reserve Projects								
48 Finaled Vouchered Projects***								CLOSED
Pre Eng	463,280	0	0	0	0	0	0	463,280
Rt-of-Way	318,162	0	0	0	0	0	0	318,162
Constr	1,147,655	0	0	0	0	0	0	1,147,655
Pending	0	0	0	0	0	0	0	0
Total	1,929,097	0	0	0	0	0	0	1,929,097

49 UNALLOCATED FEDERAL-AID URBAN FUNDS***								
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Total Metro Region and Reserve	1,929,097	0	0	0	0	0	0	1,929,097

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 Approved Program Years

Metropolitan Service District
Transportation Improvement Program
In Federal Dollars
Federal Aid Urban System Program

Fiscal Years 1994 to Post 1997 **Portland Urbanized Area**
Effective October 1, 1993

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized	
Metro Region Total	21,184,382	-25,383	0	0	0	0	0	21,158,999
Report Total	35,921,563	-25,383	0	0	0	0	0	35,896,180

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 Approved Program Years

Section 2:
Interstate Transfer Program

FY 1994-1996 Three-Year Approved Program:

Regional
City of Portland
Multnomah County
Clackamas County
Washington County

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Category I Projects

Project Description	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized
Category I Projects								
1 Finalized Vouchered Projects**								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
Sys Study	0	0	0	0	0	0	0	0
Pre AA	0	0	0	0	0	0	0	0
Total	7,721,336	0	0	0	0	0	0	7,721,336
2 Completed Projects not Vouchered**								
Pre Eng	16,503,437	0	0	0	0	0	0	16,503,437
Rt-of-Way	20,108,606	0	0	0	0	0	0	20,108,606
Constr	126,578,595	0	0	0	0	0	0	126,578,595
Non-Hwy Cp	2,863,490	0	0	0	0	0	0	2,863,490
Reserve	0	0	0	0	0	0	0	0
Total	166,054,128	0	0	0	0	0	0	166,054,128
3 RESERVE FOR OREGON DEPARTMENT OF TRANSPORTATION (ODOT)**								
Reserve	0	0	0	0	1,653,450	0	0	1,653,450
Total	0	0	0	0	1,653,450	0	0	1,653,450
4 BANFIELD TRANSITWAY - HIGHWAY FUNDS**								
Pre Eng	5,506,103	26,482	0	0	0	191	0	5,532,776
Rt-of-Way	7,929,650	0	0	0	0	0	0	7,929,650
Constr	14,194,064	-76,169	0	0	0	0	0	14,117,895
Total	27,629,817	-49,687	0	0	0	191	0	27,580,321
5 INCIDENT RESPONSE EQUIPMENT**								
Constr	0	595,000	0	0	0	0	0	595,000
Total	0	595,000	0	0	0	0	0	595,000
6 METRO PLANNING**								
Pre Eng	2,314,004	44,075	0	0	0	0	0	2,358,079
Total	2,314,004	44,075	0	0	0	0	0	2,358,079
7 M'LOUGHLIN CORRIDOR - ML KING/GRAND AVE VIADUCT TO SE RIVER ROAD**								
Pre Eng	2,352,939	0	0	0	0	0	0	2,352,939
Total	2,352,939	0	0	0	0	0	0	2,352,939
8 M'LOUGHLIN BOULEVARD LRT ALTERNATIVES ANALYSIS AND DEIS(T)**								
Alt Anal	0	987,950	0	0	0	0	0	987,950
Total	0	987,950	0	0	0	0	0	987,950
9 M'LOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD**								
Rt-of-Way	8,296,000	394,825	0	0	0	0	0	8,690,825
Total	8,296,000	394,825	0	0	0	0	0	8,690,825
10 M'LOUGHLIN BLVD PHASE II - TACOMA TO HIGHWAY 224**								
Constr	9,675,867	633,133	0	0	0	0	0	10,309,000
Total	9,675,867	633,133	0	0	0	0	0	10,309,000
11 FREEMWAY MANAGEMENT OPERATIONS CENTER**								
Constr	0	86,250	0	0	0	0	0	86,250
Total	0	86,250	0	0	0	0	0	86,250
12 YEOM/ VAUGHN/ NICOLAI/ WARDWAY AND ST HELENS ROAD RECONSTRUCTION**								
Pre Eng	1,985,482	0	0	0	0	0	0	1,985,482
Reserve	0	0	0	0	0	0	0	0
Total	1,985,482	0	0	0	0	0	0	1,985,482
13 TRI-MET RIDESHARE PROGRAM**								
Operating	1,704,433	0	230,280	0	0	0	0	1,934,713
Total	1,704,433	0	230,280	0	0	0	0	1,934,713
14 PORTLAND/ VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE(T)**								
Pre Eng	72,311	0	0	0	0	0	0	72,311
Total	72,311	0	0	0	0	0	0	72,311

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Category I Projects
(Continued)

Project Description	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized
15 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
16 NW YEON AVE - NW ST HELENS RD TO NW NICOLAI***733 *79-038**00364*FAP1**2M*****0****								
Rt-of-Way	760,217	0	0	0	0	0	0	760,217
Constr	10,050,745	0	0	0	0	0	0	10,050,745
Reserve	0	0	0	0	0	0	0	0
Total	10,810,962	0	0	0	0	0	0	10,810,962
17 NW ST HELENS RD - NW KITTRIDGE TO NW 31ST AVE***734 *79-038**00367*FAU9296*726*****4****								
Rt-of-Way	150,552	0	0	0	0	0	0	150,552
Constr	1,679,640	0	0	0	0	0	0	1,679,640
Reserve	0	0	0	0	0	0	0	0
Total	1,830,192	0	0	0	0	0	0	1,830,192
18 VAUGHN ST / WARDWAY - NW 31ST AVE TO NW 24TH AVE***735 *79-038**00387*FAU9296*726*****3****								
Constr	1,000,912	763	0	0	0	0	0	1,001,675
Total	1,000,912	763	0	0	0	0	0	1,001,675
19 FRONT - YEON CONNECTION***738 *79-038**00586*FAU9300*726*****0****								
Rt-of-Way	1,003,071	0	0	0	0	0	0	1,003,071
Constr	4,444,932	0	0	0	0	0	0	4,444,932
Reserve	0	0	0	0	0	0	0	0
Total	5,448,003	0	0	0	0	0	0	5,448,003
20 REGIONAL RESERVE***755 *00-000**00000*VARvar**na*****0****								
Reserve	0	0	0	0	0	11,802	0	11,802
Total	0	0	0	0	0	11,802	0	11,802
21 BANFIELD TRAFFIC MONITORING PROGRAM***771 *10183**01806*FAP68**2*****0****								
Constr	108,963	0	0	0	0	0	0	108,963
Total	108,963	0	0	0	0	0	0	108,963
22 NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM***802 *84-016**02358*VARvar**726*****0****								
Pre Eng	83,027	59,007	0	0	0	0	0	142,035
Total	83,027	59,007	0	0	0	0	0	142,035
23 TRANSIT MALL EXTENSION NORTH - W BURNSIDE ST TO NW IRVING***822 *91-009**06356*FAU9341*726*****0****								
Pre Eng	270,300	40,900	0	0	0	0	0	311,200
Constr	3,146,025	-269,725	0	0	0	0	0	2,876,300
Total	3,416,325	-228,825	0	0	0	0	0	3,187,500
24 SUNSET HIGHWAY RAMP METERING***827 *10231**02235*FAP27**47*****67****								
Pre Eng	32,848	7,152	0	0	0	0	0	40,000
Constr	358,204	371,796	0	0	0	0	0	730,000
Total	391,052	378,948	0	0	0	0	0	770,000
25 TRI-MET BUS PURCHASES***903 *00-000**00000**var**na*****0****								
Non-Hwy Cp	0	0	3,000,000	0	0	0	0	3,000,000
Total	0	0	3,000,000	0	0	0	0	3,000,000
26 I-205 BUSLANES WITHDRAWAL RESERVE(T)***907 *00-000**00000*TRA205**64*****18****								
Reserve	0	0	0	0	0	15,941,283	0	15,941,283
Total	0	0	0	0	0	15,941,283	0	15,941,283
27 I-205/MILWAUKIE PRELIMINARY ALTERNATIVE ANALYSES(T)***939 *00-000**00000*OR*29-90na*****9****								
Pre AA	997,050	0	0	0	0	0	0	997,050
Total	997,050	0	0	0	0	0	0	997,050
Total Category I	251,958,681	2,937,439	3,230,280	0	0	17,606,726	0	275,733,127

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

City of Portland Projects

Project Description	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized
City of Portland Projects								
28 Finald Vouchered Projects***								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
29 Completed Projects not Vouchered***								
Pre Eng	3,003,959	0	0	0	0	0	0	3,003,959
Rt-of-Way	708,133	0	0	0	0	0	0	708,133
Constr	27,549,744	0	0	0	0	0	0	27,549,744
Operating	32,519	0	0	0	0	0	0	32,519
Reserve	0	0	0	0	0	0	0	0
Total	31,294,355	0	0	0	0	0	0	31,294,355
30 I-5 - GREELEY/I-5 CONNECTION - LANDSCAPING***								
Constr	92,898	769	0	0	0	0	0	93,668
Total	92,898	769	0	0	0	0	0	93,668
31 M'LOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION***								
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
32 BEAVERTON HILLSDALE HWY (OR10) - CAPITOL HWY TO SCHOLLS FY RD***								
Pre Eng	298,044	0	0	0	0	0	0	298,044
Rt-of-Way	476,620	0	0	0	0	0	0	476,620
Constr	1,646,619	25,099	0	0	0	0	0	1,671,719
Total	2,421,283	25,099	0	0	0	0	0	2,446,383
33 ST HELENS ROAD RECONSTRUCTION - WEST CITY LIMITS TO NW KITTRIDGE***								
Pre Eng	62,165	0	0	0	0	0	0	62,165
Constr	156,182	31,652	0	0	0	0	0	187,835
Total	218,347	31,652	0	0	0	0	0	250,000
34 NORTHWEST PORTLAND TRANSPORTATION STUDY***								
Pre Eng	28,804	-2,007	0	0	0	0	0	26,797
Total	28,804	-2,007	0	0	0	0	0	26,797
35 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE***								
Pre Eng	2,394,082	-608	0	0	0	0	0	2,393,474
Rt-of-Way	5,525,000	-2,550,000	0	0	0	0	0	2,975,000
Constr	4,352,312	1,048,706	0	0	0	0	0	5,401,018
Total	12,271,394	-1,501,902	0	0	0	0	0	10,769,492
36 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES - NE 60TH AVE TO I-205***								
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	2,462,096	55,413	0	0	0	0	0	2,517,510
Total	2,986,322	55,413	0	0	0	0	0	3,041,736
37 SW TERWILLIGER BLVD - BARBUR BLVD TO TAYLORS FERRY RD***								
Pre Eng	546,668	-20,000	0	0	0	0	0	526,668
Rt-of-Way	23,477	-23,477	0	0	0	0	0	0
Constr	1,598,900	-58,312	0	0	0	0	0	1,540,588
Total	2,169,045	-101,789	0	0	0	0	0	2,067,256
38 SW BERTHA BLVD - SW VERMONT TO BARBUR BLVD***								
Pre Eng	183,880	0	0	0	0	0	0	183,880
Rt-of-Way	16,150	-4,905	0	0	0	0	0	11,245
Constr	1,334,549	0	0	0	0	0	0	1,334,549
Total	1,534,579	-4,905	0	0	0	0	0	1,529,674
39 NW 23RD AVE / BURNSIDE***								
Pre Eng	152,152	-270	0	0	0	0	0	151,882
Rt-of-Way	206,125	-14,025	0	0	0	0	0	192,100
Constr	0	480,386	0	0	0	0	0	480,386
Total	358,277	466,091	0	0	0	0	0	824,368

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

	Estimated Expenditures by Federal Fiscal Year							Authorized
Obligated	1993	1994	1995	1996	1997	Post 1997		
City of Portland Projects (Continued)								
40 NW 21ST/22ND - THURMAN TO FRONT***				630	*10126***	C0743*FAU9317*726*****	0****	
Pre Eng	54,710	-480	0	0	0	0	54,230	
Total	54,710	-480	0	0	0	0	54,230	
41 NW INTERSECTION IMPROVEMENTS - 22 LOCATIONS***				631	*10017***	00545*VARvar**726*****	0****	
Pre Eng	33,000	68,285	0	0	0	0	101,285	
Constr	155,012	89,848	0	0	0	0	244,860	
Total	188,012	158,133	0	0	0	0	346,145	
42 CITYWIDE SIGNAL SYSTEM ANALYSIS***				660	*80-042***	00620*VARvar**726*****	0****	
Pre Eng	1,039,873	0	0	0	0	0	1,039,873	
Constr	2,849,392	25,107	0	0	0	0	2,874,500	
Total	3,889,265	25,107	0	0	0	0	3,914,373	
43 COLUMBIA BLVD - DELAWARE TO CHAUTAUQUA RRXINGS***				712	*10131***	00768*FAU9956*726*****	0****	
Pre Eng	116,429	1,721	0	0	0	0	118,150	
Total	116,429	1,721	0	0	0	0	118,150	
44 SW VERMONT STREET - 30TH AVENUE TO OLESON ROAD***				726	*10133***	02013*FAU9398*726*****	0****	
Pre Eng	208,930	-89,715	0	0	0	0	119,215	
Total	208,930	-89,715	0	0	0	0	119,215	
45 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	871,736	1,230	0	0	0	0	872,966	
Total	974,570	1,230	0	0	0	0	975,800	
46 82ND AVENUE - DIVISION TO CRYSTAL SPRINGS - UNITS 1 & 2***				730	*79-049b**	00700*FAU9713*68*****	4****	
Pre Eng	623,209	-6,835	0	0	0	0	616,374	
Rt-of-Way	830,003	-17,838	0	0	0	0	812,165	
Constr	1,094,143	0	0	0	0	0	1,094,143	
Total	2,547,355	-24,673	0	0	0	0	2,522,682	
47 NW FRONT AVE - GLISAN TO COUCH (EVERETT-FRONT CONNECTOR)***				751	*10140***	01250*FAU9300*726*****	0****	
Pre Eng	291,123	-23,440	0	0	0	0	267,683	
Constr	2,024,513	0	0	0	0	0	2,024,513	
Total	2,315,636	-23,440	0	0	0	0	2,292,196	
48 SIGNAL MODIFICATIONS (3) - NORTH PORTLAND***				840	*84-001***	02362*VARvar**726*****	0****	
Pre Eng	53,850	-4,493	0	0	0	0	49,357	
Total	53,850	-4,493	0	0	0	0	49,357	
49 SIGNAL REPLACEMENTS (22)***				842	*84-002***	02364*VARvar**726*****	0****	
Pre Eng	32,689	0	0	0	0	0	32,689	
Constr	680,957	-300	0	0	0	0	680,657	
Total	713,646	-300	0	0	0	0	713,346	
50 NE LOMBARD / COLUMBIA BLVD VIA NE 60TH AVENUE***				854	*80-011***	00835*FAU9917*123*****	9****	
Pre Eng	212,925	-80,272	0	0	0	0	132,653	
Total	212,925	-80,272	0	0	0	0	132,653	
51 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	1,094,681	17,458	0	0	0	0	1,112,140	
Total	1,264,537	17,458	0	0	0	0	1,281,996	
52 AIRPORT WAY EMBANKMENT (2/5)***				859	*84-022b**	04112*FAU9964*726*****	0****	
Constr	3,012,041	-555,418	0	0	0	0	2,456,623	
Total	3,012,041	-555,418	0	0	0	0	2,456,623	
53 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE (5/5)***				861	*64-022e**	05002*FAU9964*726*****	0****	
Constr	7,209,916	-553,860	0	0	0	0	6,656,056	
Pending	0	0	0	0	138,127	0	138,127	
Total	7,209,916	-553,860	0	0	138,127	0	6,794,183	
54 JOHNSON CREEK BLVD - 32ND AVENUE TO 45TH AVENUE***				902	*91-014***	06357*FAU9704*703*****	0****	
Pre Eng	102,850	0	0	0	0	0	102,850	
Constr	0	0	0	897,150	0	0	897,150	
Total	102,850	0	0	897,150	0	0	1,000,000	

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year						1997	Post 1997	Authorized
	Obligated	1993	1994	1995	1996				
----- City of Portland Projects (Continued)									
55 45TH AVENUE - HARNEY TO GLENWOOD***906 *91-015**06358*FAU9708*726*****0****									
Pre Eng	46,750	3,250	0	0	0	0	0	0	50,000
Total	46,750	3,250	0	0	0	0	0	0	50,000
56 AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE to 181ST AVE (4/5)***920 *0*****0*****FAU9964*726*****0****									
Constr	600,660	-343,707	0	0	0	0	0	0	256,953
Total	600,660	-343,707	0	0	0	0	0	0	256,953
Total City of Portland	103,877,831	-2,501,036	128,510	897,150	0	138,127	0	0	102,540,582

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Multnomah County Projects

56 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
57 Completed Projects not Vouchered***1 0000000*00000*****								
Pre Eng	89,394	0	0	0	0	0	0	89,394
Constr	601,458	0	0	0	0	0	0	601,458
Reserve	0	0	0	0	0	0	0	0
Total	690,852	0	0	0	0	0	0	690,852
58 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	50,000	0	50,000
Total	3,272,030	0	0	0	0	50,000	0	3,322,030
59 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	27,637	0	27,637
Total	3,320,444	0	0	0	0	27,637	0	3,348,081
60 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	40,457	0	40,457
Total	2,798,792	0	0	0	0	40,457	0	2,839,249
61 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	12,836	-790	0	0	0	0	0	12,046
Constr	471,623	0	0	0	0	0	0	471,623
Total	561,874	-790	0	0	0	0	0	561,084
62 MT HOOD AT BIRSDALE(POWELL/ 190TH INTERSECTION IMPROVEMENT)***293 *77-064**00366*FAP24**26*****10****								
Pre Eng	361,918	0	0	0	0	-3,248	0	358,670
Rt-of-Way	571,693	0	0	0	0	-3,043	0	568,650
Constr	1,404,287	0	0	0	0	30,540	0	1,434,827
Total	2,337,898	0	0	0	0	24,249	0	2,362,147
63 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	65,269	0	65,269
Total	1,977,100	0	0	0	0	65,269	0	2,042,369
64 US30B - NE PORTLAND HWY AT NE 158TH - SIGNAL/CHANNELIZE***404 *78-049C**02091*FAU9966*123*****0****								
Constr	63,452	3,179	0	0	0	0	0	66,631
Total	63,452	3,179	0	0	0	0	0	66,631
65 HANTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT(#2757C)***506 *84-097**02914*FAU9366*726*****0****								
Constr	1,274,078	725,922	0	0	0	0	0	2,000,000
Total	1,274,078	725,922	0	0	0	0	0	2,000,000
66 SCHOLLS/SKYLINE IMPROVEMENTS - CANYON CT TO RAAB RD(I)***831 *84-014c**02586*FAU9235*726*****0****								
Pre Eng	0	54,272	0	0	0	0	0	54,272
Total	0	54,272	0	0	0	0	0	54,272
67 SE STARK STREET - 242ND AVENUE TO 257TH AVENUE***837 *10206**02036*FAU9810*726*****0****								
Pre Eng	16,594	0	0	0	0	25,906	0	42,500
Constr	1,306,481	10,039	0	0	0	0	0	1,316,520
Total	1,323,075	10,039	0	0	0	25,906	0	1,359,020

Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year					1997	Post 1997	Authorized
	Obligated	1993	1994	1995	1996			

Multnomah County Projects (Continued)								
68 SE STARK STREET - 221ST AVENUE TO 242ND AVENUE***844 *85-054***03686*FAU9810*726*****0****								
Pre Eng	151,555	-18,700	0	0	0	0	0	132,855
Rt-of-Way	263,500	0	0	0	0	0	0	263,500
Constr	1,348,201	18,538	0	0	0	0	0	1,366,740
Reserve	0	0	0	0	0	127,704	0	127,704
Total	1,763,256	-161	0	0	0	127,704	0	1,890,799
69 NE SANDY BLVD TO NE GLISAN ST - 223RD CONNECTOR (207TH)***864 *89-025***05149*FAU9867*726*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Constr	0	2,006,207	117,382	0	0	0	0	2,123,589
Reserve	0	631,374	0	0	0	0	0	631,374
Total	0	2,637,581	117,382	0	0	0	0	2,754,963
Total Multnomah County	25,406,441	3,430,041	117,382	0	0	361,222	0	29,315,087

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 Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Project Description	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized	
Clackamas County Projects									
70 Finalized Vouchered Projects***	0000000	000000	*****						CLOSED
Pre Eng	311,529	0	0	0	0	0	0	311,529	
Rt-of-Way	184,790	0	0	0	0	0	0	184,790	
Constr	4,001,053	0	0	0	0	0	0	4,001,053	
Reserve	0	0	0	0	0	0	0	0	
Pending	0	0	0	0	0	0	0	0	
Total	4,497,372	0	0	0	0	0	0	4,497,372	
71 Completed Projects not Vouchered***	1000000	000000	*****						
Pre Eng	555,957	3,642	0	0	0	0	0	559,599	
Rt-of-Way	984,115	-3,642	0	0	0	0	0	980,473	
Constr	3,324,927	0	0	0	0	0	0	3,324,927	
Reserve	0	0	0	0	0	0	0	0	
Total	4,864,999	0	0	0	0	0	0	4,864,999	
72 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	43,732	0	165,682	
Constr	338,292	0	0	0	0	0	0	338,292	
Total	484,317	0	0	0	0	43,732	0	528,049	
73 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	90,271	0	90,271	
Total	8,360,662	-71,745	0	0	0	90,271	0	8,379,188	
74 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	16,383,423	13,325	0	0	0	0	0	16,396,748	
Total	22,628,212	13,325	0	0	0	0	0	22,641,537	
75 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	1,063,213	-177,120	0	0	0	0	0	886,093	
Reserve	0	0	0	0	0	400,000	0	400,000	
Total	1,887,597	-177,120	0	0	0	400,000	0	2,110,477	
76 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	29,650	0	29,650	
Total	872,360	0	0	0	0	29,650	0	902,010	
77 KING RD AND 42ND(PORION) - 44TH TO 42ND/MONROE SE OF 42ND***	500	*85-055***	03626*FAU9714*703*****						0****
Pre Eng	34,360	0	0	0	0	15,640	0	50,000	
Constr	189,813	0	0	0	0	0	0	189,813	
Total	224,173	0	0	0	0	15,640	0	239,813	
78 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	2,707,724	85,844	0	0	0	0	0	2,793,568	
Total	4,319,323	85,844	0	0	0	0	0	4,405,167	
79 THIESSEN/JENNINGS CORRIDOR - OATFIELD RD TO JOHNSON RD(REVISED)***	581	*10052***	02024*FAU9698*703*****						0****
Pre Eng	134,517	30,000	0	0	0	0	0	164,517	
Total	134,517	30,000	0	0	0	0	0	164,517	
80 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	676	0	676	
Total	1,064,036	0	0	0	0	676	0	1,064,712	

Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year						Post 1997	Authorized
	Obligated	1993	1994	1995	1996	1997		
Clackamas County Projects (Continued)								
82 RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION***					769	*86-083***	04180*FAU9736*703*****	0****
Pre Eng	138,549	311,451	0	0	0	0	0	450,000
Total	138,549	311,451	0	0	0	0	0	450,000
83 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	7,082	0	7,082
Total	321,482	0	0	0	0	7,082	0	328,564
84 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
Constr	0	316,219	0	0	0	0	0	316,219
Total	140,046	316,219	0	0	0	0	0	456,265
85 HARRISON STREET - HIGHWAY 224 TO 32ND AVENUE***					904	*00-000***	00000*FAU9714*703*****	0****
Pre Eng	0	0	0	0	0	50,000	0	50,000
Total	0	0	0	0	0	50,000	0	50,000
86 JOHNSON CREEK BLVD - LINWOOD AVENUE TO 82ND AVENUE***					905	*00-000***	00000*FAU9704*703*****	0****
Pre Eng	0	222,308	0	0	0	0	0	222,308
Total	0	222,308	0	0	0	0	0	222,308
Total Clackamas County	49,937,645	730,282	0	0	0	637,051	0	51,304,978

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized
Washington County Projects								
87 Finald Vouchered Projects***	0	0000000	000000	*****	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	13,058,757	-1,814	0	0	0	0	0	13,056,943
Reserve	0	0	0	0	0	0	0	0
Total	13,600,551	-1,814	0	0	0	0	0	13,598,737
88 Completed Projects not Vouchered***	1	0000000	000000	*****				
Pre Eng	2,063,600	0	0	0	0	0	0	2,063,600
Rt-of-Way	8,536,952	0	0	0	0	0	0	8,536,952
Constr	14,897,590	0	0	0	0	0	0	14,897,590
Reserve	0	0	0	0	0	0	0	0
Total	25,498,142	0	0	0	0	0	0	25,498,142
89 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	6,908,401	36,463	0	0	0	0	0	6,944,864
Total	9,349,994	36,463	0	0	0	0	0	9,386,457
90 CORNELL ROAD RECONSTRUCTION - E MAIN TO ELAM YOUNG PARKWAY***	132	*80-038*	*00139*	FAU9022*	734*	*****	0*	
Pre Eng	155,945	0	0	0	0	0	0	155,945
Rt-of-Way	159,293	0	0	0	0	26,007	0	185,300
Constr	2,586,470	79,000	0	0	0	0	0	2,665,471
Total	2,901,708	79,000	0	0	0	26,007	0	3,006,716
91 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	953,957	16,909	0	0	0	0	0	970,866
Total	2,131,856	16,909	0	0	0	0	0	2,148,765
92 FARMINGTON RD CORRIDOR(OR208) TSM - 185TH AVE TO LOMBARD AVE***	236	*78-057*	*01570*	FAU9064*	142*	*****	8*	
Pre Eng	83,140	-2,223	0	0	0	0	0	80,917
Constr	152,280	-943	0	0	0	0	0	151,337
Total	235,420	-3,166	0	0	0	0	0	232,254
93 OR99W - PACIFIC HIGHWAY WEST AT CANTERBURY LANE***	469	*85-006*	*02933*	FAPvar*	1W*	*****	10*	
Constr	1,615	-1,615	0	0	0	0	0	0
Total	1,615	-1,615	0	0	0	0	0	0
94 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	2,281,853	0	0	0	0	127,500	0	2,409,353
Total	2,686,496	0	0	0	0	127,500	0	2,813,996
95 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	234,432	80,228	0	0	0	0	0	314,660
Constr	651,464	-599	0	0	0	0	0	650,865
Total	1,017,528	79,629	0	0	0	0	0	1,097,157
96 WASHINGTON COUNTY RESERVE***	836	*00-000*	*00000*	VARvar*	na*	*****	0*	
Reserve	0	0	0	0	0	259,349	0	259,349
Total	0	0	0	0	0	259,349	0	259,349
97 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK***	875	*86-077*	*03290*	FAU9234*	143*	*****	7*	
Constr	814,937	0	0	0	0	203	0	815,140
Total	814,937	0	0	0	0	203	0	815,140
Total Washington County	58,238,248	205,405	0	0	0	413,059	0	58,856,713

Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Project Description	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized
Report Total	489,418,847	4,802,132	3,476,172	0	0	20,053,335	0	517,750,487

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 Approved Program Years

Section 3:
Federal Transit Administration Program

FY 1994-1996 Three-Year Approved Program:

Federal Transit Administration-Sect 3 (Discretionary)
Federal Transit Administration-Sect 3 (Trade)
Federal Transit Administration-Sect 3 (Formula)
Federal Transit Administration-Sect 9
Federal Transit Administration-Sect 16 (Special Needs Transit)
Federal Transit Administration-Sect 20 (Human Resources)
Federal Transit Administration-Sect 3 (Westside LRT Program)

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year
 Obligated Anticipated 1994 1995 1996 1997 Post 1997 Authorized

Federal Transit Administration-Sect 3

1 Finalized Vouchered Projects**0 0000000*00000*****									
Constr	381,773	0	0	0	0	0	0	0	381,773
Non-Hwy Cp	30,248,883	0	0	0	0	0	0	0	30,248,883
Other	133,602	0	0	0	0	0	0	0	133,602
Total	30,764,259	0	0	0	0	0	0	0	30,764,259
2 Completed Projects not Vouchered**1 0000000*00000*****									
Non-Hwy Cp	66,175,870	0	0	0	0	0	0	0	66,175,870
Total	66,175,870	0	0	0	0	0	0	0	66,175,870
3 BUS PURCHASES**154 *****var*****00000**OR**03-0041*****									
Non-Hwy Cp	11,688,618	0	2,500,000	0	0	0	0	0	14,188,618
Supt Serv	11,382	0	0	0	0	0	0	0	11,382
Total	11,700,000	0	2,500,000	0	0	0	0	0	14,200,000
4 CITY OF GRESHAM PARK & RIDE**174 *****00000**OR**0000*****									
Pre Eng	0	0	675,000	0	0	0	0	0	675,000
Constr	0	0	0	3,825,000	0	0	0	0	3,825,000
Total	0	0	675,000	3,825,000	0	0	0	0	4,500,000
5 BANFIELD STATIONS RETROFIT FOR LFLRVs**192 *****00000**TRA*****									
Non-Hwy Cp	0	0	0	5,925,000	0	0	0	0	5,925,000
Total	0	0	0	5,925,000	0	0	0	0	5,925,000
6 BANFIELD RETROFIT - OPERATIONS CONTROL**215 *****var*****00000**OR**03-0025*****									
Non-Hwy Cp	0	0	0	5,025,000	0	0	0	0	5,025,000
Total	0	0	0	5,025,000	0	0	0	0	5,025,000
7 BANFIELD RETROFIT - DOUBLE TRACKING**217 *****var*****00000**OR**03-0000*****									
Non-Hwy Cp	0	0	8,673,000	0	0	0	0	0	8,673,000
Total	0	0	8,673,000	0	0	0	0	0	8,673,000
8 BANFIELD RETROFIT - RUBY JUNCTION EXPANSION**218 *****var*****00000**OR**03-0000*****									
Non-Hwy Cp	0	0	5,682,000	0	0	0	0	0	5,682,000
Total	0	0	5,682,000	0	0	0	0	0	5,682,000
9 CONVENTION CENTER AREA TRANSIT / HIGHWAY IMPROVEMENTS (T)**383 *****var*****00000**TRA**03-0037*****									
Pre Eng	212,874	0	0	0	0	0	0	0	212,874
Rt-of-Way	280,575	0	0	0	0	0	0	0	280,575
Constr	1,888,328	0	0	0	0	0	0	0	1,888,328
Other	118,220	0	0	0	0	0	0	0	118,221
Total	2,499,999	0	0	0	0	0	0	0	2,499,999
Total Federal Transit Administration-Sect 3									
	111,140,128	0	17,530,000	14,775,000	0	0	0	0	143,445,128

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 Approved Program Years

Metropolitan Service District
 Transportation Improvement Program
 Portland Urbanized Area

In Federal Dollars

Fiscal Years 1994 to Post 1997
 Effective October 1, 1993
 Federal Transit Administration Program

Project Description	Estimated Grant Award by Federal Fiscal Year		1994	1995	1996	1997	Post 1997	Authorized
	Obligated	Anticipated						
Federal Transit Administration-Trade								
10 DEVELOPMENT OF TIGARD TRANSIT CENTER***					131			
Pre Eng	91,311	0	0	0	0	0	0	91,311
Rt-of-Way	423,527	0	0	0	0	0	0	423,527
Constr	520,701	0	0	0	0	0	0	520,701
Total	1,035,539	0	0	0	0	0	0	1,035,539
11 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
12 OREGON CITY TRANSIT STATION***					151			
Pre Eng	126,892	- 0	0	0	0	0	0	126,891
Rt-of-Way	173,570	0	0	0	0	0	0	173,570
Constr	685,852	0	0	0	0	0	0	685,852
Total	986,314	- 0	0	0	0	0	0	986,313
13 BUS PURCHASES***					154			
Non-Hwy Cp	25,857,369	-213,471	0	0	0	0	0	25,643,898
Supt Serv	148,182	0	0	0	0	0	0	148,182
Total	26,005,552	-213,471	0	0	0	0	0	25,792,080
14 PASSENGER SHELTERS***					380			
Non-Hwy Cp	612,951	0	0	0	0	0	0	612,951
Total	612,951	0	0	0	0	0	0	612,951
15 TIGARD PARK-AND-RIDE***					435			
Pre Eng	44,000	0	0	0	0	0	0	44,000
Constr	353,600	0	0	0	0	0	0	353,600
Total	397,600	0	0	0	0	0	0	397,600
16 PARK-AND-RIDE LOT ENGINEERING(3) - MILW/OC/TIG***					453			
Pre Eng	35,999	0	0	0	0	0	0	36,000
Total	35,999	0	0	0	0	0	0	36,000
17 TRANSIT TRANSFER PROJECT***					576			
Pre Eng	265,183	-54	0	0	0	0	0	265,129
Constr	1,189,245	0	0	0	0	0	0	1,189,245
Total	1,454,428	-54	0	0	0	0	0	1,454,374
18 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
19 ROUTE TERMINUS SITES***					685			
Non-Hwy Cp	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
20 NORTH TERMINAL FACILITY***					686			
Pre Eng	140,000	0	0	0	0	0	0	140,001
Rt-of-Way	531,561	- 0	0	0	0	0	0	531,561
Constr	866,400	0	0	0	0	0	0	866,400
Total	1,537,962	- 0	0	0	0	0	0	1,537,962
21 BEAVERTON PARK-AND-RIDE STATION***					701			
Pre Eng	99,200	0	0	0	0	0	0	99,200
Rt-of-Way	160,271	- 0	0	0	0	0	0	160,271
Constr	360,800	0	0	0	0	0	0	360,800
Total	620,271	- 0	0	0	0	0	0	620,271
22 SUNSET TRANSIT CENTER AND PARK-AND-RIDE STATION***					702			
Pre Eng	320,435	0	0	0	0	0	0	320,435
Rt-of-Way	2,542,248	0	0	0	0	0	0	2,542,248
Constr	0	0	0	0	0	0	0	0
Supt Serv	0	0	0	0	0	0	0	0
Total	2,862,683	0	0	0	0	0	0	2,862,683

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 Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year
Obligated Anticipated 1994 1995 1996 1997 Post 1997 Authorized

Federal Transit Administration-Trade
(Continued)

23 WESTSIDE BUS GARAGE - PHASE III (MERLO ROAD)***	704	*****var*****	00000**OR**03-0027*****
Pre Eng	70,710	-21	0
Constr	434,386	0	0
Total	505,097	-21	0
24 WASHINGTON COUNTY TRANSIT TSM IMPROVEMENTS***	705	*****var*****	00000**OR**03-0027*****
Pre Eng	128,996	40,921	0
Rt-of-Way	256,000	0	0
Constr	819,547	0	0
Total	1,204,543	40,921	0
25 WESTSIDE BUS GARAGE - PHASE II***	706	*****var*****	00000**OR**03-0027*****
Constr	5,926,677	0	0
Non-Hwy Cp	473,909	0	0
Total	6,400,586	0	0
26 SUPPORT SERVICE - RELOCATION & APPRAISAL COSTS / COST ALLOCATION***	707	*****var*****	00000**OR**03-0035*****
Other	623,853	-38,919	0
Total	623,853	-38,919	0
27 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC***	776	*****var*****	00000**OR**0000*****
Non-Hwy Cp	0	0	0
Total	0	0	0
28 HILLSBORO TRANSIT CENTER WITH PARK-AND-RIDE***	803	*****var*****	00000**OR**03-0027*****
Pre Eng	208,726	-1,762	0
Rt-of-Way	534,370	0	0
Constr	1,070,752	0	0
Total	1,813,848	-1,761	0
29 BEAVERTON TRANSIT CENTER***	806	*****var*****	00000**OR**03-0035*****
Pre Eng	298,642	0	0
Rt-of-Way	827,634	0	0
Constr	1,924,933	-0	0
Total	3,051,209	-0	0
30 WESTSIDE TSM - LOVEJOY RAMP***	809	*****var*****	00000**OR**03-0027*****
Pre Eng	1	0	0
Constr	1	0	0
Total	2	0	0
31 WESTSIDE TSM - SYLVAN BUS PULLOUT***	813	*****var*****	00000**OR**03-0027*****
Pre Eng	1	0	0
Constr	1	0	0
Total	2	0	0
32 TRANSIT MALL EXTENSION NORTH - W BURNSIDE ST TO NW IRVING***	822	*****9341*****	06356**FAU**03-0035*****
Pre Eng	730,970	0	0
Constr	4,961,280	0	0
Supt Serv	31,130	0	0
Total	5,723,380	0	0
33 SECTION 3 TRADE CONTINGENCY***	825	*****var*****	00000**OR**03-0035*****
Other	480,583	0	0
Total	480,583	0	0
34 BANFIELD TRANSITWAY - (FFA)***	826	*****68*****	00000**FAP**03-0025*****
Constr	20,150,000	0	0
Total	20,150,000	0	0
35 OLISAN STREET BUS LANE***	851	*****9314*****	00000**FAU**03-0035*****
Pre Eng	6,663	0	0
Constr	1	0	0
Total	6,664	0	0
36 SPECIAL NEEDS TRANSPORTATION MINI-BUSES***	897	*****var*****	00000**OR**03-0041*****
Non-Hwy Cp	1,200,000	213,472	0
Total	1,200,000	213,472	0

Approved Program Years

Metropolitan Service District
 Transportation Improvement Program
 In Federal Dollars
 Portland Urbanized Area

Fiscal Years 1994 to Post 1997
 Effective October 1, 1993
 Federal Transit Administration Program

Project Description	Estimated Grant Award by Federal Fiscal Year		1994	1995	1996	1997	Post 1997	Authorized
	Obligated	Anticipated						
----- Federal Transit Administration-Trade (Continued) -----								
37 INFORMATION/COMMUNICATION EQUIPMENT***					888	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 Federal Transit Administration-Trade	76,799,835	164	0	0	0	0	0	76,800,000

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 Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year
Obligated Anticipated 1994 1995 1996 1997 Post 1997 Authorized

Federal Transit Administration-Sect 9

38 METRO PLANNING***	126	*****	var*****	00000**	VAR*90-X026*****	
Pre Eng	533,664	0	0	0	0	533,664
Total	533,664	0	0	0	0	533,664
39 BUS DISPATCH CENTER REPLACEMENT***	219	*****	var*****	00000**	OR*0000*****	
Non-Hwy Cp	0	5,326,836	0	0	0	5,326,836
Total	0	5,326,836	0	0	0	5,326,836
40 WESTSIDE LIGHT RAIL EXTENSION TO HILLSBORO***	246	*****	00000**	TRA*00-0000*****		
Pre Eng	0	550,000	871,520	0	0	1,421,520
Non-Hwy Cp	0	0	10,128,480	11,000,000	0	21,128,480
Total	0	550,000	11,000,000	11,000,000	0	22,550,000
41 PROPERTY ACQUISITION - SE 17TH AND BOISE ST...LAND AND BUILDING***	442	*****	var*****	00000**	OR*90-0003*****	
Non-Hwy Cp	69,396	0	0	0	0	69,396
Total	69,396	0	0	0	0	69,396
42 BUS PURCHASE - STANDARDS(T)***	452	*****	var*****	00000**	TRA*****	
Non-Hwy Cp	12,865,149	0	0	13,530,000	0	26,395,149
Total	12,865,149	0	0	13,530,000	0	26,395,149
43 BANFIELD LRT - VARIOUS SUPPORTING PROJECTS - (PFA)***	462	*****	68*****	00000**	FAP*90-X008*****	
Constr	7,096,000	0	0	0	0	7,096,000
Total	7,096,000	0	0	0	0	7,096,000
44 BUS LAYOVER FACILITY AT W BURNSIDE AND SW TICHNER***	516	*****	9326*****	00000**	FAU*90-X007*****	
Constr	10,681	0	0	0	0	10,681
Total	10,681	0	0	0	0	10,681
45 BANFIELD PARK-AND-RIDES***	675	*****	84*****	00000**	FAI*var*****	
Other	0	0	0	0	800,000	800,000
Total	0	0	0	0	800,000	800,000
46 ROUTE TERMINUS SITES***	685	*****	var*****	00000**	OR*90-X019*****	
Non-Hwy Cp	350,852	0	0	0	0	350,852
Total	350,852	0	0	0	0	350,852
47 LIGHT RAIL VEHICLE PURCHASE (T)***	695	*****	var*****	00000**	OR*90-X035*****	
Non-Hwy Cp	16,011,872	0	0	0	0	16,011,872
Total	16,011,872	0	0	0	0	16,011,872
48 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC***	776	*****	var*****	00000**	OR*90-X028*****	
Non-Hwy Cp	11,148,491	0	0	0	0	11,148,491
Total	11,148,491	0	0	0	0	11,148,491
49 SPECIAL NEEDS TRANSPORTATION(INCL SMT INFO SYSTEM)***	777	*****	var*****	00000**	OR*90-X019*****	
Non-Hwy Cp	2,216,734	0	0	0	0	2,216,734
Total	2,216,734	0	0	0	0	2,216,734
50 MAINFRAME COMPUTER AND COMPUTER EQUIPMENT***	778	*****	var*****	00000**	OR*0000*****	
Non-Hwy Cp	759,100	0	0	0	0	759,100
Total	759,100	0	0	0	0	759,100
51 TELECOMMUNICATION NETWORK SYSTEM AND EQUIPMENT***	780	*****	var*****	00000**	OR*0000*****	
Non-Hwy Cp	277,417	0	0	0	0	277,417
Total	277,417	0	0	0	0	277,417
52 MANAGEMENT INFORMATION SYSTEMS***	781	*****	var*****	00000**	OR*0000*****	
Non-Hwy Cp	1,010,327	0	0	0	0	1,010,327
Total	1,010,327	0	0	0	0	1,010,327
53 UNIFIED WORK PROGRAM***	782	*****	var*****	00000**	OR*90-X026*****	
Other	6,052,273	0	0	0	0	6,052,273
Total	6,052,273	0	0	0	0	6,052,273
54 HILLSBORO ALTERNATIVES ANALYSIS/DEIS (UWP)***	783	*****	var*****	00000**	OR*0000*****	
Pre Eng	0	0	0	0	0	0
Alt Anal	1,625,504	0	0	0	0	1,625,504
Total	1,625,504	0	0	0	0	1,625,504

 Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year

Obligated Anticipated 1994 1995 1996 1997 Post 1997 Authorized

Federal Transit Administration-Sect 9
 (Continued)

*****								785	*****9789*****	00000*	FAU*0000*****	*****
55 122ND AND BURNSIDE PARK-AND-RIDE***												
Pre Eng	64,000	0	0	0	0	0	0	0	0	0	64,000	
Rt-of-Way	1,304,846	0	0	0	0	0	0	0	0	0	1,304,846	
Constr	631,630	0	0	0	0	0	0	0	0	0	631,630	
Total	2,000,476	0	0	0	0	0	0	0	0	0	2,000,476	
*****								786	*****var*****	00000*	OR**90-X026*****	*****
56 WESTSIDE PE AND FEIS(UWP)***												
Non-Hwy Cp	4,493,865	- 0	0	0	0	0	0	0	0	0	4,493,865	
Total	4,493,865	- 0	0	0	0	0	0	0	0	0	4,493,865	
*****								823	*****var*****	00000*	OR*****	*****
57 SECTION 9 CAPITAL RESERVE***												
Reserve	0	0	0	0	0	0	14,917,000	0	0	0	14,917,000	
Total	0	0	0	0	0	0	14,917,000	0	0	0	14,917,000	
*****								824	*****var*****	00000*	OR**0000*****	*****
58 SECTION 9 OPERATING PROGRAM***												
Operating	41,323,316	4,396,000	4,396,000	4,396,000	4,396,000	4,396,000	0	0	0	0	58,907,316	
Total	41,323,316	4,396,000	4,396,000	4,396,000	4,396,000	4,396,000	0	0	0	0	58,907,316	
*****								896	*****var*****	00000*	OR**0*****	*****
59 LIGHT RAIL VEHICLES - AIR CONDITIONING RETROFIT***												
Non-Hwy Cp	0	0	0	0	400,000	400,000	3,520,000	0	0	0	3,920,000	
Total	0	0	0	0	400,000	400,000	3,520,000	0	0	0	3,920,000	
Total Federal Transit Administration-Sect 9												
	107,845,118	10,272,836	15,396,000	15,396,000	18,326,000	19,237,000		0			186,472,954	

 Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Federal Transit Administration Program

Project Description	Estimated Grant Award by Federal Fiscal Year		Federal Transit Administration Program				Authorized
	Obligated	Anticipated	1994	1995	1996	1997	
Federal Transit Administration-Sect 3							
60 WESTSIDE LIGHT RAIL EXTENSION TO SW 185 AVE***206 *****00000**TRA*00-0000*****							
Non-Hwy Cp	\$1,795,000	0	104,000,000	104,000,000	108,000,000	118,200,000	0 515,995,000
Total	\$1,795,000	0	104,000,000	104,000,000	108,000,000	118,200,000	0 515,995,000
Total Federal Transit Administration-Sect 3	\$1,795,000	0	104,000,000	104,000,000	108,000,000	118,200,000	0 515,995,000

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 Approved Program Years

Metropolitan Service District
 Transportation Improvement Program
 In Federal Dollars
 Portland Urbanized Area

Fiscal Years 1994 to Post 1997
 Effective October 1, 1993
 Federal Transit Administration Program

Project Description	Estimated Grant Award by Federal Fiscal Year		1994	1995	1996	1997	Post 1997	Authorized
	Obligated	Anticipated						

Federal Transit Administration - Sec. 20								
61 DBE TRAINING PROGRAM***			784				26-2001**00000**TRA*26-2001*****	
Other	75,000	0	75,000	0	0	0	0	150,000
Total	75,000	0	75,000	0	0	0	0	150,000
Total Federal Transit Administration - Sec. 20	75,000	0	75,000	0	0	0	0	150,000

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 Approved Program Years

Fiscal Years 1994 to Post 1997

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Effective October 1, 1993

In Federal Dollars

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year
Obligated Anticipated

1994 1995 1996 1997 Post 1997 Authorized

Section 3 Formula: Rail Modernization

62 SUPPORT SERVICES - MANAGEMENT ADMINISTRATION - COST ALLOCATION***	197	*****03-0049**00000**TRA*03-0049*****						
Other	0	139,200	0	0	0	0	0	139,200
Total	0	139,200	0	0	0	0	0	139,200
63 CONTINGENCY SEC 3 GRANTS***	199	*****03-0049**00000**TRA*03-0049*****						
Other	0	152,162	0	0	0	0	0	152,162
Total	0	152,162	0	0	0	0	0	152,162
64 BANFIELD RETROFIT - OPERATIONS CONTROL***	215	*****var*****00000**OR*03-0049*****						
Non-Hwy Cp	0	300,000	0	0	0	0	0	300,000
Total	0	300,000	0	0	0	0	0	300,000
65 BANFIELD RETROFIT - DOUBLE TRACKING***	217	*****var*****00000**OR*03-0049*****						
Non-Hwy Cp	0	680,000	0	0	0	0	0	680,000
Total	0	680,000	0	0	0	0	0	680,000
66 BANFIELD RETROFIT - RUBY JUNCTION EXPANSION***	218	*****var*****00000**OR*03-0049*****						
Non-Hwy Cp	0	412,000	0	0	0	0	0	412,000
Total	0	412,000	0	0	0	0	0	412,000
67 RESERVE RAIL MODERNIZATION***	283	*****00000**TRA*****						
Reserve	0	0	1,321,000	1,321,000	1,321,000	1,321,000	1,321,000	6,605,000
Total	0	0	1,321,000	1,321,000	1,321,000	1,321,000	1,321,000	6,605,000
Total Section 3 Formula: Rail Modernization	0	1,683,362	1,321,000	1,321,000	1,321,000	1,321,000	1,321,000	8,288,362

Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Federal Transit Administration Program

Project Description	Estimated Grant Award by Federal Fiscal Year		1994	1995	1996	1997	Post 1997	Authorized
	Obligated	Anticipated						
Federal Transit Administration-Sect 16								
••68 VEHICLE ACQUISITION FOR PRIVATE NON-PROFIT.....					281		00000	TRA.....
Non-Hwy Cp	0	0	160,000	0	0	0	0	160,000
Total	0	0	160,000	0	0	0	0	160,000
Total Federal Transit Administration-Sect 16	0	0	160,000	0	0	0	0	160,000

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 Approved Program Years

Metropolitan Service District
 Transportation Improvement Program
 In Federal Dollars
 Portland Urbanized Area

Fiscal Years 1994 to Post 1997
 Effective October 1, 1993
 Federal Transit Administration Program

Project Description	Estimated Grant Award by Federal Fiscal Year							Authorized
	Obligated	Anticipated	1994	1995	1996	1997	Post 1997	
Report Total	377,655,081	11,956,362	138,482,000	135,492,000	127,647,000	138,758,000	1,321,000	931,311,444

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 Approved Program Years

Section 4:
State Program

FY 1994-1996 Three-Year Approved Program:

Federal-Aid Interstate
Federal-Aid Interstate 4R
Federal-Aid Primary
Highway Bridge Replacement
Hazard Elimination System
State Modernization
State Operations
Bikeways
Access Oregon Highways
State Surface Transportation Program
State Surface Transportation Program (Safety)
National Highway System Program
Other Funding

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Federal-Aid Interstate Projects

1 I-5 - E MARQUAM INTCHG (SE WATER AVE RAMPS) - (I)**	345	*76-011**	*05697*	FAI5**	1*****	301*****					
Constr	0	0	0	0	0	17,794,600	0	17,794,600	0	17,794,600	
Total	0	0	0	0	0	17,794,600	0	17,794,600	0	17,794,600	
2 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	0	26,680,000	
Constr	0	26,680,000	0	0	0	0	0	26,680,000	0	27,812,646	
Total	1,132,646	26,680,000	0	0	0	0	0	27,812,646	0	45,607,246	
Total Federal-Aid Interstate Projects						17,794,600	0	45,607,246	0		

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated

1993

1994

1995

1996

1997

Post 1997

Authorized

Federal-Aid Interstate 4R Projects

3 I-205 - AIRPORT WY TO COLUMBIA BLVD - WIDEN SB ON-RAMP, ADD AUX L**	306	*86-062***03270*FAI205**64*****	24*****					
Constr	0	460,000	0	0	0	0	0	460,000
Total	0	460,000	0	0	0	0	0	460,000
4 I-5 - EAST MARQUAM INTERCHANGE GRAND AVE/ML KING AVE RAMPS (III)**	320	*76-011***00597*FAI5****1*****	301*****					
Constr	0	0	0	0	0	53,856,480	53,856,480	53,856,480
Total	0	0	0	0	0	53,856,480	53,856,480	53,856,480
5 I-5 - NB CONNECTION TO SB I-405 (8958E) - DECK RESTORATION**	336	*10217***01489*FAI5****1*****	303*****					
Constr	0	0	0	0	0	1,420,188	1,420,188	1,420,188
Total	0	0	0	0	0	1,420,188	1,420,188	1,420,188
6 I-5 - TERWILLIGER BLVD INTERCHANGE OVERCROSSING/RAMPS**	360	*84-055***01945*FAU9383*1*****	297*****					
Constr	0	11,868,000	0	0	0	0	11,868,000	11,868,000
Total	0	11,868,000	0	0	0	0	11,868,000	11,868,000
7 I-5 - STAFFORD INTERCHANGE**	403	*86-061***03271*FAI5****1*****	286*****					
Pre Eng	654,463	129,000	0	0	0	0	0	783,463
Rt-of-Way	2,003,941	0	0	0	0	0	0	2,003,941
Constr	0	0	0	8,447,352	0	0	0	8,447,352
Total	2,658,404	129,000	0	8,447,352	0	0	0	11,234,756
8 I-5 - GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSIDENCE MP287**	472	*85-008***02910*FAI5****1*****	287*****					
Constr	0	0	0	737,760	0	0	0	737,760
Total	0	0	0	737,760	0	0	0	737,760
9 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	360,000	0	0	0	0	0	360,000
Total	38,548	360,000	0	0	0	0	0	398,548
10 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
11 I-5 - AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION**	893	*86-056***03277*FAI5****1*****	292*****					
Constr	0	0	0	38,824,620	0	0	0	38,824,620
Total	0	0	0	38,824,620	0	0	0	38,824,620
12 I-84 - UPRR (GRAHAM ROAD) BRIDGE #6967 REPLACEMENT**	911	*00-000***03342*FAU9883*2*****	18*****					
Constr	0	2,631,200	0	0	0	0	0	2,631,200
Total	0	2,631,200	0	0	0	0	0	2,631,200
13 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE**	922	*84-023b*04738*FAI68***2*****	15*****					
Pre Eng	0	0	2,074,500	0	0	0	0	2,074,500
Rt-of-Way	0	0	2,840,130	0	0	0	0	2,840,130
Constr	0	0	25,000,030	0	0	0	0	25,000,030
Total	0	0	29,914,660	0	0	0	0	29,914,660
Total Federal-Aid Interstate 4R Projects								
	2,842,182	18,740,795	29,914,660	48,009,732	0	0	55,276,668	154,784,037

Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Effective October 1, 1993

In Federal Dollars

State Highway Program

Portland Urbanized Area

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
Obligated	1993	1994	1995	1996	1997	Post 1997		

Federal-Aid Primary Projects								
14 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
Total Federal-Aid Primary Projects	0	686,400	0	0	0	0	0	686,400

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 Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Highway Bridge Replacement Projects

15 I-5 - SEISMIC RETROFIT FIVE BRIDGES - PHASE 1***220 *92-001***06467*FAI5***1*****302*****								
Constr	0	832,000	0	0	0	0	0	832,000
Total	0	832,000	0	0	0	0	0	832,000
16 US-30B - ST JOHNS BRIDGE JOINT REPAIR***245 *00-000***06022*FAU9966*123*****1*****								
Constr	0	0	0	0	0	0	1,160,000	1,160,000
Total	0	0	0	0	0	0	1,160,000	1,160,000
17 UPRR (N. PORTLAND RD.) BR. #51C06***260 *93-108***06334*FAU9962*120*****0*****								
Pre Eng	0	0	90,400	0	0	0	0	90,400
Rt-of-Way	0	0	16,000	0	0	0	0	16,000
Constr	0	0	2,093,600	0	0	0	0	2,093,600
Total	0	0	2,200,000	0	0	0	0	2,200,000
18 ROCK CREEK (NW 216TH AVE.) BR. #671324***263 *92046***06465*FAU9031*734*****0*****								
Pre Eng	0	40,000	0	0	0	0	0	40,000
Constr	0	290,400	0	0	0	0	0	290,400
Total	0	330,400	0	0	0	0	0	330,400
19 TUALATIN RIVER OVERFLOW (GOLF COURSE RD) BR. #671244***265 *93-27***6336*HBRA678*734*****0*****								
Constr	0	0	473,600	0	0	0	0	473,600
Total	0	0	473,600	0	0	0	0	473,600
20 HAMTHORNE 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
21 HAMTHORNE 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
22 I-5 - W MARQUAM INTCHG TO MARQUAM BRIDGE - RETROFIT CONNECTIONS***925 *90-057***05745*FAI5***1*****300*****								
Constr	0	7,392,000	0	0	0	0	0	7,392,000
Total	0	7,392,000	0	0	0	0	0	7,392,000
23 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR***928 *90-053***04340*VARvar**var*****0*****								
Constr	0	0	896,000	0	0	0	0	896,000
Total	0	0	896,000	0	0	0	0	896,000
Total Highway Bridge Replacement Projects								
	344,200	10,834,400	3,569,600	0	0	0	1,160,000	15,908,200

Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Project Description	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized
Hazard Elimination System Projects								
24 SE WOODSTOCK BLVD. @ SE 39TH AVENUE***								
Pre Eng	0	0	14,400	0	0	0	0	14,400
Constr	0	0	149,400	0	0	0	0	149,400
Total	0	0	163,800	0	0	0	0	163,800
25 OR213 - CASCADE HWY SO - ABERMETHY RD TO BEAVERCREEK RD***								
Constr	0	549,000	0	0	0	0	0	549,000
Total	0	549,000	0	0	0	0	0	549,000
26 SE STARK STREET AT SE 202ND AVENUE - SIGNAL UPGRADE***								
Pre Eng	0	0	0	0	0	0	0	0
Constr	0	176,400	0	0	0	0	0	176,400
Total	0	176,400	0	0	0	0	0	176,400
27 BEAVERTON TUALATIN HWY @ SW WASHINGTON DRIVE***								
Rt-of-Way	0	31,500	0	0	0	0	0	31,500
Constr	0	207,000	0	0	0	0	0	207,000
Total	0	238,500	0	0	0	0	0	238,500
28 OR-99E - PACIFIC HIGHWAY EAST AT LOMBARD (PORTLAND)***								
Constr	0	360,000	0	0	0	0	0	360,000
Total	0	360,000	0	0	0	0	0	360,000
29 NE KILLINGSWORTH STREET @ NE 60TH AVENUE***								
Pre Eng	0	0	30,000	0	0	0	0	30,000
Constr	0	0	123,000	0	0	0	0	123,000
Total	0	0	153,000	0	0	0	0	153,000
30 NORTH INTERSTATE AVENUE & NORTH BUFFALO STREET***								
Pre Eng	0	0	40,000	0	0	0	0	40,000
Constr	0	0	158,000	0	0	0	0	158,000
Total	0	0	198,000	0	0	0	0	198,000
31 NW GLENCOE ROAD @ ZION CHURCH/SCOTCH CHURCH ROAD***								
Constr	0	0	500,000	0	0	0	0	500,000
Total	0	0	500,000	0	0	0	0	500,000
32 NW ZION CHURCH @ NW SUSBAUER RD INTERSECTION***								
Pre Eng	0	0	15,000	0	0	0	0	15,000
Constr	0	0	102,000	0	0	0	0	102,000
Total	0	0	117,000	0	0	0	0	117,000
33 SE ORIENT DRIVE @ SE 202ND AVENUE***								
Constr	0	0	348,300	0	0	0	0	348,300
Total	0	0	348,300	0	0	0	0	348,300
34 SE STARK STREET @ SE 174TH AVENUE***								
Pre Eng	0	0	9,000	0	0	0	0	9,000
Rt-of-Way	0	0	3,600	0	0	0	0	3,600
Constr	0	0	115,000	0	0	0	0	115,000
Total	0	0	127,600	0	0	0	0	127,600
35 SE BELMONT STREET @ SE 11TH AVENUE***								
Pre Eng	0	0	16,200	0	0	0	0	16,200
Total	0	0	16,200	0	0	0	0	16,200
36 SE FOSTER ROAD @ SE 72ND AVENUE***								
Pre Eng	0	0	18,000	0	0	0	0	18,000
Total	0	0	18,000	0	0	0	0	18,000
37 SE BELMONT STREET @ SE 20TH AVENUE***								
Pre Eng	0	0	16,200	0	0	0	0	16,200
Total	0	0	16,200	0	0	0	0	16,200
38 BEAVERTON/TUALATIN HWY AT SW OAK - SIGNAL/LEFT TURN LANES***								
Constr	0	190,000	0	0	0	0	0	190,000
Total	0	190,000	0	0	0	0	0	190,000

Approved Program Years

Fiscal Years 1994 to Post 1997
 Effective October 1, 1993

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

In Federal Dollars
 State Highway Program

Project Description	Estimated Expenditures by Federal Fiscal Year						Authorized
	Obligated	1993	1994	1995	1996	1997	

Hazard Elimination System Projects (Continued)							
39 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000***					522	*93-080**07057*VAR*	0*****
Pre Eng	0	0	4,500	0	0	0	4,500
Constr	0	225,000	0	0	0	0	225,000
Total	0	225,000	4,500	0	0	0	229,500
40 OR210 - SCHOLLS HWY AT SW JAMIESON ROAD - LT TURN REPUGE***					677	*86-112**03916*FAU9234*143*****	12*****
Constr	0	144,000	0	0	0	0	144,000
Total	0	144,000	0	0	0	0	144,000
41 NE HALSEY STREET AT NE 148TH AVE - SIGNAL UPGRADE***					909	*89-040**05825*FAU9858*726*****	0*****
Constr	0	109,800	0	0	0	0	109,800
Total	0	109,800	0	0	0	0	109,800
Total Hazard Elimination System Projects	0	2,010,700	1,662,600	0	0	0	3,673,300

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 Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Project Description	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized

State Modernization Projects								
42 I-205 - COLUMBIA BLVD SOUTHBOUND ON-RAMP***233								
Constr	0	0	0	0	368,880	0	0	368,880
Total	0	0	0	0	368,880	0	0	368,880
43 OR-8 TUALATIN VALLEY HWY - BEAV/TIGARD HWY TO 117TH***240								
Constr	0	0	0	0	4,074,400	0	0	4,074,400
Total	0	0	0	0	4,074,400	0	0	4,074,400
44 OR113 CASCADE SOUTH - E PORTLAND FREEWAY TO HOLCOMB BOULEVARD***921								
Constr	0	750,000	0	0	0	0	0	750,000
Total	0	750,000	0	0	0	0	0	750,000
45 OR208 - 209TH AVENUE TO MURRAY BLVD***934								
Constr	0	0	0	0	3,880,000	0	0	3,880,000
Total	0	0	0	0	3,880,000	0	0	3,880,000
46 209TH AVENUE - 167TH AVENUE***944								
Pre Eng	0	0	780,000	0	0	0	0	780,000
Rt-of-Way	0	0	3,600,000	0	0	0	0	3,600,000
Total	0	0	4,380,000	0	0	0	0	4,380,000
Total State Modernization Projects	0	750,000	4,380,000	0	8,323,280	0	0	13,453,280

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 Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Total Cost Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

State Operations Projects

47 US30BY - ST JOHNS BRIDGE PAINTING***	202	*91-010**	*05797*	FAU9966*	123*****	1*****
Constr	0	2,822,000	0	0	0	2,822,000
Total	0	2,822,000	0	0	0	2,822,000
48 BEAVERTON TUALATIN HWY @ SW WASHINGTON DRIVE***	211	*86-088**	*03611*	FAU9091*	141*****	4*****
Pre Eng	0	43,820	0	0	0	43,820
Total	0	43,820	0	0	0	43,820
49 I-84 - HALSET STREET UNDERCROSSING BRIDGE #13516***	221	*92-009**	*00000*	FAI2****	2*****	6*****
Constr	0	315,000	0	0	0	315,000
Total	0	315,000	0	0	0	315,000
50 OR-99W - SW HAMILTON TO BEAVERTON/HILLSDALE HWY JCT - GUARDRAIL***	224	*****	*06020*	FAP9****	1W*****	2*****
Constr	0	610,130	0	0	0	610,130
Total	0	610,130	0	0	0	610,130
51 OR-8 - TUALATIN VALLEY OVERLAY - 110TH TO 160TH***	234	*00-000**	*05859*	FAP32****	29*****	3*****
Constr	0	0	0	1,020,800	0	1,020,800
Total	0	0	0	1,020,800	0	1,020,800
52 HIGHWAY 217 NB OFF-RAMP @ SCHOLLS HIGHWAY***	242	*92-034**	*06010*	FAP79****	144*****	4*****
Constr	0	0	0	325,000	0	325,000
Total	0	0	0	325,000	0	325,000
53 OR-8 - TUALATIN VALLEY HWY AT MARKET CENTRE ENTRANCE***	257	*****	*06579*	FAP32****	29*****	8*****
Constr	0	567,000	0	0	0	567,000
Total	0	567,000	0	0	0	567,000
54 PACIFIC HWY WEST @ MEINECKE ROAD - PACIFIC HIGHWAY WEST***	266	*91-002**	*05634*	FAP9****	1W*****	16*****
Constr	0	462,000	0	0	0	462,000
Total	0	462,000	0	0	0	462,000
55 BEAVERTON HILLSDALE HIGHWAY @ 217***	268	*92-035**	*06014*	FAP****	144*****	1*****
Constr	0	0	0	0	870,000	870,000
Total	0	0	0	0	870,000	870,000
56 STATE FINANCED PROJECTS AT OR UNDER \$100,000***	412	*79-049c**	*00000*	VARvar**	var*****	0*****
Pre Eng	0	25,000	0	0	0	25,000
Constr	0	290,000	0	0	0	290,000
Total	0	315,000	0	0	0	315,000
57 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000***	522	*88-043**	*04955*	VARvar**	var*****	0*****
Constr	0	195,700	0	0	0	195,700
Total	0	195,700	0	0	0	195,700
58 WILLAMETTE RIVER BRIDGES ACCESS STUDY***	604	*93-034**	*06899*	CMA*****	*****	0*****
Pre Eng	0	40,000	0	0	0	40,000
Total	0	40,000	0	0	0	40,000
59 HALL BOULEVARD AT BURNHAM STREET - SIGNAL***	728	*85-033**	*03913*	FAU9091*	141*****	6*****
Constr	0	130,000	0	0	0	130,000
Total	0	130,000	0	0	0	130,000
60 OR8 TV HWY - CANYON LANE TO WALKER ROAD - TRAFFIC SIGNALS***	912	*90-007**	*04401*	FAP32****	29*****	0*****
Constr	0	270,000	0	0	0	270,000
Total	0	270,000	0	0	0	270,000
61 OR99W PACIFIC HWY WEST AT 124TH AVENUE - SIGNAL/REALIGN***	914	*00-000**	*05301*	FAP9****	1W*****	13*****
Constr	0	0	0	870,000	0	870,000
Total	0	0	0	870,000	0	870,000
62 OR217 BEAV/TIG HWY - SUNSET HWY TO I-5 - RAMP METERING***	915	*90-056**	*01497*	FAP79****	144*****	7*****
Constr	0	450,000	0	0	0	450,000
Total	0	450,000	0	0	0	450,000
63 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR***	928	*90-051**	*05624*	VARvar**	var*****	0*****
Constr	0	200,000	0	0	0	200,000
Total	0	200,000	0	0	0	200,000

Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1994 to Post 1997
 Effective October 1, 1993

Portland Urbanized Area

In Total Cost Dollars
 State Highway Program

Project Description	Estimated Expenditures by Federal Fiscal Year	1993	1994	1995	1996	1997	Post 1997	Authorized
----- State Operations Projects (Continued) -----								
64 REGIONAL GUARDRAIL IMPROVEMENTS***					929	*90-030***05323*VARvar**var*****0*****		
Constr	0	0	920,000	0	0	0	0	920,000
Total	0	0	920,000	0	0	0	0	920,000
Total State Operations Projects	0	6,420,650	920,000	0	1,890,800	325,000	870,000	10,426,450

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 Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

Effective October 1, 1993

In Total Cost Dollars

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Bikeways Projects

Project Description	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized
65 OR-43 OSWEGO HWY RETAINING WALL/BIKEWAY - MCVEY TO BURNHAM***231 *00-000**06130*PAU9565*3*****7*****								
Constr	0	0	0	520,000	0	0	0	520,000
Total	0	0	0	520,000	0	0	0	520,000
66 BIKEWAY PROJECTS***384 *10169D**03949*VARvar*na*****0*****								
Constr	0	350,000	777,000	283,000	0	0	0	1,410,000
Total	0	350,000	777,000	283,000	0	0	0	1,410,000
Total Bikeways Projects	0	350,000	777,000	803,000	0	0	0	1,930,000

 Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Access Oregon Highway Projects

67 MCGLOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD***134 *77-159a**04872*FAP26***1E*****4*****								
Constr	0	9,500,000	0	0	0	0	0	9,500,000
Total	0	9,500,000	0	0	0	0	0	9,500,000
68 PACIFIC HIGHWAY WEST AT EDY / SCHOLLS - SIX CORNERS***463 *88-040***04358*FAP9***1W*****15*****								
Rt-of-Way	0	2,000,000	0	0	0	0	0	2,000,000
Constr	0	2,800,000	0	0	0	0	0	2,800,000
Total	0	4,800,000	0	0	0	0	0	4,800,000
69 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
Total Access Oregon Highway Projects								
	0	15,337,500	0	0	0	0	0	15,337,500

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Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

State Surface Transportation Program Projects

70 I-84 - I-84 AT 82ND AVENUE PARK AND RIDE LOT***	222	*****06243*FAI84***	2*****5*****
Constr	0	166,888	0 0 0 0 0 166,888
Total	0	166,888	0 0 0 0 0 166,888
71 I-84 - ARGAY DOWNS SOUNDWALL (PORTLAND)***	223	*90-018***05746*FAI84***	2*****7*****
Pre Eng	0	42,412	0 0 0 0 0 42,412
Rt-of-Way	0	9,220	0 0 0 0 0 9,220
Constr	0	119,860	0 0 0 0 0 119,860
Total	0	171,492	0 0 0 0 0 171,492
72 I-84 - GATEWAY PARK AND RIDE LOT***	225	*00-000***06241*FAI84***	2*****6*****
Constr	0	0	664,000 0 0 0 0 664,000
Total	0	0	664,000 0 0 0 0 664,000
73 OR-210 - SCHOLLS AT BEEF BEND ROAD - LEFT TURN REFUGE***	232	*00-000***04440*FAU9234*	143*****5*****
Constr	0	0	580,800 0 0 0 0 580,800
Total	0	0	580,800 0 0 0 0 580,800
74 WESTSIDE LIGHT RAIL EXTENSION TO HILLSBORO***	246	*00-000***00000*TRA*****	na*****0*****
Non-Hwy Cp	0	0	0 22,000,000 0 0 22,000,000
Total	0	0	0 22,000,000 0 0 22,000,000
75 US26 - SUNSET HIGHWAY OVERLAY - STOREY CREEK TO CORNELL ROAD***	267	*90-027d**03663*FAP27**	47*****60*****
Constr	0	0	2,411,200 0 0 0 0 2,411,200
Total	0	0	2,411,200 0 0 0 0 2,411,200
76 I-205 - WILLAMETTE RIVER BRIDGE ICE DETECTORS***	332	*86-099***03280*FAI205**	64*****9*****
Constr	0	0	0 156,774 0 0 156,774
Total	0	0	0 156,774 0 0 156,774
77 I-405 EAST FREMONT BRIDGE APPROACH***	376	*00-000***05856*FAI405**	61*****4*****
Constr	0	0	0 654,992 0 0 654,992
Total	0	0	0 654,992 0 0 654,992
78 I-405 - FREMONT BRIDGE/RAMPS DECK RESTORATION AND JOINT REPAIR***	377	*86-118***05850*FAI405**	61*****4*****
Constr	0	1,247,177	0 0 0 0 1,247,177
Total	0	1,247,177	0 0 0 0 1,247,177
79 US26 - SUNSET / NW 185TH AVE INTERCHANGE***	426	*84-013***00847*FAP27**	47*****64*****
Constr	0	5,427,000	0 0 0 0 5,427,000
Total	0	5,427,000	0 0 0 0 5,427,000
80 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR***	928	*90-040***04343*VARvar**	var*****0*****
Constr	0	522,000	0 0 0 0 522,000
Total	0	522,000	0 0 0 0 522,000
Total State Surface Transportation Program Projects	0	7,534,557	3,075,200 1,235,792 22,156,774 0 0 34,002,323

Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

State Surface Transportation Program (Safety) Projects

81 I-205 - I-205 AT GLISAN NORTHBOUND;AT NE GLISAN SOUTHBOUND***	227	*00-000***05858*FAI205**64*****	21*****						
Constr	0	0	0	451,878	0	0	0	0	451,878
Total	0	0	0	451,878	0	0	0	0	451,878
82 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	0	30,000
Constr	0	792,000	0	0	0	0	0	0	792,000
Total	0	822,000	0	0	0	0	0	0	822,000
83 OR43 - OSWEGO HIGHWAY AT JOLIE POINTE ROAD***	884	*86-054***03939*FAU9565*3*****	10*****						
Constr	0	0	400,000	0	0	0	0	0	400,000
Total	0	0	400,000	0	0	0	0	0	400,000
Total State Surface Transportation Program (Safety) Projects									
	0	822,000	400,000	451,878	0	0	0	0	1,673,878

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Approved Program Years

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

TRANSPORTATION ENHANCEMENT FUND Projects

84 HISTORIC COLUMBIA RIVER HIGHWAY INTERPRETATIVE PANELS***	274	*93-023*	*06762*TE*****	2	*****	0*****	*****
Constr	0	0	48,000	0	0	0	48,000
Total	0	0	48,000	0	0	0	48,000
85 OREGON ELECTRIC RIGHT OF WAY***	275	*93-021*	*06760*TE*****	0	*****	0*****	*****
Pre Eng	0	0	12,000	0	0	0	12,000
Rt-of-Way	0	0	80,000	0	0	0	80,000
Constr	0	0	43,000	0	0	0	43,000
Total	0	0	135,000	0	0	0	135,000
86 SOUTH TROLLEY EXTENTION PROJECT***	277	*93-016*	*06755*TE*****	744	*****	*****	*****
Rt-of-Way	0	598,466	0	0	0	0	598,466
Constr	0	199,190	0	0	0	0	199,190
Total	0	797,656	0	0	0	0	797,656
87 M'CLOUGHLIN BLVD. -- PALMBLAD ROAD (SPRINGWATER CORRIDOR)***	284	*93-018*	*06757*TE*****	na	*****	0*****	*****
Pre Eng	0	0	184,000	0	0	0	184,000
Rt-of-Way	0	0	218,400	0	0	0	218,400
Constr	0	0	1,757,200	0	0	0	1,757,200
Total	0	0	2,159,600	0	0	0	2,159,600
88 FANNO CREEK BIKEPATH***	287	*93-019*	*06758*TE*****	na	*****	0*****	*****
Pre Eng	0	0	49,600	0	0	0	49,600
Rt-of-Way	0	0	152,000	0	0	0	152,000
Constr	0	0	98,400	0	0	0	98,400
Total	0	0	300,000	0	0	0	300,000
Total TRANSPORTATION ENHANCEMENT FUND Projects							
	0	797,656	2,642,600	0	0	0	3,440,256

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 Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

National Highway System Program Projects

Project Description	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized
National Highway System Program Projects								
89 US-26 - MURRAY ROAD TO HIGHWAY 217***					256	*00-000**06021*FAP27**47*****67*****		
Constr	0	0	0	0	0	16,380,000	0	16,380,000
Total	0	0	0	0	0	16,380,000	0	16,380,000
90 METRO ADVANCE WARNING SIGNS - VAR HWYS - CLACK/MULT & WASH CTYS***					270	*87-015**02514*NHS*****var*****0*****		
Constr	0	0	0	0	1,014,200	0	0	1,014,200
Total	0	0	0	0	1,014,200	0	0	1,014,200
91 METRO AREA FREEWAYS DETECTION SYSTEM - VARIOUS HWYS - MULT CTY***					272	*92-040**06234*NHS*****var*****0*****		
Constr	0	0	0	0	1,198,600	0	0	1,198,600
Total	0	0	0	0	1,198,600	0	0	1,198,600
92 MOTORIST INFORMATION SYSTEM***					273	*92-039**06235*NHS*****var*****0*****		
Constr	0	0	0	0	922,000	0	0	922,000
Total	0	0	0	0	922,000	0	0	922,000
93 I-205 - COLUMBIA RIVER TO NE FAILING GRADING/LNDSCPG***					334	*87-009**02511*FAI205**64*****23*****		
Constr	0	1,720,400	0	0	0	0	0	1,720,400
Total	0	1,720,400	0	0	0	0	0	1,720,400
94 I-5 - BOONES FERRY RD TO COMMERCE CIRCLE (WILSONVILLE)***					406	*86-061a**06023*fas*****0*****286*****		
Constr	0	0	756,204	0	0	0	0	756,204
Total	0	0	756,204	0	0	0	0	756,204
95 OR8 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO***					828	*79-085b**05024*FAP32**29*****11*****		
Constr	0	0	4,092,000	0	0	0	0	4,092,000
Total	0	0	4,092,000	0	0	0	0	4,092,000
96 I-205 - E PORTLAND FREEWAY AT SUNNYBROOK INTERCHANGE***					865	*86-082**03346*FAI205**64*****14*****		
Constr	0	0	0	0	0	0	20,011,740	20,011,740
Total	0	0	0	0	0	0	20,011,740	20,011,740
Total National Highway System Program Projects	0	1,720,400	4,848,204	0	3,134,800	16,380,000	20,011,740	46,095,144

Approved Program Years

Fiscal Years 1994 to Post 1997

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Effective October 1, 1993

In Federal Dollars

Project Description

State Highway Program

Estimated Expenditures by Federal Fiscal Year
Obligated

1993

1994

1995

1996

1997

Post 1997

Authorized

Other Funding Programs Projects

97 OR-43 - TAYLOR'S FERRY ROAD TO I-205 (MACS)***	226	*00-000***05853*FAU9565*3*****	2					
Constr	0		0	0	0	0	0	1,390,400
Total	0		0	1,390,400	0	0	0	1,390,400
98 US-30B - SANDY BLVD METROPOLITAN AREA CORRIDOR STUDY***	230	*00-000***06239*FAU9326*59*****	0					
Constr	0		0	3,880,800	0	0	0	3,880,800
Total	0		0	3,880,800	0	0	0	3,880,800
99 US-26 - CEDAR HILLS BLVD INTERCHANGE TO SW 76TH AVENUE***	247	*88-033d**06597*FAP27***47*****	68					
Constr	0		30,800,000	0	0	0	0	30,800,000
Total	0		30,800,000	0	0	0	0	30,800,000
*100 US-26 - SW 82ND PLACE (GOLF CREEK ACCESS ROAD)*****	250	*88-033i**06596*FAP27***47*****	69					
Constr	0		950,000	0	0	0	0	950,000
Total	0		950,000	0	0	0	0	950,000
*101 US-26 - HIGHLANDS (ZOO) INTERCHANGE*****	251	*88-033a**06015*FAP27***47*****	72					
Constr	0		7,130,000	0	0	0	0	7,130,000
Total	0		7,130,000	0	0	0	0	7,130,000
*102 US-26 - SYLVAN INTERCHANGE TO HIGHLANDS INTERCHANGE*****	253	*88-033f**06016*FAP27***47*****	71					
Constr	0		9,870,000	0	0	0	0	9,870,000
Total	0		9,870,000	0	0	0	0	9,870,000
*103 US-26 - CAMELOT INTERCHANGE TO SYLVAN INTERCHANGE*****	254	*88-033g**06017*FAP27***47*****	68					
Constr	0		0	58,500,000	0	0	0	58,500,000
Total	0		0	58,500,000	0	0	0	58,500,000
*104 US-26 - BEAVETON/TIGARD HIGHWAY TO CAMELOT INTERCHANGE*****	255	*88-033h**06018*FAP27***47*****	69					
Constr	0		0	3,940,000	0	0	0	3,940,000
Total	0		0	3,940,000	0	0	0	3,940,000
*105 OR-217 - SUNSET HIGHWAY TO TUALATIN VALLEY HIGHWAY*****	258	*****06598*FAP79***144*****	0					
Constr	0		11,900,000	0	0	0	0	11,900,000
Total	0		11,900,000	0	0	0	0	11,900,000
*106 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING(III)*****	386	*10143c**01892*FAP27***47*****	72					
Constr	0		0	1,320,000	0	0	0	1,320,000
Total	0		0	1,320,000	0	0	0	1,320,000
*107 OR217 BEAV/TIG HWY - SUNSET HWY TO I-5 - RAMP METERING*****	915	*90-056A**06231*FAP79***144*****	7					
Constr	0		540,000	0	0	0	0	540,000
Total	0		540,000	0	0	0	0	540,000
*108 REGIONAL RAMP METERING, TRAFFIC LOOP REPAIR, AND MESSAGE SIGNING*****	927	*90-006**05276*VARvar**var*****	0					
Constr	0		2,665,840	460,000	0	0	0	3,125,840
Total	0		2,665,840	460,000	0	0	0	3,125,840
Total Other Funding Programs Projects	0		53,985,840	13,040,400	62,360,800	3,940,000	0	133,347,040

Approved Program Years

Fiscal Years 1994 to Post 1997

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Effective October 1, 1993

In Total Cost Dollars

Project Description

State Highway Program

Estimated Expenditures by Federal Fiscal Year
Obligated

	1993	1994	1995	1996	1997	Post 1997	Authorized	
report total	4,319,028	146,670,898	65,230,264	112,881,202	39,445,654	34,499,600	77,318,408	480,365,054

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 Approved Program Years

POLICY ON PRIVATE ENTERPRISE PARTICIPATION IN
FEDERAL TRANSIT ADMINISTRATION PROGRAMS

Tri-Met documentation of compliance for FY 94
in accordance with FTA Circular 7005.1

INVOLVEMENT OF THE PRIVATE SECTOR

Projects included in the FY 94 annual element of the Transportation (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 goals of Tri-Met's recently adopted Strategic Plan are reflected in many operation/capital budget items. The Strategic Plan, developed over a period of almost two years, benefitted from extensive public input and agreement.

The grant applications 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.

Comments are regularly solicited from private providers on proposed service changes.

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 received no unsolicited proposals from the private sector during the last 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 Customer Services or his designee no later than 10 working days following any decision or recommendation. The decision of the Executive Director of Customer 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 FTA regulations can be appealed to FTA following the Tri-Met steps.

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

#	Route Name	Vehicle	Vehicle	Peak	Bus Day	Subtotal	Overhead	Quarterly	Fully	Full	Estimated Private		
		Hours	Mile	Vehicle	Eqvr.		Ratio		Allocated	Cost/	Sector Costs		
									Annual Costs	Yuh Hr			
61	OMSI	\$42,218	\$10,998	\$3,305	\$8,005	\$62,824	\$17,045	\$79,569	\$318,278	\$47.30	\$238,374	-	\$263,208
77	Broadway/Lovejoy	\$224,807	\$96,071	\$28,441	\$38,969	\$368,098	\$105,254	\$491,342	\$1,965,368	\$54.90	\$1,471,968	-	\$1,625,322
70	12th Avenue	\$190,112	\$78,964	\$23,136	\$37,434	\$327,645	\$89,321	\$416,966	\$1,667,863	\$53.04	\$1,249,153	-	\$1,379,293
83	Washington Park	\$26,507	\$9,956	\$3,305	\$8,005	\$45,774	\$12,479	\$58,253	\$233,012	\$53.15	\$174,515	-	\$192,697
6	15th Ave/Jackson Park	\$368,759	\$161,570	\$42,867	\$65,393	\$636,899	\$173,571	\$810,260	\$3,241,039	\$55.45	\$2,427,366	-	\$2,680,278
6	MLK Blvd	\$189,362	\$78,745	\$19,831	\$30,828	\$298,585	\$80,848	\$377,414	\$1,509,853	\$53.93	\$1,130,860	-	\$1,248,458
15	23rd Ave/Mt Tabor	\$444,128	\$186,968	\$59,493	\$90,015	\$780,802	\$212,804	\$993,405	\$3,973,622	\$56.14	\$2,978,058	-	\$3,288,110
82	Eastman/182nd	\$29,092	\$15,246	\$5,305	\$4,204	\$31,847	\$14,134	\$45,981	\$203,828	\$65.92	\$187,688	-	\$218,262
83	Hollywood	\$18,127	\$5,518	\$3,305	\$4,204	\$29,155	\$7,948	\$37,103	\$148,411	\$57.74	\$111,153	-	\$122,733
41	Fremont/PCC	\$327,454	\$171,864	\$39,862	\$58,852	\$595,632	\$162,378	\$758,010	\$3,032,039	\$58.10	\$2,270,855	-	\$2,607,439
5	Interstate/Hawthorne	\$565,200	\$291,894	\$72,713	\$111,368	\$1,041,175	\$283,840	\$1,325,015	\$5,300,060	\$58.84	\$3,969,496	-	\$4,383,050
22	Parkrose	\$63,898	\$29,333	\$9,915	\$14,413	\$117,360	\$31,994	\$149,354	\$597,415	\$58.84	\$447,435	-	\$494,051
20	Burnside	\$323,600	\$172,294	\$39,862	\$61,122	\$596,878	\$162,863	\$759,341	\$3,037,365	\$58.89	\$2,274,843	-	\$2,611,843
75	39th/Lombard	\$510,996	\$287,101	\$58,187	\$91,150	\$945,433	\$257,739	\$1,203,173	\$4,812,691	\$59.09	\$3,604,480	-	\$3,980,005
72	Killingworth/182nd	\$468,559	\$268,720	\$49,577	\$81,841	\$869,798	\$237,120	\$1,106,918	\$4,427,673	\$59.29	\$3,318,119	-	\$3,681,612
9	Broadway/Powell	\$411,852	\$207,105	\$59,493	\$88,214	\$768,464	\$208,950	\$975,413	\$3,901,853	\$59.47	\$2,922,155	-	\$3,228,593
19	Glean/Woodstock	\$353,279	\$186,564	\$49,577	\$71,999	\$863,420	\$180,958	\$844,278	\$3,377,112	\$59.84	\$2,529,298	-	\$2,792,808
26	Stark	\$128,834	\$72,480	\$18,526	\$22,754	\$240,384	\$65,535	\$305,929	\$1,223,718	\$59.89	\$918,507	-	\$1,011,932
51	Council Crest	\$50,873	\$21,895	\$9,915	\$13,479	\$95,782	\$26,106	\$121,888	\$487,474	\$80.36	\$363,095	-	\$403,132
40	Johns U/Mocks Crest	\$198,150	\$108,287	\$28,441	\$38,902	\$370,780	\$101,875	\$471,835	\$1,887,340	\$60.38	\$1,413,529	-	\$1,560,794
67	Beaverton/CH	\$101,700	\$57,412	\$13,221	\$20,419	\$192,751	\$52,547	\$245,298	\$961,194	\$60.83	\$734,868	-	\$811,429
71	80th/122nd	\$390,009	\$228,827	\$49,577	\$82,275	\$748,688	\$204,104	\$952,791	\$3,811,185	\$81.31	\$2,854,384	-	\$3,181,762
97	Shuttle	\$8,530	\$3,729	\$3,305	\$867	\$18,432	\$4,480	\$20,911	\$83,645	\$81.82	\$82,848	-	\$89,173
4	Fessenden/Division	\$547,188	\$305,003	\$82,629	\$121,177	\$1,055,998	\$287,881	\$1,343,877	\$5,375,508	\$81.84	\$4,028,003	-	\$4,445,444
17	St. Helen/Holgate	\$369,547	\$209,860	\$58,187	\$80,408	\$718,001	\$195,193	\$911,194	\$3,844,778	\$81.88	\$2,729,768	-	\$3,014,181
54	BH Hwy	\$115,873	\$61,873	\$19,831	\$27,892	\$225,369	\$61,439	\$286,807	\$1,147,200	\$62.07	\$895,221	-	\$948,147
78	Burn-Lake Oswego	\$141,491	\$68,848	\$19,831	\$27,892	\$278,062	\$75,259	\$353,320	\$1,405,282	\$62.32	\$1,052,490	-	\$1,182,141
10	33rd Ave/Harold	\$209,115	\$115,737	\$36,357	\$48,844	\$410,053	\$111,787	\$521,840	\$2,087,360	\$62.83	\$1,583,334	-	\$1,728,207
56	Scholes Ferry	\$122,322	\$68,842	\$19,831	\$28,826	\$239,921	\$65,408	\$305,328	\$1,221,311	\$62.84	\$914,704	-	\$1,010,001
52	Farmington	\$104,064	\$60,965	\$18,526	\$23,688	\$205,244	\$55,952	\$261,196	\$1,044,784	\$62.89	\$782,494	-	\$864,017
1	Greasley/Vermont	\$179,885	\$107,405	\$29,748	\$42,372	\$358,388	\$97,875	\$457,363	\$1,829,451	\$83.82	\$1,370,173	-	\$1,512,921
23	San Raphael	\$48,442	\$30,806	\$8,810	\$9,275	\$92,933	\$25,335	\$118,268	\$473,072	\$63.91	\$354,309	-	\$391,222
59	Cedar Hill	\$134,868	\$78,846	\$23,136	\$32,029	\$289,879	\$73,600	\$363,579	\$1,374,317	\$63.93	\$1,029,299	-	\$1,136,535
12	Sandy/Barbur	\$514,936	\$326,526	\$79,323	\$112,589	\$1,033,354	\$281,708	\$1,315,062	\$5,280,249	\$84.09	\$3,939,879	-	\$4,350,127
28	Lilwood	\$30,990	\$16,777	\$6,810	\$8,408	\$62,785	\$17,118	\$79,901	\$318,602	\$84.71	\$239,387	-	\$264,305
24	Halvey	\$78,970	\$58,246	\$9,915	\$13,479	\$160,610	\$43,785	\$204,395	\$817,578	\$84.96	\$612,328	-	\$678,123
43	Taylor's Ferry	\$74,861	\$44,677	\$13,221	\$19,484	\$152,043	\$41,449	\$193,492	\$773,969	\$85.04	\$579,868	-	\$640,057
29	Lake-Westler	\$35,575	\$22,118	\$8,810	\$8,408	\$72,712	\$19,822	\$92,535	\$370,139	\$85.28	\$277,217	-	\$308,098
39	Lewis/Clark	\$32,247	\$17,911	\$6,810	\$9,275	\$68,043	\$18,004	\$86,047	\$338,190	\$85.41	\$251,790	-	\$278,023
27	Market/Main	\$45,471	\$24,324	\$9,915	\$13,479	\$93,189	\$25,405	\$118,594	\$474,378	\$85.48	\$353,286	-	\$392,300
62	Murray	\$55,803	\$35,879	\$9,915	\$13,479	\$114,877	\$31,317	\$146,194	\$584,775	\$85.75	\$437,969	-	\$483,598
45	Garden Home	\$97,918	\$63,583	\$18,526	\$23,688	\$201,715	\$54,991	\$256,706	\$1,028,823	\$85.80	\$789,042	-	\$849,183
34	River Road	\$38,062	\$24,888	\$8,810	\$9,275	\$78,836	\$21,437	\$100,073	\$400,291	\$85.98	\$299,789	-	\$331,033
33	McLoughlin	\$215,823	\$140,233	\$36,357	\$53,382	\$445,594	\$121,478	\$567,070	\$2,288,278	\$86.00	\$1,898,834	-	\$2,073,823
35	Oregon City	\$144,731	\$100,013	\$23,136	\$33,030	\$300,910	\$82,033	\$382,943	\$1,531,772	\$86.40	\$1,147,225	-	\$1,268,747
25	Glean/Rockwood	\$29,567	\$17,318	\$6,810	\$8,408	\$61,902	\$18,875	\$78,778	\$315,111	\$86.87	\$238,003	-	\$260,591
57	Forest Grove	\$500,578	\$342,225	\$85,934	\$126,248	\$1,054,983	\$287,804	\$1,342,587	\$5,370,349	\$87.31	\$4,022,139	-	\$4,441,177
79	Cant	\$49,511	\$36,401	\$8,810	\$10,209	\$104,732	\$28,552	\$133,283	\$533,134	\$87.56	\$399,292	-	\$440,892
31	Estacada	\$177,802	\$135,850	\$28,441	\$38,035	\$378,128	\$103,083	\$481,211	\$1,924,844	\$87.82	\$1,441,817	-	\$1,581,809
32	Outfield Rd	\$98,819	\$68,131	\$23,136	\$29,427	\$219,512	\$59,842	\$279,355	\$1,117,419	\$70.95	\$808,894	-	\$894,085
80	Greensham-Trousdale	\$34,152	\$20,575	\$9,915	\$12,811	\$77,254	\$21,081	\$98,315	\$393,259	\$72.25	\$294,533	-	\$325,218
58	Sunset Express	\$40,002	\$35,886	\$8,810	\$8,408	\$90,908	\$24,782	\$115,690	\$482,754	\$72.58	\$348,581	-	\$382,889
37	Tualatin	\$29,409	\$22,432	\$8,810	\$8,408	\$68,859	\$18,227	\$85,085	\$340,341	\$72.81	\$254,900	-	\$281,458
55	Raleigh Hills	\$35,101	\$22,178	\$9,915	\$12,811	\$79,808	\$21,758	\$101,562	\$408,247	\$72.82	\$304,260	-	\$335,959
89	Rock Creek	\$75,735	\$52,911	\$19,831	\$25,223	\$173,700	\$47,353	\$221,053	\$884,211	\$73.25	\$682,232	-	\$731,225
38	Boones Ferry	\$40,478	\$31,868	\$9,915	\$12,811	\$84,870	\$25,863	\$110,732	\$482,930	\$74.88	\$361,892	-	\$399,374
88	198th Avenue	\$98,877	\$78,122	\$28,441	\$33,831	\$238,171	\$64,829	\$303,100	\$1,212,389	\$78.85	\$908,030	-	\$1,002,831
84	Boring/Sandy	\$21,503	\$24,960	\$3,305	\$4,204	\$53,972	\$14,714	\$68,686	\$274,743	\$80.17	\$205,770	-	\$227,207
36	South Shore	\$41,899	\$35,587	\$13,221	\$18,815	\$107,502	\$29,307	\$136,809	\$547,208	\$81.95	\$409,954	-	\$452,854
81	Rockwood/257th	\$18,811	\$10,053	\$6,810	\$8,408	\$40,882	\$11,145	\$52,027	\$208,108	\$82.58	\$153,884	-	\$172,102
96	Wilsonville/Tualatin	\$91,872	\$68,432	\$28,441	\$33,831	\$239,578	\$65,312	\$304,898	\$1,219,550	\$84.02	\$913,388	-	\$1,008,845
88	Hillsboro-Tanesbourne	\$7,747	\$5,799	\$3,305	\$4,204	\$21,055	\$5,740	\$26,795	\$107,190	\$86.80	\$86,273	-	\$98,838
60	Leahy Road	\$12,849	\$9,812	\$13,221	\$18,815	\$52,487	\$14,311	\$66,808	\$267,233	\$122.86	\$208,145	-	\$220,898
		\$10,147,894	\$5,790,820	\$1,520,347	\$2,208,875	\$19,687,355	\$5,581,819	\$25,029,874	\$100,115,897	\$81.90	\$74,982,104	-	\$82,793,958

ATTACHMENT A
 May 1993 (revised)

ATTACHMENT B

A. Range of Savings from Contracted Service

Maximum

Tri-Met Marginal Cost/Hr Maintenance included	\$38.50		
Private Sector Costs* with Maintenance included	\$20.00	-	\$24.59
Range of Savings	\$13.91	-	\$18.50
Minus Administrative Costs	\$2.96		
Total Savings/Hour:	\$10.95	-	\$15.54

Minimum

Tri-Met Marginal Cost/Hr without Maintenance	\$35.26		
Private Sector Costs* without Maintenance	\$17.00	-	\$21.59
Range of Savings	\$13.67	-	\$18.26
Minus Administrative Costs	\$2.96		
Total Savings/Hour:	\$10.71	-	\$15.30

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

Manager:	\$43,000	* 1.4 =	\$60,200
Analyst:	\$34,000	* 1.4 =	\$47,600
			\$107,800 /36,400 annual plat hours (3%)

Administrative Cost/Hour: \$2.96 /platform hour

* Based on current contracts with private providers

ATTACHMENT C

ISTEA PLANNING FACTORS

ISTEA amended Federally required procedures governing MPO adoption of the TIP by requiring the document to address 15 planning factors. This discussion occurs below based on the factors as stated in the currently proposed Metropolitan Planning Rule contained in 23 CFR Part 450.

SECTION 450.116(a)(1) *Preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing transportation facilities more efficiently (including an analysis of existing conditions of travel, transportation facilities, vehicle fuel consumption, and systems management).*

Discussion:

The TIP implements policies and programs evaluated and adopted in the Regional Transportation Plan. System preservation is one of three central policies of the RTP, together with provision of cost effective mobility for the Region's citizens and accommodation of economic development needs. The RTP analyzes current and projected transportation conditions, defines the current and committed transportation network and calculates fuel consumption expected to result from system operation under current and anticipated conditions.

The FY 1994-1996 Approved Program of projects includes dedication of significant resources under the State and Regional STP programs, and the Transportation Enhancement, CMAQ and State Gas Tax programs to obtain more efficient use of the existing vehicular and transit network, in part by better integration of multiple travel modes within the existing right-of-way, by better integration of transit with bicycle and pedestrian use and application of demand reduction, access control and transportation systems management techniques to the existing network of arterials and highways.

SECTION 450.116(a)(2) *Consistency of transportation planning with applicable Federal, State, and local energy conservation programs, goals, and objectives.*

Discussion:

The RTP establishes the region's overall strategies for compliance with policies related to energy conservation, (including the Fifth Biennial Oregon Energy Plan that will be addressed in the FY 94 RTP Update). The core of these policies is to diminish use of single occupant vehicles for commuting and general purpose trips. Secondarily, increasing efficiency of the transportation

network to diminish delay and corresponding fuel consumption is also emphasized.

The TIP implements these goals through programming of funds to a variety of projects. Diversion efforts have traditionally been focused on use of FTA program funds to increase transit use. Under ISTEA, the region has made use of flexible funding opportunities to program Regional STP and CMAQ funds to planning and construction of new LRT capacity and provision of greater peak period and demand responsive transit service. Enhancement and CMAQ funds have also been dedicated to more fundamental approaches to reduction of SOV travel. Funding is provided for a diverse set of projects including bikes on transit, a regional public/private transportation management association, regional and neighborhood-based rideshare programs, transit oriented development planning and implementation, pedestrian to transit access projects and acquisition and construction of bike/pedestrian pathways. This range of efforts goes beyond previous commitments to SOV travel reduction by provision of viable multi-modal options to SOV usage throughout the region.

System efficiency is also emphasized, in place of system expansion, through regional arterial signal upgrade and intertie programs and first-phase implementation of ODOT's Freeway Management System. A Freeway Operations Management Center is nearing completion (housed in a renovated school building) and IVHS detection and communication equipment including loop detectors, ramp meters, video surveillance cameras, emergency response vehicles, and cabling, is scheduled for installation during the three-year Approved Program period. A pilot incident response management program was implemented in FY 93 on the southern portion of Interstate 5 within the region. The eventual goal of these efforts will be to provide integrated management of the region's freeway and principle arterial networks to reduce non-recurring delay due to accidents and special events and to better manage recurring delays using access management and dissemination of alternative routing and mode information to the motoring public. Delay reduction minimizes fuel consumption.

Finally, critical links in the regional transportation system are scheduled for capacity increases. These projects are driven by increasing population and per capita vehicle miles travelled. The region's Interim Conformity Determination demonstrates that by reducing congestion and establishing more direct links between destinations, these projects reduce travel time and thus minimize fuel consumption relative to conditions that would otherwise exist without the projects. In these three approaches, the TIP is consistent with pertinent goals, policies and objectives relating to energy conservation.

SECTION 450.116(a)(3) *The need to relieve congestion and prevent congestion from occurring where it does not yet occur including:*

- (i) *The consideration of congestion management strategies or actions which improve the mobility of people and goods in all phases of the planning process; and*
- (ii) *In TMAs, a phased in congestion management system that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operation management strategies (e.g., various elements of IVHS) shall be developed in accordance with § 450.120 (Congestion Management System).*

Discussion:

The RTP provides calculation of existing and 20-year projection of points within the transportation network which function above acceptable levels of service during peak periods of use. The project list developed in the RTP responds to this system information. RTP criteria used to select projects include consideration of existing, 10-year and 20-year congestion and delay. As the implementing element of the RTP, the TIP also serves to address reduction and prevention of congestion. As the Congestion Management System is developed, the RTP and TIP will be amended accordingly. In the interim, projects which substantially increase single occupant vehicle capacity will only be scheduled in the TIP in accordance with the FHWA/FTA Interim CMS guidance issued April 6, 1992, as supplemented in FHWA Memorandum dated July 23, 1993 (Addressing Congestion Management System Requirements in Environmental Documents). In effect, the NEPA process will be adapted to assure that SOV projects are implemented only where analysis shows alternatives to SOV capacity increases to be infeasible and that all feasible supplementary system and demand management strategies will be simultaneously implemented on the facility and within the corridor.

SECTION 450.116(a)(4) *The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short and long-term land use and development plans (the analysis should include projections of metropolitan planning area economic, demographic, environmental protection, and land use activities consistent with metropolitan development goals, and projections of potential transportation demands based on the inter-related level of activity in these areas).*

Discussion:

The TIP is a program document guided by policies adopted in the RTP. The Metro RTP qualitatively and quantitatively addresses the elements specified in this planning factor. As all projects programmed in the TIP must conform with the RTP, the TIP addresses the elements of this planning factor. Metro's Charter assures that the RTP and local land use plans are consistent and that

Metro's RTP is consistent with State and Regional goals and objectives.

SECTION 450.116(a)(5) *Programming of expenditures for transportation enhancement activities as required under 23 U.S.C. 133.*

Discussion:

The FY 1994 TIP programs approximately \$3.4 million of Enhancement funds allocated to ODOT Region 1 in FY 92, 93 and 94 (projected) to five projects which have been previously described in this staff report. The funds were programmed by ODOT in consultation with Metro. Allocation of projected FY 95, 96 and 97 Enhancement funds will occur as part of the ODOT Six-Year Plan Update scheduled to begin in fall of 1993.

SECTION 450.116(a)(6) *The effect of all transportation projects to be undertaken within the metropolitan planning area, without regard to the source of funding (the analysis shall consider the effectiveness, cost effectiveness, and financing of alternative investments in meeting transportation demand and supporting the overall efficiency and effectiveness of transportation system performance).*

Discussion:

Consideration of this factor is beyond the scope and purpose of the TIP and is addressed in the RTP.

SECTION 450.116(a)(7) *International border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, and military installations (supporting technical efforts should provide an analysis of goods and services movement problem areas, as determined in cooperation with appropriate private sector involvement, including, but not limited to, addressing interconnected transportation access and service needs of intermodal facilities).*

Discussion:

Consideration of this factor is largely beyond the scope and purpose of the TIP and is addressed in the RTP. Also, completion of the Intermodal Management System will greatly refine the RTP's analysis of the freight and goods movement elements of this factor.

It can be noted that the TIP has targeted significant improvement of the arterial network in the Columbia South Shore industrial area of Portland between I-5 and Portland International Airport is in the final stages of completion. The improvements have largely been targeted at improving freight truck access to and from Port of Portland facilities and I-5 and I-205.

SECTION 450.116(a)(8) Connectivity of roads within metropolitan planning areas with roads outside of those areas.

Discussion:

The RTP is consistent with the Oregon Highway Plan in the designation of routes into and through the Metropolitan area. Principal arterial routes (in the RTP), National Highway System Routes and Routes of Statewide and Interstate Significance (in the State Plan) serve the same general purpose. These are as follows:

- . Interstate 5 (southern Oregon and north and south continental U.S.)
- . Interstate 84 (eastern Oregon and continental U.S.)
- . U.S. 26 (western and eastern Oregon)
- . Interstate 205 (bypass facility north into Washington State)
- . U.S 30 (Columbia River to the Pacific Ocean)
- . Hwy 99W (Willamette Valley)

These facilities fall within ODOT's principle jurisdiction, therefore, ODOT programming for these facilities occurs in consultation with Metro. A balance is sought between provision of urban access to these facilities and maintaining an adequate flow of intra- and interstate traffic through the region on the facilities. ODOT and the region have approached this task with a balance of interchange and mainline capacity improvements, operational modifications, IVHS management techniques and TDM programs. Within the three-year approved program period, the I-5, I-84 and U.S. 26 corridors are scheduled for significant attention.

The I-5 corridor will be improved in the region's southern reach with reconstruction of the Stafford Interchange, corresponding improvement of local access necessitated by the interchange and construction of the 217/Kruse Way Interchange. This portion of I-5 will also be used to test an incident response program which, in later phases, is planned to expand throughout the corridor. Final funding for the Tigard Park & Ride lot is provided in the program to help divert SOV traffic from the corridor in conjunction with Tri-Met's regional rideshare program and employer based trip reduction programs facilitated by ODOT.

In the middle reaches of the corridor (i.e., through downtown Portland), investigation of pavement subsidence at I-5 milepost 287 and bridge-and-ramp pavement, joint and deck repair categorical funds are programmed, in addition to implementation of variable message signing and other TSM/IVHS projects. Beyond the three-year Approved Program period planned improvements on the East Bank portion of I-5 include the Water Street and MLK ramp projects.

In the northern portion of the corridor, significant resources are programmed to improve truck routing within the Columbia South Shore industrial area. Major improvements to Marine Drive and

Airport Way are nearing completion. Investigation will proceed within the three-year Approved Program period of freight movement issues in the Lombard/Columbia Boulevard corridor and of connection with and diversion from I-5.

Interstate System completion projects will widen portions of the I-84 corridor from 181st to Troutdale within the program period, together with providing adequate local connection to the system via interchange construction and reconstruction at 207th, 223rd, 238th and 242nd. These structural improvements will be complemented by operation of the Gateway Park & Ride facility, Tri-Met's regional rideshare program and refinement of the ramp meter access control system in the corridor after startup of the Freeway Operations Management Center.

The three-year Approved Program period will witness at least the beginning of reconstruction of nearly all the mainline and interchanges of U.S. 26 within the region in conjunction with the Westside LRT program. Even with these improvements and assuming full operation of the Westside LRT to 185th starting in 1997, system operation during peak periods is expected to reach LOS F conditions along some stretches of the mainline and at some interchanges. For this reason, funds are programmed for variable message signing at the Vista Ridge Tunnel and the facility is identified as a high priority for implementation of surveillance, incident response and access control techniques in a regional IVHS system study completed in FY 93.

Corridor Studies are underway affecting connections to U.S. 26 on the east and between I-5, 99W and U.S. 26 on the west.

SECTION 450.116(a)(9) *Transportation needs identified through the use of the management systems required under 23 U.S.C. 303 (each management system will identify prioritized facility needs, policies, and strategies that will be analyzed during the development of the transportation plan, including its financial component, for possible inclusion in the metropolitan and statewide plans and TIPs).*

Discussion:

The referenced management systems are in the early phases of development. As they are completed, the RTP will incorporate system improvement recommendations as appropriate. Once prioritized in the Plan document, individual projects will be programmed in the TIP.

SECTION 450.116(a)(10) *Preservation of rights-of-way for construction of future transportation corridors.*

Discussion:

Two projects: 1) the Oregon Electric Right-of-Way purchase; and 2) the Lake Oswego Trolley extension, respond to this planning

factor. Both projects are funded with Enhancement program funds. Each project has, as one purpose, preservation of rail right-of-way suitable for potential expansion of the Regional LRT system but are being considered for joint use for bike and pedestrian trails.

SECTION 450.116(a)(11) *Enhancement of the efficient movement of freight.*

Discussion:

The RTP balances the importance of enhancing the region's freight movement capability relative to alternative investment of scarce transportation dollars. The Intermodal Management System now being developed will greatly refine the policy and technical basis for these allocation decisions. As previously stated, the Marine Drive, and Airport Way improvements nearing completion are mostly oriented to this goal and system studies of the Lombard/Columbia Boulevard corridor represent the next phase of programmed investment in this topic. It is anticipated that goods movement beyond the Columbia South Shore area, including issues associated with major inland distribution centers, will receive additional analysis and programming attention as part of the IMS study work.

SECTION 450.116(a)(12) *The use of life-cycle costs in the design and engineering of bridges, tunnels, or pavement (operating and maintenance costs must be considered in analyzing transportation alternatives).*

Discussion:

ODOT and the local jurisdictions within the Metropolitan boundary maintain Pavement and Bridge Management Systems which evaluate life-cycle costs as a factor in programming construction of new facilities in capital improvement programs. Local bridge, tunnel and pavement projects included in the TIP must also be included in approved Capital Improvement Programs of local jurisdictions. ODOT applies these factors for all of its projects.

SECTION 450.116(a)(13) *The overall social, economic, energy, and environmental effects of transportation decision (the analysis shall give consideration to the effects and impact of the plan on the natural and man made environment, be based on adequate consultation with appropriate resource and permit agencies to ensure early and continued coordination with environmental resource protection and management plans, and shall place appropriate emphasis on consideration of transportation-related air quality problems and in support of the requirements of 23 U.S.C. 109(h), and sections 5(h)(2) and 14 of the Federal Transit Act (49 U.S.C. 1604(h)(2) and 1610), and section 174(b)).*

Discussion:

The RTP is the appropriate forum for full consideration of these global issues. The TIP addresses this factor in two limited respects. First, the network of projects expected to result from implementation of programmed facilities is modelled for conformity with the State Implementation Plan for Attainment and Maintenance of the National Ambient Air Quality Standards. The Interim Conformity Guidelines require not only that transportation investment decisions given effect by the TIP do not interfere with attainment of the NAAQS, but that the TIP will also contribute to attainment of the Standards.

Second, all projects programmed in the TIP, whether or not they expect to use federal funds, are reviewed under NEPA standards. Therefore, while the RTP is the principle forum for evaluation of "whole system" interaction with environmental considerations stated in the planning factor, the TIP programming process is relied upon by the RTP as one means of assuring mitigation of potential adverse effects of Plan implementation.

SECTION 450.116(a)(14) Expansion, enhancement, and increased use of transit services.

Discussion:

The RTP and Tri-Met's Strategic Plan are the appropriate forums for full consideration of this factor.

The TIP reports the FTA program in full which is dedicated to furtherance of these goals in accord with Tri-Met prioritization criteria and Regional consensus regarding transit and LRT goals and objectives.

SECTION 450.116(a)(15) Capital investments that would result in increased security in transit systems.

Discussion:

No projects are currently programmed to address this specific issue.

**ATTACHMENT D1
PROJECTS APPROVED PER INTERIM CMS GUIDANCE
WHICH WOULD SIGNIFICANTLY INCREASE SOV CAPACITY**

Metropolitan Service District
Transportation Improvement Program
Portland Urbanized Area

Fiscal Years 1994 to Post 1997
Effective October 1, 1993
In Federal Dollars
Regional Surface Transportation Program

Project Description
Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECTS

ROD RECEIVED/CONSTRUCTION FUNDS OBLIGATED

1 LOWER BOONES FERRY RD - MADRONA TO SW JEAN***68 *00-000***00000*FAU9473*703*****0****
 Constr 0 300,000 0 0 0 0 0 0 300,000
 Total 0 300,000 0 0 0 0 0 0 300,000

ROD RECEIVED

15 CORNELL RD. - CORNELIUS PASS RD TO JOHN OLSEN AVE.***171 *00-000***00000*STP*****na*****0****
 Pre Eng 0 0 0 0 0 0 0 0 0
 Constr 0 1,115,463 0 0 0 0 0 0 1,115,463
 Total 0 1,115,463 0 0 0 0 0 0 1,115,463

ROD RECEIVED/ROW & CONSTRUCTION FUNDS OBLIGATED

18 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE***298 *0*****0*****FAU9962*120*****2****
 Constr 0 0 710,000 990,000 0 0 0 0 1,700,000
 Total 0 0 710,000 990,000 0 0 0 0 1,700,000

**FAU/STP REPLACEMENT PROGRAM
City of Portland Projects**

ROD RECEIVED/ROW & CONSTRUCTION FUNDS OBLIGATED

3 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE***298 *79-056***00458*FAU9962*120*****2****
 Constr 0 0 1,000,000 0 0 0 0 0 1,000,000
 Total 0 0 1,000,000 0 0 0 0 0 1,000,000

**STATE HIGHWAY PROGRAM
Federal-Aid Interstate Projects**

ROD RECEIVED/ROW & CONSTRUCTION FUNDS OBLIGATED (CONSTRUCTION OBLIGATIONS WILL BE REPORTED IN NEXT QUARTERLY UPDATE)

2 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 0 1,132,646
 Constr 0 26,680,000 0 0 0 0 0 0 26,680,000
 Total 1,132,646 26,680,000 0 0 0 0 0 0 27,812,646

Federal-Aid Interstate 4R Projects

ROD RECEIVED/CONSTRUCTION FUNDS OBLIGATED (CONSTRUCTION OBLIGATIONS WILL BE REPORTED IN NEXT QUARTERLY UPDATE)

3 I-205 - AIRPORT WY TO COLUMBIA BLVD - WIDEN SB ON-RAMP, ADD AUX L***306 *86-062***03270*FAI205**64*****24*****
 Constr 0 460,000 0 0 0 0 0 0 460,000
 Total 0 460,000 0 0 0 0 0 0 460,000

ROD RECEIVED/ROW FUNDS OBLIGATED

7 I-5 - STAFFORD INTERCHANGE***403 *86-061***03271*FAI5****1*****286*****
 Pre Eng 654,463 129,000 0 0 0 0 0 0 783,463
 Rt-of-Way 2,003,941 0 0 0 0 0 0 0 2,003,941
 Constr 0 0 8,447,352 0 0 0 0 0 8,447,352
 Total 2,658,404 129,000 8,447,352 0 0 0 0 0 11,234,756

ROD RECEIVED

10 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 0 309,825
 Constr 0 3,128,000 0 0 0 0 0 0 3,128,000
 Total 145,230 3,292,595 0 0 0 0 0 0 3,437,825

ROD RECEIVED

11 I-5 - AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION***893 *86-056***03277*FAI5****1*****292*****
 Constr 0 0 38,824,620 0 0 0 0 0 38,824,620
 Total 0 0 38,824,620 0 0 0 0 0 38,824,620

ROD RECEIVED

12 I-84 - UPRR (GRAHAM ROAD) BRIDGE #6967 REPLACEMENT***911 *00-000***03342*FAU9883*2*****18*****
 Constr 0 2,631,200 0 0 0 0 0 0 2,631,200
 Total 0 2,631,200 0 0 0 0 0 0 2,631,200

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 Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

Effective October 1, 1993

In Federal Dollars

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Federal-Aid Interstate 4R Projects (continued)

ROD RECEIVED

Project Description	Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized
13 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE***922 *84-023b**04738*FAP168***2*****15*****								
Pre Eng	0	0	2,074,500	0	0	0	0	2,074,500
Rt-of-Way	0	0	2,840,130	0	0	0	0	2,840,130
Constr	0	0	25,000,030	0	0	0	0	25,000,030
Total	0	0	29,914,660	0	0	0	0	29,914,660

State Surface Transportation Program Projects

ROD RECEIVED

56 US26 - SUNSET / NW 185TH AVE INTERCHANGE***426 *84-013***00847*FAP27***47*****64*****								
Constr	0	5,427,000	0	0	0	0	0	5,427,000
Total	0	5,427,000	0	0	0	0	0	5,427,000

National Highway System Program Projects

ROD RECEIVED

72 OR6 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO***828 *79-085b**05024*FAP32***29*****11*****								
Constr	0	0	4,092,000	0	0	0	0	4,092,000
Total	0	0	4,092,000	0	0	0	0	4,092,000

Other Funding Program Projects (i.e., State Gas Tax Program Projects not currently expected to obligate Federal Funds)

ROD RECEIVED FOR THE FOLLOWING SEVEN PROJECTS AS PART OF THE WESTSIDE LRT AA/EIS

76 US-26 - CEDAR HILLS BLVD INTERCHANGE TO SW 76TH AVENUE***247 *88-033d**06597*FAP27***47*****68*****								
Constr	0	30,800,000	0	0	0	0	0	30,800,000
Total	0	30,800,000	0	0	0	0	0	30,800,000
77 US-26 - SW 82ND PLACE (GOLF CREEK ACCESS ROAD)***250 *88-033i**06596*FAP27***47*****69*****								
Constr	0	950,000	0	0	0	0	0	950,000
Total	0	950,000	0	0	0	0	0	950,000
78 US-26 - HIGHLANDS (ZOO) INTERCHANGE***251 *88-033e**06015*FAP27***47*****72*****								
Constr	0	7,130,000	0	0	0	0	0	7,130,000
Total	0	7,130,000	0	0	0	0	0	7,130,000
79 US-26 - SYLVAN INTERCHANGE TO HIGHLANDS INTERCHANGE***253 *88-033f**06016*FAP27***47*****71*****								
Constr	0	0	9,870,000	0	0	0	0	9,870,000
Total	0	0	9,870,000	0	0	0	0	9,870,000
80 US-26 - CAMELOT INTERCHANGE TO SYLVAN INTERCHANGE***254 *88-033g**06017*FAP27***47*****68*****								
Constr	0	0	58,500,000	0	0	0	0	58,500,000
Total	0	0	58,500,000	0	0	0	0	58,500,000
81 US-26 - BEAVETON/TIGARD HIGHWAY TO CAMELOT INTERCHANGE***255 *88-033h**06018*FAP27***47*****69*****								
Constr	0	0	0	3,940,000	0	0	0	3,940,000
Total	0	0	0	3,940,000	0	0	0	3,940,000
82 OR-217 - SUNSET HIGHWAY TO TUALATIN VALLEY HIGHWAY***258 *****06598*FAP79***144*****0*****								
Constr	0	11,900,000	0	0	0	0	0	11,900,000
Total	0	11,900,000	0	0	0	0	0	11,900,000

Approved Program Years

**ATTACHMENT D2
PROGRAMMED PROJECTS THAT MIGHT SIGNIFICANTLY INCREASE SOV CAPACITY
THAT MUST COMPLY WITH INTERIM CMS GUIDANCE DURING NEPA REVIEW**

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997 Portland Urbanized Area

In Federal Dollars

Regional Surface Transportation Program

Effective October 1, 1993

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized
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REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECTS

****19 NE SANDY BLVD TO NE GLISAN ST - 223RD CONNECTOR (207TH)*****864 *00-000***00000*FAU9867*726*****0******

Constr	0	858,878	1,750,000	1,750,000	0	0	4,358,878
Total	0	858,878	1,750,000	1,750,000	0	0	4,358,878

**FAU/STP REPLACEMENT PROGRAM
Clackamas County Projects**

****28 BEAVERCREEK RD EXT (RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE*****855 *10249***02375*FAU9742*703*****0******

Constr	0	147,547	0	0	0	0	147,547
Total	0	147,547	0	0	0	0	147,547

****29 M'CLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD*****892 *90-063***05651*FAP26***1E*****6******

Pre Eng	0	100,000	0	0	0	0	100,000
Reserve	0	0	0	0	833,000	0	833,000
Total	0	100,000	0	0	833,000	0	933,000

**INTERSTATE TRANSFER PROGRAM
Multnomah County Projects**

****69 NE SANDY BLVD TO NE GLISAN ST - 223RD CONNECTOR (207TH)*****864 *89-025***05149*FAU9867*726*****0******

Pre Eng	0	0	0	0	0	0	0
Constr	0	2,006,207	117,382	0	0	0	2,123,589
Reserve	0	631,374	0	0	0	0	631,374
Total	0	2,637,581	117,382	0	0	0	2,754,963

Clackamas County Projects

****83 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	140,046
Constr	0	316,219	0	0	0	0	316,219
Total	140,046	316,219	0	0	0	0	456,265

**STATE HIGHWAY PROGRAM
Federal-Aid Interstate**

****1 I-5 - E MARQUAM INTCHG (SE WATER AVE RAMP) - (I)*****345 *76-011***05697*FAI5***1**301*******

Constr	0	0	0	0	17,794,600	0	17,794,600
Total	0	0	0	0	17,794,600	0	17,794,600

Federal-Aid Interstate 4R Projects

****4 I-5 - EAST MARQUAM INTERCHANGE GRAND AVE/ML KING AVE RAMP (III)*****320 *76-011***00597*FAI5***1*****301*******

Constr	0	0	0	0	0	53,856,480	53,856,480
Total	0	0	0	0	0	53,856,480	53,856,480

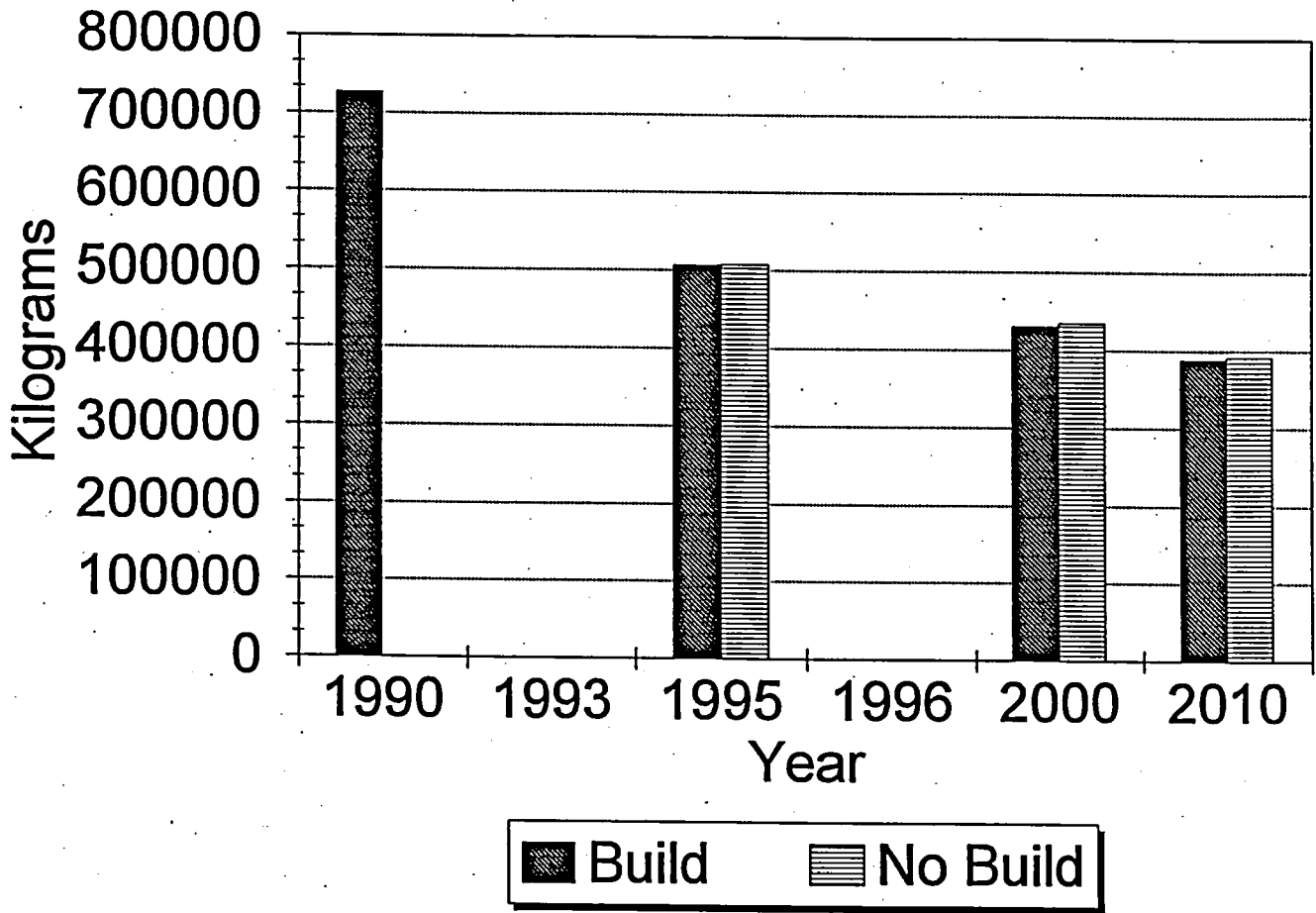
Other Funding Program Projects (i.e., State Gas Tax Program Projects not currently expected to obligate Federal Funds)

****74 OR-43 - TAYLOR'S FERRY ROAD TO I-205 (MACS)*****226 *00-000***05853*FAU9565*3*****2******

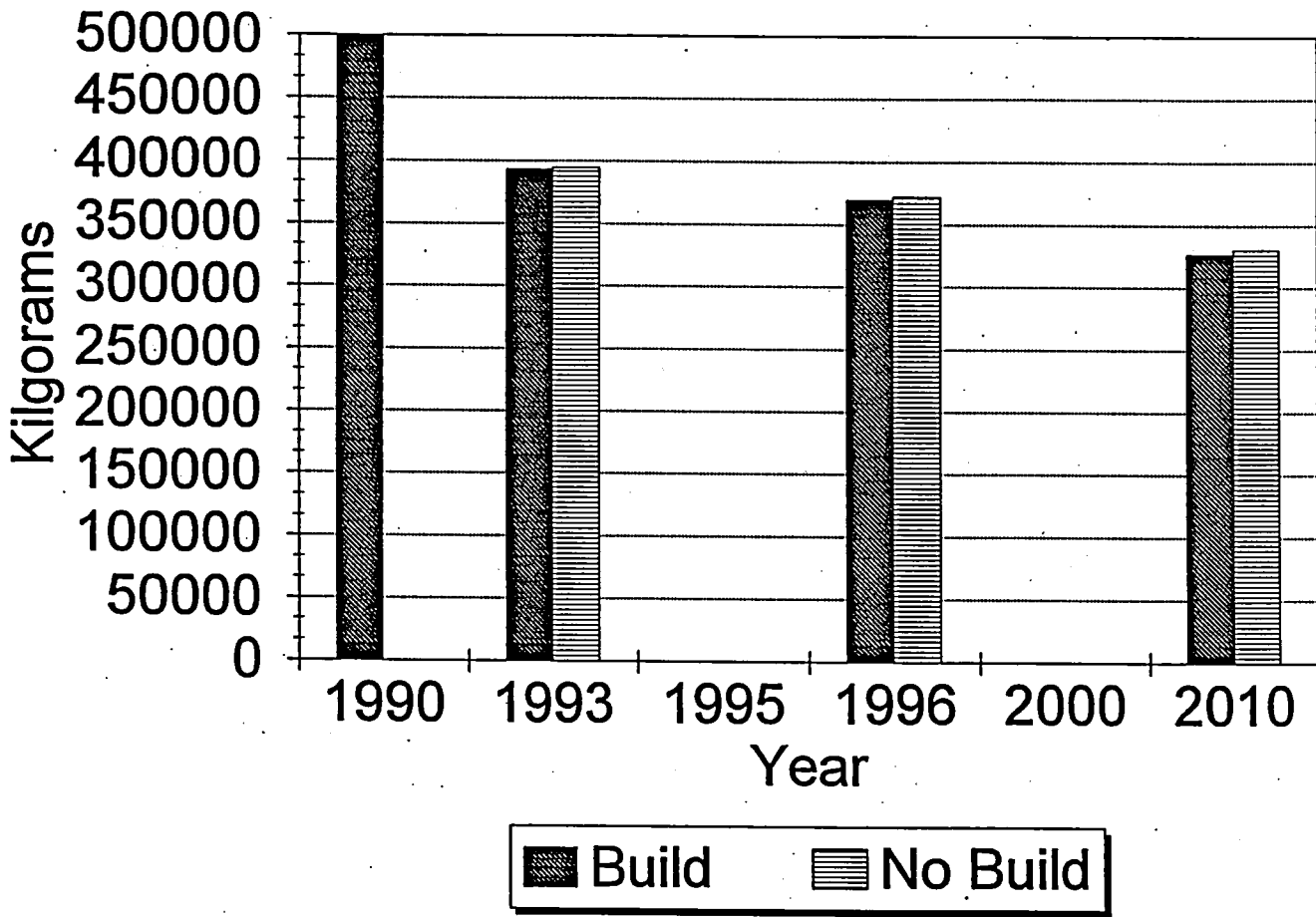
Constr	0	0	1,390,400	0	0	0	1,390,400
Total	0	0	1,390,400	0	0	0	1,390,400

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 Approved Program Years

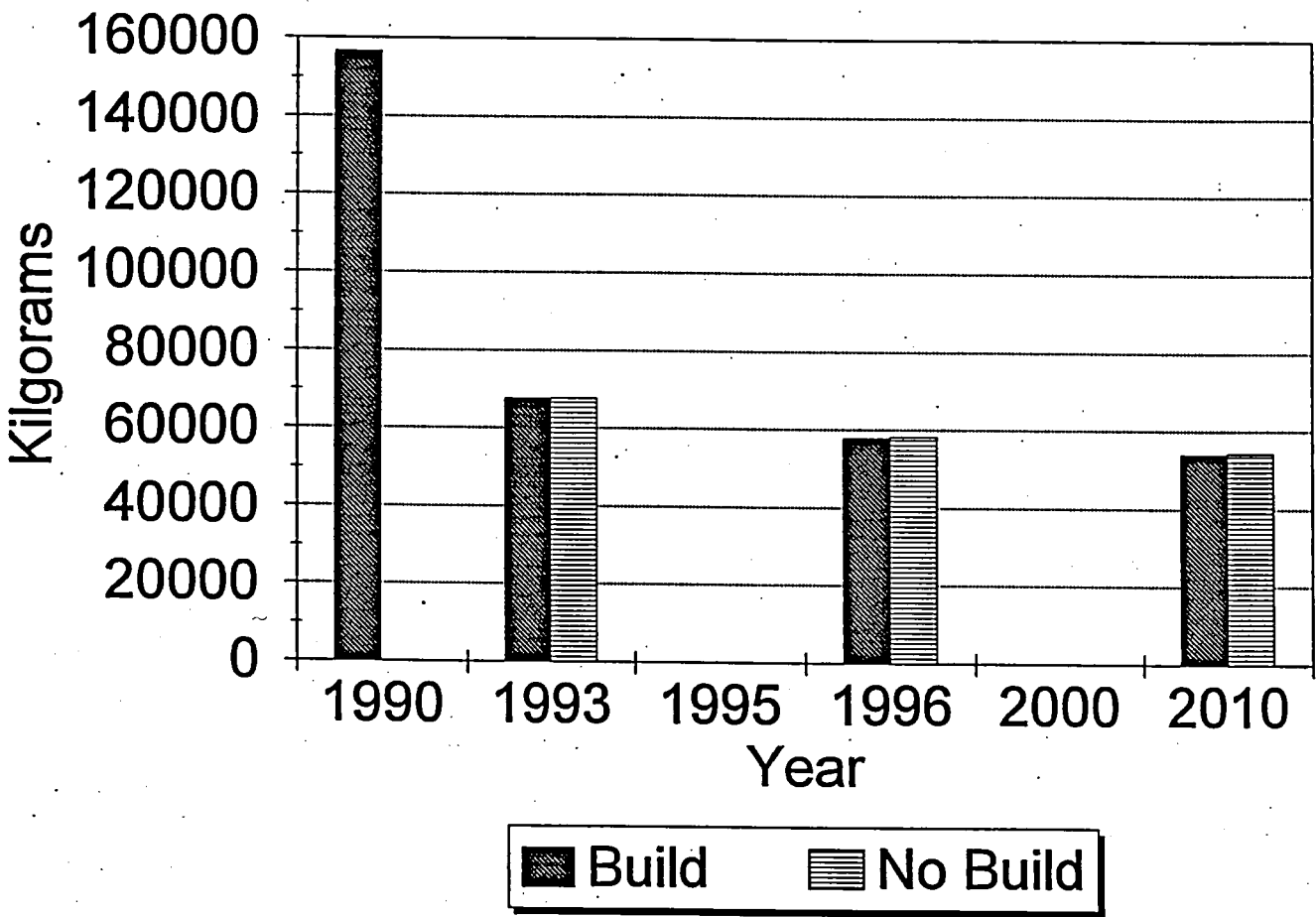
Winter CO Emissions



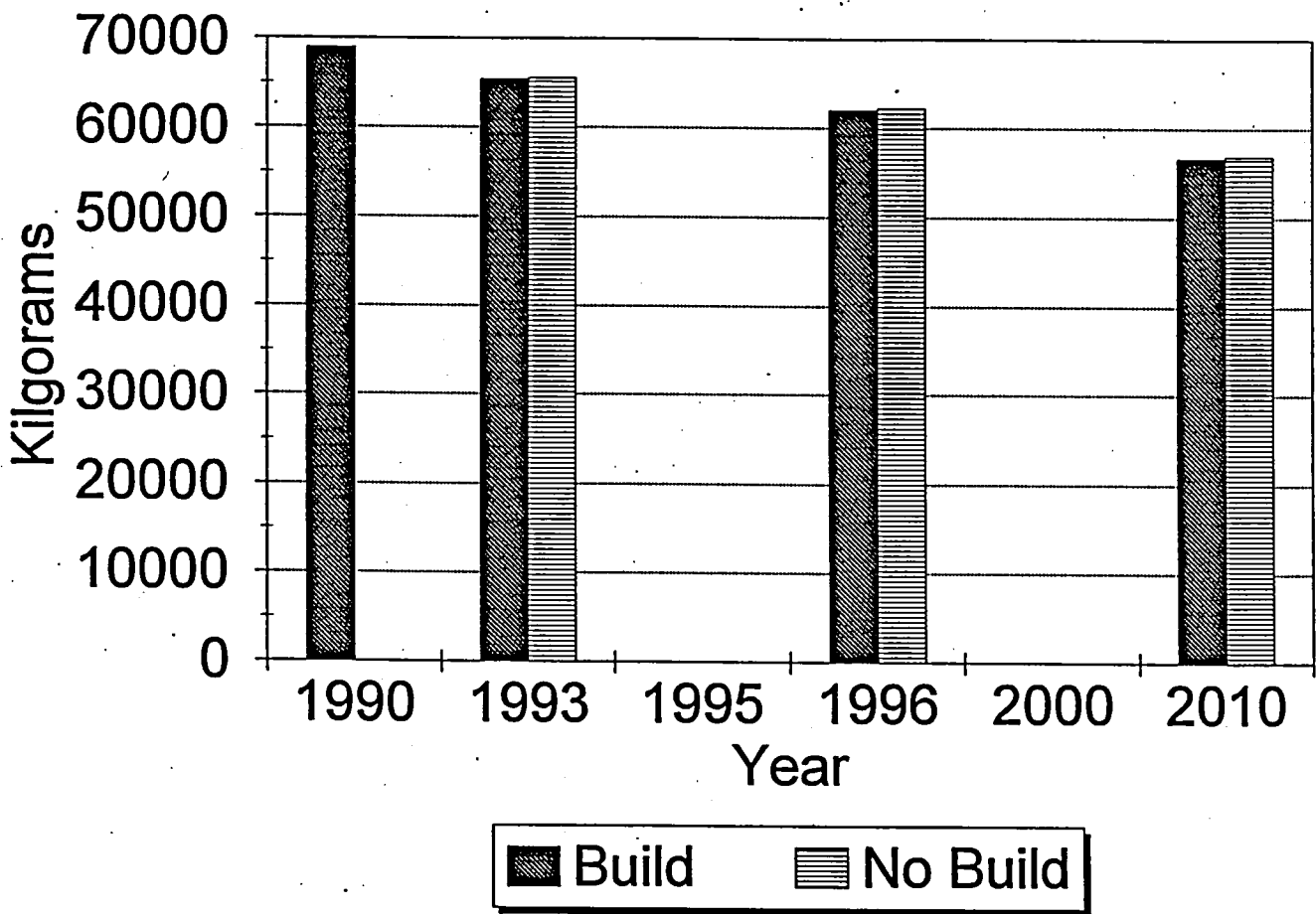
Summer CO Emissions



Summer HC



Summer NOx Emissions



RTP Project List for 1990 through 2010

TIP #	Project	Description	1990	1993	1995	1996	2000	2010
Arterials								
Multnomah County								
936	162nd Ave.; Burnside to Glisan	Widen to 5 lanes	1600	1800				
936	181st Ave.; I-84 to Sandy Blvd.	Widen to 5 lanes	900	2400				
LOC	1st; Burnside to 256th	Upgrade	700		900			
864	207th Connector; I-84 to Glisan/223rd	New facility -- 5 lanes	-			2200		
RTP	223rd Ave.; Glisan to Marine Dr.	Widen to 3 lanes	900					1200
864	223rd Ave.; Glisan to MKC	Widen to 3 lanes	900	1100				
936	223rd Ave.; Stark to Glisan	Widen to 5 lanes	1800	1800				
936	238th/242nd Ave.; Arata to Glisan	Widen to 4 lanes	900	1400/1800				
138	242nd Ave. & Glisan	Add turn lanes	1800	1800				
138	242nd Ave.; 23rd to Division	Widen to 5 lanes	900	1800				
936	242nd Ave.; Powell to Burnside	Under construction -- see 1996 projects	1000		900			
936	242nd Ave.; Powell to Burnside	Widen to 5 lanes	1000			1800		
936	257th Ave.; 1st to Division	Widen to 5 lanes	900		1800			
139	257th Ave.; Powell Valley to 1st	Widen to 5 lanes	900		1800			
RTP	60th Ave.; Columbia Blvd. to Lombard St.	New Overpass	900				2000	
860	Airport Way; I-205 to 122nd Ave.	Widen to 5 lanes	1200/2400	2400				
858	Airport Way; I-5 to Sandy	New facility -- 5 lanes	-	2400				
RTP	Barbur Blvd.; Hamilton to B.H. Hwy.	SB climbing lane	2400					3600/3800
RTP	Barbur Blvd.; SW 3rd to 49th Ave.	TSM	1800/2400					2400
RTP	Bertha; Vermont to Barbur Blvd.	Upgrade	900					1200
936	Burnside & 242nd Ave.	Left turn lanes	1000	1200				
RTP	B.H. Hwy.; Barbur Blvd. to Terwilliger	WB climbing lane	1400/700					1400
936	Division & Troutdale Rd.	Add turn lanes	700/900			800/1000		
936	Foster Rd.; 122nd to 128th Ave.	Widen to 5 lanes	900	1800				
936	Foster Rd.; 128th to 136th Ave.	Widen to 5 lanes	900	1800				
RTP	Foster; 135th Ave. to Jenne Rd.	Widen	900					1200
RTP	Glisan St.; 223 Ave. to 242nd Ave.	Widen to 3-5 lanes	900					1800
911	Graham Rd.; Columbia Scenic Hwy. to I-84	Widen to 5 lanes	1800	1800				
RTP	Halsey St.; 202nd Ave. to Columbia Hwy.	Widen to 3 lanes	900					1200
936	Halsey & 238th Ave.	Signal upgrade, turn lane	1400			1600		
936	Halsey; 190th to 201st	Widen to 5 lanes	900	1800				
936	Hogan & Johnson Creek Bridge	Realignment	700	900				
RTP	Jenne Rd.; Foster Rd. to Powell Blvd.	Widen	700					900
RTP	Kane; Division to Palmquist	Widen to 3 lanes	900					1800

	Project	Description	1990	1993	1995	1996	2000	2010
RTP	Lombard/Burgard: Fessenden to Columbia Blvd.	Widen to 5 lanes	900					1800
RTP	McLoughlin: Harold to Tacoma	Widen to 6 lanes	3600					4500
RTP	McLoughlin: Ross Is Br. to Harold	Widen to 6 lanes plus reversible	4500					5500
RTP	Mt. Hood Parkway: I-84 to Hwy 26	New primary connection, (Hogan)	1800					4000
298	N. Marine Drive: Rivergate to I-5	Widen to 4 lanes	1200	2400				
RTP	Orient Dr.: US 26 to 267th Ave.	Widen to 3 lanes	900					1400
936	Orient & 282nd	Widen to 3 lanes approaches	700/900	900				
RTP	Powell Blvd.: I-205 to Eastman	Widen to 5 lanes	900					1800
RTP	Sandy Blvd.: I-205 to 244th Ave.	Widen to 3 lanes	1200					1800
RTP	South Shore Arterials: 122nd, 148th, 158th N of Sandy	Widen	1800					900/1800
844	Stark St.: 223rd to 242nd Ave.	Widen to 5 lanes	1800	1800				
134	Tacoma St. & 99B/C: 17th to 32nd Ave.	Upgrade	700/900		1200			
360	Terwilliger Bridge	New overpass structure -- 2 lanes	700		900			

	Project	Description	1990	1993	1995	1996	2000	2010
	Washington County							
RTP	110th Ave.: B.H. Hwy. to Canyon Rd.	Widen to 3 lanes	1200					1800
RTP	110th: E/W Arterial to Canyon Rd.	Widen to 3 lanes	500					900
LOC	121st Ave.: Scholls to N. Dakota	Widen to 3 lanes	700	900				
LOC	125th Ave.: Brockman to Hall Blvd.	New facility -- 3 lanes	--		900			
LOC	125th to 121st Connector: N of Scholls	New facility -- 3 lanes	--			900		
RTP	155th Ave.: Beard to Weir	Widen to 3 lanes	500				900	
RTP	155th Ave.: Davis to Hart Rd.	Widen to 3 lanes	500				900	
LOC	155th Ave.: Sexton Mtn. to Hart Rd.	Widen to 3 lanes	500		900			
LOC	155th: Beard to Sexton	Widen to 3 lanes	500	900				
RTP	170th Ave.: Farmington to Merlo	Widen to 3 lanes	700/900					900/1200
937	185th Ave.: Rock Creek to TV Hwy.	Upgrade	1800	2400				
MSTIP	185th Ave.: Bronson to Tamarack	Widen to 3 lanes	700		900			
RTP	216th/219th Ave.: TV Hwy. to Cornelius Pass	Widen to 5 lanes	900/1200					2400
RTP	229th/231st Ave.: Evergreen to Baseline	Widen to 3 lanes	700					1200
RTP	99W: Main to Tualatin Rd.	TSM	1800					2100
RTP	Allen Blvd.: Hwy. 217 to Western	Widen to 5 lanes	1800				2000	
RTP	Allen Blvd.: Lombard to King	Widen to 5 lanes	1800				2000	
RTP	Allen Blvd.: Menlo to Main	Widen to 5 lanes	1800				2000	
93	Allen Blvd.: Murray to Menlo	Widen to 5 lanes	1800			2000		
RTP	Barnes Ext.: Cedar Hills to Cornell Rd.	Widen to 5 lanes	900/1200					1800
95	Barnes Rd.: Cedar Hills to Cornell	New facility	--		1200			
RTP	Barnes Rd.: Hwy. 217 to Cedar Hills Rd.	Widen to 5 lanes, realign	900					1800
RTP	Barnes Rd.: Miller to Leahy	Widen to 5 lanes	900				1800	
937	Baseline Rd.: 158th to 170th Ave.	New facility -- 5 lanes	--			1200		
937	Baseline Rd.: 170th to 185th Ave.	Widen to 5 lanes	700/900			1200		
937	Baseline Rd.: Brookwood to 231st Ave.	Widen to 3 lanes	900			1000		
RTP	Baseline: 211th to 231st Ave.	New alignment	900				1200/1800	
MSTIP	Beef Bend Rd.: 99W to 125th	Widen to 3 lanes	700			900		
MSTIP	Beef Bend Rd.: 131st to 99W	Widen to 3 lanes	700			900		
RTP	Beef Bend Ext.: Scholls to 99W	2-lane upgrade	700					900
937	Beef Bend Ext.: to Edy	New Facility -- 3 lanes	--	900				
LOC	Bonita Rd.: Hall to Fanno Creek Bridge	Widen to 3 lanes	700	900				
RTP	Boones Ferry: Tualatin Riv. Br. to Sagert	Widen to 3 lanes	900					1200
RTP	Brookwood: Baseline Rd. to TV Hwy.	Widen to 3 lanes	700					900
RTP	Brookwood: Cornell Rd. to Baseline Rd.	New facility -- 3 lanes	--					1200

	Project	Description	1990	1993	1995	1996	2000	2010
25	B.H. Hwy. & Hwy 217	Widen to 6 lanes	1800	2000				
240	Canyon Rd.: 117th to Hwy. 217	Widen to 6 lanes w/access control	1800		2700			
238	Cedar Hills: TV Hwy. to Hall Blvd.	Widen to 5 lanes	1800					2400
867	Cornelius Pass Rd.: Sunset Hwy. to W. Union	Widen to 5 lanes	1200					2400
MSTIP	Cornell Rd.: 158th to Barnes Rd.	Widen to 3 lanes	900			1200		
MSTIP	Cornell Rd.: 185th to 158th Ave.	Widen to 5 lanes	900				2100	
171	Cornell Rd.: Cornelius Pass to John Oleson	Widen to 5 lanes	700		2400			
LOC	Davis Rd.: Murray to 155th Ave.	Widen to 3 lanes	700			800		
RTP	Denney Rd.: Hwy. 217 to Scholls	Widen to 3 lanes	900				1000	
937	Durham Rd.: 99W to Hall Blvd.	Widen to 3 lanes	900	1100				
937	Durham: Boones to 72nd	New facility -- 3 lanes	--	900				
937	Durham: Hall to Boones	Widen to 3 lanes	900			1000		
MSTIP	E Main: 24th to Brookwood	Widen to 3 lanes	700		900			
MSTIP	E Main: 10th to 24th	Widen to 3 lanes	700				900	
MSTIP	Evergreen: Shute Rd. to 25th	Widen to 3 lanes	900	1200				
RTP	E/W Arterial: 117th to 110th Ave.	New facility -- 5 lanes	--					1800
RTP	E/W Arterial: Cedar Hills to Watson/Hall	New facility -- 5 lanes	--					1800
RTP	E/W Arterial: Hall Blvd. to 117th Ave.	New facility -- 5 lanes	--					1800
RTP	E/W Arterial: Hocken to Cedar Hills	New facility -- 5 lanes	--					1800
RTP	E/W Arterial: Hocken to Murray Blvd.	Widen to 5 lanes	900					1800
934	Farmington Rd.: 209th to 185th	Widen to 3 lanes	900				1200	
MSTIP	Farmington Rd.: Murray to 185th	Widen to 5 lanes	900				2400	
934	Farmington Rd.: Murray to Hocken	Widen to 5 lanes	1400				1800	
LOC	Greenburg Rd.: 99W to Cascade	Widen to 3 lanes	900	1100				
RTP	Greenburg Rd.: Tiedman to Hall Blvd.	Widen to 5 lanes	900				1800	
RTP	Greenway & Hall Blvd.	Add turn lanes to Greenway approach	700				900	
830	Hall Blvd.: Allen to Greenway	Widen to 5 lanes	1800	1800				
RTP	Hall Blvd.: Scholls to Durham Rd.	Widen to 3 lanes	700/900/1200					1200
RTP	Hart Rd.: Murray Blvd. to 155th Ave.	Widen to 3 lanes	700				800	
RTP	Jenkins: Murray Blvd. to 158th Ave.	Widen to 5 lanes	700				1800	
MSTIP	Jenkins Ext.: 158th to 170th	New facility -- 3 lanes	--		900			
RTP	Lombard: Canyon Rd. to E/W Arterial	New facility -- 3 lanes	--				900	

	Project	Description	1990	1993	1995	1996	2000	2010
135	Lombard: Canyon Rd. to Farmington Rd.	New facility -- 5 lanes	--			1800		
400	Murray Blvd.: Allen to Scholls	Widen to 4-5 lanes	1200	2400				
RTP	Murray Blvd.: Millikan to Jenkins	Widen overpass to 4 lanes	1200				2400	
400	Murray Blvd.: Old Scholls to New Scholls	New facility -- 3 lanes	--				900	
RTP	Murray Blvd.: Sunset Hwy. to Cornell Rd.	Widen to 5 lanes	900				1800	
RTP	Murray Blvd.: TV Hwy. to Allen	TSM	1800					2400
RTP	Nimbus: Cirrus to Denney Rd.	New facility -- 3 lanes	--					900
RTP	Nora Rd.: 155th Ave. to Weir (Reusser?)	Widen to 3 lanes	500					700
RTP	Nyberg/SW 65th Ave.: I-5 to Borland	Widen, realign	900				1800	
RTP	Old Scholls: Murray to Bypass	Widen to 5 lanes	700/900					1800
MSTIP	Old Scholls: New Scholls to 175th	Widen to 3 lanes	700			900		
875	Scholls Ferry Rd.: Murray to Fanno Creek	Widen to 5 lanes	700/900	2100				
881	Scholls Ferry: Hwy. 217 to Fanno Creek	Widen to 6 lanes	1800	2700				
LOC	Sexton Mtn. Dr.: 155th Ave. SW to Nora	New facility -- 3 lanes	--			700		
LOC	Sexton Mtn. Dr.: 155th to Murray	New facility -- 3 lanes	--			700		
RTP	Taylor's Ferry: Oleson to Washington Dr.	New facility -- 3 lanes	--				900	
MSTIP	Tualatin-Sherwood Hwy.: Boones to Teton	Widen to 5 lanes	1800	1800				
MSTIP	Tualatin-Sherwood Hwy.: Teton to 99W	Widen to 3 lanes	1400	1400				
RTP	TV Hwy.: Murray Blvd. to 21st Ave.	TSM	1900					2100
RTP	Walker Rd.: 185th Ave. to Corenll Rd.	New Facility -- 5 lanes	900				1800	
RTP	Hwy 99W: I-5 to Main	Widen to 6 lanes	1400/1800					2400

	Project	Description	1990	1993	1995	1996	2000	2010
	Clackamas County							
RTP	122nd Ave.: Sunnyside to Hubbard	Widen to 3 lanes	700				900	
578	82nd Dr.: Gladstone I/C to Hwy. 212	Widen to 3 lanes	900/1200		1200			
578	82nd Dr.: Hwy. 212/224 to Gladstone I/C	Widen to 4-5 lanes	900/1200					1800
160	92nd Ave.: Idleman to Mult. Co. Line	Widen to 3 lanes	700				900	
13	99E: Clatsop to Hwy. 224	Widen to 6 lanes	1800		3600			
855	Beavercreek & Molalla	Realign intersection, signal, widen to 5 lanes	900			1800		
68	Boones Ferry: Jean to Madronna	Widen to 5 lanes	1400/1800	1800				
490	Evelyn Overpass: 82nd to Evelyn/Jennifer	New facility -- 2 lanes	--	900				
RTP	Jennines: Oatfield to Webster	Urban Standards	700					900
522	Johnson Creek Blvd. & Linwood	Signalize, add left turn lanes	900			1100		
RTP	Johnson Creek Blvd.: 45th to 82nd Ave.	Widen to 3 lanes	900				1200	
RTP	King Rd. & Linnwood	Add left turn lanes	1400				1800	
TP/CO	Monterey Overpass: Monterey to new Frontage Rd.	New facility -- 3 lanes	--		900			
RTP	Stafford Rd. & Borland	Signalize, add left turn lanes	700				900	
769	Sunnybrook Ext.: I-205 to Sunnyside at 108th	New facility -- 5 lanes	--			1800		
CO	Sunnyside Rd. & 132nd	Signalize, turn lanes	900	1100				
161	Sunnyside Rd.: 122nd to 152nd	Widen to 5 lanes	900					1800
161	Sunnyside Rd.: 152nd to 172nd	Widen to 3-5 lanes	900					1800
RTP	Sunnyside Rd.: 172nd to Hwy. 212	Realign intersection, signalize	900				1200	
77	Sunnyside Rd.: Stevens to I-205 NB ramp	Add right turn lane	2400	2400				
161	Sunnyside Rd.: Sunnybrook to 122nd Ave.	Widen to 5 lanes	1200				1800	
RTP	Webster & Theissen	Add turn lane	900				1100	
RTP	Theissen: Oatfield to Webster	Urban standards	700					900

	Project	Description	1990	1993	1995	1996	2000	2010
	Freeways							
	Multnomah County							
345	I-5: E Marquam I/C	SB Water Ave. ramp	--			1200		
345	I-5: E Marquam I/C	Banfield access	--		2800/3500			
345	I-5: E Marquam I/C	Grand/MLK Jr ramps	--				1400	
394	I-5: Greeley Ramps to N Banfield I/C	Widen to 6 lanes	3500/5250					6200
360	I-5: Multnomah to Terwilliger	NB weave and braid	--			1200		
315	I-5: Portland Blvd. to Columbia Blvd.	Widen to 6 lanes	3600/4500	5400/6200				
322	I-5: Swift I/C to Delta Park I/C	Widen to 6 lanes	4400/5000	3600/5400				
372	I-84: 181st to 223rd	Widen to 6 lanes	3700		6000			
922	I-84: 223rd to Troutdale	Widen to 6 lanes	4000				6000	
251	Sunset Hwy.: Jefferson St. to zoo	Removal of restrictions (zoo to Canyon)	6800				6600/7800	
255	Sunset Hwy.: Scholls to Canyon Rd.	Canyon Rd. C-D system	6600		4500/4700		6600/7800	
255	Sunset Hwy.: Zoo to Scholls	Widen to 4 lanes	6600		5000/6000		6600/7000	

	Project	Description	1990	1993	1995	1996	2000	2010
	Washington County							
RTP	Hwy 217: Hall Blvd. to Hall OXing	Auxiliary lanes	4500					5200
258	Hwy 217: Sunset Hwy. to TV Hwy.	Widen to 8 lanes	5200				7200	
RTP	Hwy 217: TV Hwy to Hall Blvd.	Widen to 6 lanes	4500					6000
876	I-5 & I-205 I/C: WB to NB lane	Widen to 2 lanes	1500	3000				
256	Sunset Hwy.: Canyon Rd. to Hwy. 217	Widen to 6 lanes	4100	3300	3300	6100		
256	Sunset Hwy.: Hwy. 217 to Cornell Rd.	Widen to 6 lanes	4400	4400		5100		6000

	Project	Description	1990	1993	1995	1996	2000	2010
	Clackamas County							
RTP	Hwy 212: Chitwood to Royer	Widen to 4-5 lanes	1500					2400
RTP	Hwy 212: Rock Creek to Chitwood	Widen to 4 lanes	1500					2400
RTP	Hwy 212: School Rd. to 290th Ave. (Boring)	Widen to 4-5 lanes, new alignment	900					2400
RTP	Hwy 224: 37th Ave. to Webster	Widen to 6 lanes, construct Freeman & Rusk I/C	2400					2700
RTP	Hwy 224: Lawnfield to 135th Ave.	New facility -- 4 lanes						3500
RTP	Hwy 224: McLoughlin to 37th Ave.	Widen to 6 lanes, close Monroe I/C	2100					2700
RTP	Hwy 224: Webster to Johnson	Widen to 6 lanes	2100					2700
TP/CO	I-205 Frontage Rd.: Sunnyside to 92nd	New facility E of I-205 -- 2 lanes				900		
RTP	I-205: Hwy 224 I/C	Widen to 6 lanes, relocate SB I-205 ramp	1800					3000
876	I-5: Upper Boones to I-205	Add auxiliary lanes	6300	7200				

**Interim Conformity Determination
Portland Metropolitan Area RTP and FY 94-96 TIP**

I. INTRODUCTION

The Clean Air Act Amendment of 1990 (CAAA) required promulgation of a final rule containing criteria and procedures for determining conformity of local TIPs with the Clean Air Act. On June 7, 1991, EPA and USDOT issued interim criteria and procedures to assist agencies engaged in determining conformity. The Interim Conformity Guidance is the EPA/USDOT interpretation of statutory provisions concerning interim criteria and procedures. The analysis described below conforms with this "Interim Conformity Guidance."

II. QUALITATIVE ANALYSIS

A. Background

The Interim Conformity Guidelines specify that a subjective analysis be performed to determine if Regional Transportation Plans (RTP) and Transportation Improvement Plans (TIP) conform to adopted air quality State Implementation Plans (SIP). This analysis is to demonstrate that both the RTP and its implementation program, the FY 94-96 TIP, generally enhance or expedite the implementation of transportation control measures (TCMs) identified in the SIP.

B. RTP/TIP Relationship

The revised RTP, adopted in January 1992, is the "umbrella document" which integrates the various aspects of regional transportation planning into a consistent coordinated process. It identifies the long-range (20-year) regional transportation improvement strategy and 10-year priorities established by JPACT and defines regional policies, goals, objectives and system plan elements.

The TIP relates to the RTP as an implementing document, identifying improvement projects consistent with the RTP that are authorized for funding within a five-year time frame. Projects are identified for funding in the TIP at the request of local jurisdictions, Tri-Met and ODOT. These capital improvements must be consistent with the RTP policies, system element plans and identified criteria in order to be eligible for inclusion into the TIP for funding. All projects are retained in the RTP until implemented or a No-Build decision is reached, thereby providing a permanent record of proposed improvements. It is from proposed improvements

found to be consistent with the RTP that projects appearing in the TIP and its three-year Approved Program are drawn.

C. Analysis

1. Consistency with the Most Recent Mobile Source Emissions Estimates.

Requirement: The CAAA requires that TIP conformity determinations "are consistent with most recent estimates of mobile source emissions." These emission estimates, in turn, must be based on the most recent population, employment, travel and congestion estimates.

Finding: In the quantitative analysis discussed below, attainment and milestone year projections for travel, congestion and emissions are forecast from a 1990 baseline incorporating population and employment estimates for that year. Those estimates provide the basis for subsequent travel forecast modeling using Metro's EMME/2 transportation software package and emissions modeling using MOBILE 5A.

2. No Negative Impacts on TCMs.

Requirement: The Interim Conformity Guidance requires MPO assurance that no goals, directives, recommendations or projects in the RTP or TIP "contradict in a negative manner any specific requirements or commitments" (TCMs) in the SIP.

Finding: Metro and ODOT have reviewed the list of TCMs (listed in Section II.C.3 below) and have determined that neither the RTP nor TIP will negatively contradict specific TCM commitments identified in the SIP.

3. Expeditious Implementation of TCMs.

Requirement: The Interim Conformity Guidance also requires MPO assurance that the RTP provides for "expeditious implementation" of the TCMs included in the SIP described sufficiently to direct specific, committed actions. This assurance requires the compliance of DEQ, the state air quality agency responsible for submitting the SIP to the Environmental Protection Agency.

Relevant SIP Section: Two sections of the Oregon SIP relate to the Oregon portion of the Portland-Vancouver Interstate Air Quality Maintenance Area: Section 4.2 (Carbon Monoxide) and Section 3.4 (Ozone). Included in those sections are a listing of implemented and committed TCMs. Included in this section is a listing of TCMs and their current status.

Finding: Metro and ODOT, in consultation and concurrence with DEQ, have reviewed the status of all committed TCMs in the Ozone and CO components of the SIP and have determined all to have been implemented. It should be noted that certain TCMs included in Section 4.3 (Ozone) were included despite being determined at the time not to be required to achieve the National Ambient Air Quality Standards (NAAQS). For Carbon Monoxide (Section 4.2), only the Downtown Portland Air Quality Plan, among the identified additional TCMs, was determined to be necessary for attainment.

The status of all required and non-required committed TCMs are described below:

Section 4.3.3.4 (Ozone) and Section 4.2.4.2 (CO) Required Commitments:

- a. Inspection/Maintenance
- b. Improved Public Transit
 - Downtown Transit Mall
 - Bus Purchases
 - Bus Shelters
 - Fareless Square
- c. Exclusive Bus and Carpool Lanes
- d. Areawide Carpool Programs
- e. Long-Range Transit Improvements (Banfield LRT)
- f. Park-and-Ride Lots
- g. Employer Programs to Encourage Carpooling and Vanpooling
- h. Traffic Flow Improvements

- i. Bicycle Program
- j. I-5 North Rideshare Program
- k. Emission Standards for Industrial Sources

All of these required committed TCMs have been implemented.

Section 4.3.3.5 (Ozone) Non-Required Commitments

- a. Transit Improvements
- b. Bus Purchases
- c. Transit Fare Incentives
- d. Ramp Metering
- e. Traffic Flow Improvements
- f. McLoughlin Corridor Rideshare Program
- g. Employee Bicycle Planning Project
- h. State Legislation to Encourage Ridesharing
- i. Shop-and-Ride Program
- j. City of Portland Bicycle Parking Program
- k. Employee Flexible Working Hours Program
- l. Traffic Signal System Project
- m. Downtown Portland Air Quality Program
- n. City of Portland Employee Travel

All of these additional TCMs have been implemented.

Section 4.2.4.3 (Carbon Monoxide) Additional Commitments

- a. McLoughlin Corridor Rideshare Program

- b. Employee Bicycle Planning Project
- c. State Legislation to Encourage Ridesharing
- d. Shop-and-Ride Program
- e. City of Portland Bicycle Parking Program
- f. Employee Flexible Working Hours Program
- g. Traffic Signal System Project
- h. Downtown Portland Air Quality Plan
- i. City of Portland Employee Travel

All of these additional TCMs have been implemented.

Note: Metro, in conjunction with Oregon DEQ will be revising the SIP beginning in FY 94. The update will be submitted as a Declaration of Attainment and will include a required Long-term Maintenance Plan. That plan will include additional TCM's, or other air quality control measures, as necessary. Additionally, the FY 94-96 TIP identifies the region's CMAQ program intended to implement projects that maximize air quality benefits.

4. Qualitative Conformity Determinations

Requirement: Finally, related to a qualitative analysis, the Interim Conformity Guidance requires MPO determination that the RTP will generally conform to the SIP by supporting its broad intentions of achieving and maintaining the NAAQS.

Findings: The Regional Transportation Plan (RTP) is prepared by Metro. Metro also was designated by Governor Straub on December 12, 1978 (and reconfirmed by Governor Roberts in 1991) as the lead agency for development of both the CO and Ozone SIP revisions for the Portland AQMA. SIP provisions are integrated into the RTP as described below, and by extension into subsequent TIPs which implement the RTP.

The scope of the RTP requires that it possess a guiding vision which recognizes the inter-relationship among (a) providing adequate levels of mobility, (b) allocating finite fiscal resources and (c)

protecting the region's environmental quality. As such, the RTP sets forth three major goals:

No. 1 - To provide adequate levels of mobility on the transportation system;

No. 2 - To provide adequate mobility at a reasonable total cost; and

No. 3 - To provide adequate mobility with minimal environmental impact and energy consumption.

Three objectives of Goal No. 3 directly support achievement of National Ambient Air Quality Standards (NAAQS):

1. To ensure consideration of applicable environmental impact analyses and practicable mitigation measures in the RTP decision-making process.
2. To minimize, as much as practical, the region's transportation-related energy consumption through improved auto efficiencies and increased use of transit, carpools, vanpools, bicycles and walking.
3. To maintain the region's air quality.

Performance Criteria: Hydrocarbon emissions by transportation-related sources, in combination with stationary source emissions, should not result in the federal ozone standard of .12 ppm being exceeded. Areas which experience concentrations of Carbon Monoxide emissions resulting from transportation-related sources (i.e., downtown Portland) should not exceed the federal standard of 9 ppm. The three-year Approved Program Element of the region's Transportation Improvement Program (TIP) should be consistent with the SIP for air quality.

These objectives are achieved through a variety of measures affecting transportation system design and operation. The plan sets forth objectives and performance criteria for the highway and transit systems and for transportation demand management (TDM).

The highway system is functionally classified to ensure a consistent, integrated, regional highway system of principal routes, arterials and collectors. Acceptable level-of-service standards are set for maintaining an efficient flow of traffic. System performance is emphasized in the RTP with priority given to transportation system management (TSM) measures.

The transit system is similarly designed in a hierarchical form of regional transitways, radial trunk routes and feeder bus lines. Standards for service accessibility and system performance are set. Park-and-ride lots are emphasized to increase transit use in suburban areas.

The RTP also sets forth an aggressive demand management program to reduce the number of automobile and person trips being made during peak travel periods and to help achieve the region's goals of reducing air pollution and conserving energy. Three TDM objectives are put forth: (1) minimize travel by single occupant automobile and maximize travel by alternative modes; (2) minimize travel during peak hours; and (3) minimize trip length. Program design criteria are made in the areas of parking management, rideshare programs, land use plan compatibility, flexible work schedules and bicycling.

In conclusion, review by Metro and the Oregon Department of Transportation of the ozone and carbon monoxide portions of the SIP and RTP, including the FY 1994-96 TIP, has determined that the RTP is in conformance with the SIP in its support for achieving the NAAQS. Subsequently, both the RTP and FY 1994-96 TIP comply with the qualitative guidelines as stated in the EPA/FHWA/FTA Interim Conformity Guidance.

III. QUANTITATIVE ANALYSIS

A. Background

A finding of conformity with the Interim Conformity Guidance requires that a quantitative analysis be conducted, if possible, for both the RTP and TIP. The quantitative analysis requires development of baseline and forecast-year (attainment and milestone) link-based systems and travel networks and an emissions analysis using MOBILE 5A. The Portland metropolitan area has the capability to perform such a quantitative analysis.

To determine conformity, Metro must show that both the RTP and TIP contribute to annual emissions reductions. During the interim period for the proposed TIP (referred to as Phase I), "contributes" means that implementation of the TIP/RTP network will decrease emissions in the future relative to emissions over the same period without implementing planned network improvements, but assuming relative increases of population, employment and related travel demand. The resulting conformity determination is a series of Build/No-Build comparisons of air quality in various years to confirm that fewer emissions would result from building planned improvements than would otherwise occur given expected population and employment increases in the Region through time.

B. Analysis

1. Define the Baseline, or "No-Build" Scenario.

Requirement: The Interim Conformity Guidance defines the baseline scenario as the "No-Build" situation consisting of the existing system, the completion of projects under construction in 1990 and the continuance of ongoing TDM/TSM or other similar programs. The No-Build scenario should exclude projects with no impact on regional emissions (as described in the interim guidance).

Finding: The baseline scenario (i.e., No Build) was assumed to be the year 1990 for this analysis. This simulation consists of the 1990 system, the completion of projects under construction at that time, and the continuation of ongoing TDM/TSM programs.

2. Define the "New TIP" and RTP Scenarios.

Requirement: The Interim Conformity Guidance for the TIP defines this as the "build" situation resulting from implementation of all federal projects scheduled in the TIP; non-federal projects required by state law to be in the TIP; and non-federal projects with clear funding sources or commitments and a completion date consistent with the analysis year. The design concept and scope of all projects must be described in sufficient detail to estimate emissions. The Build situation for the RTP is essentially the situation resulting from implementation of the 20-year recommended network.

Finding: The base year network (i.e., No Build) was assumed to be 1990 as described above. TIP and RTP "Build" networks were developed which reflect conditions for 1993, 1995, 1996, 2000 and

2010. The definition for each network is provided in Appendix A. The 1993 Network has been reviewed to assure that all projects indicated are complete. Some projects previously assumed to have been completed by 1993 were not completed and have been moved to the 1995, or 1996 networks as appropriate.

3. Perform the Emissions Impact Analysis.

Requirement: The Interim Conformity Guidance defines the analysis as estimating the difference in areawide emissions – VOC (Ozone) and CO – between the TIP Build and RTP with the No-Build scenarios. For each pollutant, the emissions comparisons should be done for two future years and a third year beyond attainment for the TIP, and 2010 for the RTP as follows:

<u>TIP</u>	<u>RTP</u>
• 1993 - Ozone	• 2010 - CO & Ozone
• 1995 - CO	
• 1996 - Ozone	
• 2000 - CO	

Data for 2000 is necessary for a TIP CO emissions comparison since 1995 is both an "attainment" and "milestone" year for the Portland region.

The methodology used to prepare the emissions forecast prepared in 1993 for the FY 94-96 TIP and the RTP differs substantially from that used to forecast emissions in 1992 for the FY 93 TIP and RTP. Metro discontinued use of the zone-based travel forecast model previously used and adopted a link-based travel forecast model. Additionally, Metro employed the MOBILE 5A model for calculation of emissions resulting from predicted travel.

Finding: Table 1 provides a summary of the emissions for each analysis year (see also Exhibits 1 through 4).

4. Determine Conformity.

Requirement: The Interim Conformity Guidance defines a quantitative conformity determination for both the TIP and RTP. The TIP contributes to emissions reductions if emissions from the

Table 1
Emission Summary
(kg/day)

<u>Base Scenario</u>	<u>Winter CO</u>	<u>Ozone</u>		
		<u>Summer CO</u>	<u>Summer HC</u>	<u>Summer NO_x</u>
1990 No Build	726,697	499,710	156,604	68,950
<u>TIP</u>				
1993 Build	X	393,408	67,693	65,392
1993 No Build	X	394,494	67,820	65,492
1995 Build	506,176	X	X	X
1995 No Build	507,465	X	X	X
1996 Build	X	369,703	57,874	62,021
1996 No Build	X	372,238	58,168	62,196
2000 Build	430,676	X	X	X
2000 No Build	434,710	X	X	X
<u>RTP</u>				
2010 Build	388,069	327,037	53,988	56,633
2010 No Build	391,795	330,183	54,305	56,908

Build scenario are less than those from the No-Build scenario for the "two end-point years" for both CO and Ozone. There also must be a logical basis for expecting less emissions in each intervening year. The RTP must be determined not to increase the frequency or severity of existing violations to satisfy Section 176 (c)(1)(B)(ii) of the Act (essentially, the RTP must be found to contribute to emission reductions).

Finding: The data in Table 1 indicates that the TIP is in conformity. The amount of pollutants steadily decreases from the 1990 to 2000 conditions. In addition, emissions calculated for the Build conditions in each analysis year are less than those in the No Build.

The data also indicate the RTP is in conformity. The 2010 emissions are less than in 1990. In addition, winter CO for the 2010 conditions is less than in 1990. Emissions for the TIP/RTP Build condition are less than the No-Build condition for all pollutants in all years.

ATTACHMENT C

ISTEA PLANNING FACTORS

ISTEA amended Federally required procedures governing MPO adoption of the TIP by requiring the document to address 15 planning factors. This discussion occurs below based on the factors as stated in the currently proposed Metropolitan Planning Rule contained in 23 CFR Part 450.

SECTION 450.116(a)(1) *Preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing transportation facilities more efficiently (including an analysis of existing conditions of travel, transportation facilities, vehicle fuel consumption, and systems management).*

Discussion:

The TIP implements policies and programs evaluated and adopted in the Regional Transportation Plan. System preservation is one of three central policies of the RTP, together with provision of cost effective mobility for the Region's citizens and accommodation of economic development needs. The RTP analyzes current and projected transportation conditions, defines the current and committed transportation network and calculates fuel consumption expected to result from system operation under current and anticipated conditions.

The FY 1994-1996 Approved Program of projects includes dedication of significant resources under the State and Regional STP programs, and the Transportation Enhancement, CMAQ and State Gas Tax programs to obtain more efficient use of the existing vehicular and transit network, in part by better integration of multiple travel modes within the existing right-of-way, by better integration of transit with bicycle and pedestrian use and application of demand reduction, access control and transportation systems management techniques to the existing network of arterials and highways.

SECTION 450.116(a)(2) *Consistency of transportation planning with applicable Federal, State, and local energy conservation programs, goals, and objectives.*

Discussion:

The RTP establishes the region's overall strategies for compliance with policies related to energy conservation, (including the Fifth Biennial Oregon Energy Plan that will be addressed in the FY 94 RTP Update). The core of these policies is to diminish use of single occupant vehicles for commuting and general purpose trips. Secondly, increasing efficiency of the transportation

network to diminish delay and corresponding fuel consumption is also emphasized.

The TIP implements these goals through programming of funds to a variety of projects. Diversion efforts have traditionally been focused on use of FTA program funds to increase transit use. Under ISTEA, the region has made use of flexible funding opportunities to program Regional STP and CMAQ funds to planning and construction of new LRT capacity and provision of greater peak period and demand responsive transit service. Enhancement and CMAQ funds have also been dedicated to more fundamental approaches to reduction of SOV travel. Funding is provided for a diverse set of projects including bikes on transit, a regional public/private transportation management association, regional and neighborhood-based rideshare programs, transit oriented development planning and implementation, pedestrian to transit access projects and acquisition and construction of bike/pedestrian pathways. This range of efforts goes beyond previous commitments to SOV travel reduction by provision of viable multi-modal options to SOV usage throughout the region.

System efficiency is also emphasized, in place of system expansion, through regional arterial signal upgrade and intertie programs and first-phase implementation of ODOT's Freeway Management System. A Freeway Operations Management Center is nearing completion (housed in a renovated school building) and IVHS detection and communication equipment including loop detectors, ramp meters, video surveillance cameras, emergency response vehicles, and cabling, is scheduled for installation during the three-year Approved Program period. A pilot incident response management program was implemented in FY 93 on the southern portion of Interstate 5 within the region. The eventual goal of these efforts will be to provide integrated management of the region's freeway and principle arterial networks to reduce non-recurring delay due to accidents and special events and to better manage recurring delays using access management and dissemination of alternative routing and mode information to the motoring public. Delay reduction minimizes fuel consumption.

Finally, critical links in the regional transportation system are scheduled for capacity increases. These projects are driven by increasing population and per capita vehicle miles travelled. The region's Interim Conformity Determination demonstrates that by reducing congestion and establishing more direct links between destinations, these projects reduce travel time and thus minimize fuel consumption relative to conditions that would otherwise exist without the projects. In these three approaches, the TIP is consistent with pertinent goals, policies and objectives relating to energy conservation.

SECTION 450.116(a)(3) *The need to relieve congestion and prevent congestion from occurring where it does not yet occur including:*

- (i) *The consideration of congestion management strategies or actions which improve the mobility of people and goods in all phases of the planning process; and*
- (ii) *In TMAs, a phased in congestion management system that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operation management strategies (e.g., various elements of IVHS) shall be developed in accordance with § 450.120 (Congestion Management System).*

Discussion:

The RTP provides calculation of existing and 20-year projection of points within the transportation network which function above acceptable levels of service during peak periods of use. The project list developed in the RTP responds to this system information. RTP criteria used to select projects include consideration of existing, 10-year and 20-year congestion and delay. As the implementing element of the RTP, the TIP also serves to address reduction and prevention of congestion. As the Congestion Management System is developed, the RTP and TIP will be amended accordingly. In the interim, projects which substantially increase single occupant vehicle capacity will only be scheduled in the TIP in accordance with the FHWA/FTA Interim CMS guidance issued April 6, 1992, as supplemented in FHWA Memorandum dated July 23, 1993 (Addressing Congestion Management System Requirements in Environmental Documents). In effect, the NEPA process will be adapted to assure that SOV projects are implemented only where analysis shows alternatives to SOV capacity increases to be infeasible and that all feasible supplementary system and demand management strategies will be simultaneously implemented on the facility and within the corridor.

SECTION 450.116(a)(4) *The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short and long-term land use and development plans (the analysis should include projections of metropolitan planning area economic, demographic, environmental protection, and land use activities consistent with metropolitan development goals, and projections of potential transportation demands based on the inter-related level of activity in these areas).*

Discussion:

The TIP is a program document guided by policies adopted in the RTP. The Metro RTP qualitatively and quantitatively addresses the elements specified in this planning factor. As all projects programmed in the TIP must conform with the RTP, the TIP addresses the elements of this planning factor. Metro's Charter assures that the RTP and local land use plans are consistent and that

Metro's RTP is consistent with State and Regional goals and objectives.

SECTION 450.116(a)(5) *Programming of expenditures for transportation enhancement activities as required under 23 U.S.C. 133.*

Discussion:

The FY 1994 TIP programs approximately \$3.4 million of Enhancement funds allocated to ODOT Region 1 in FY 92, 93 and 94 (projected) to five projects which have been previously described in this staff report. The funds were programmed by ODOT in consultation with Metro. Allocation of projected FY 95, 96 and 97 Enhancement funds will occur as part of the ODOT Six-Year Plan Update scheduled to begin in fall of 1993.

SECTION 450.116(a)(6) *The effect of all transportation projects to be undertaken within the metropolitan planning area, without regard to the source of funding (the analysis shall consider the effectiveness, cost effectiveness, and financing of alternative investments in meeting transportation demand and supporting the overall efficiency and effectiveness of transportation system performance).*

Discussion:

Consideration of this factor is beyond the scope and purpose of the TIP and is addressed in the RTP.

SECTION 450.116(a)(7) *International border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, and military installations (supporting technical efforts should provide an analysis of goods and services movement problem areas, as determined in cooperation with appropriate private sector involvement, including, but not limited to, addressing interconnected transportation access and service needs of intermodal facilities).*

Discussion:

Consideration of this factor is largely beyond the scope and purpose of the TIP and is addressed in the RTP. Also, completion of the Intermodal Management System will greatly refine the RTP's analysis of the freight and goods movement elements of this factor.

It can be noted that the TIP has targeted significant improvement of the arterial network in the Columbia South Shore industrial area of Portland between I-5 and Portland International Airport is in the final stages of completion. The improvements have largely been targeted at improving freight truck access to and from Port of Portland facilities and I-5 and I-205.

SECTION 450.116(a)(8) Connectivity of roads within metropolitan planning areas with roads outside of those areas.

Discussion:

The RTP is consistent with the Oregon Highway Plan in the designation of routes into and through the Metropolitan area. Principal arterial routes (in the RTP), National Highway System Routes and Routes of Statewide and Interstate Significance (in the State Plan) serve the same general purpose. These are as follows:

- . Interstate 5 (southern Oregon and north and south continental U.S.)
- . Interstate 84 (eastern Oregon and continental U.S.)
- . U.S. 26 (western and eastern Oregon)
- . Interstate 205 (bypass facility north into Washington State)
- . U.S. 30 (Columbia River to the Pacific Ocean)
- . Hwy 99W (Willamette Valley)

These facilities fall within ODOT's principle jurisdiction, therefore, ODOT programming for these facilities occurs in consultation with Metro. A balance is sought between provision of urban access to these facilities and maintaining an adequate flow of intra- and interstate traffic through the region on the facilities. ODOT and the region have approached this task with a balance of interchange and mainline capacity improvements, operational modifications, IVHS management techniques and TDM programs. Within the three-year approved program period, the I-5, I-84 and U.S. 26 corridors are scheduled for significant attention.

The I-5 corridor will be improved in the region's southern reach with reconstruction of the Stafford Interchange, corresponding improvement of local access necessitated by the interchange and construction of the 217/Kruse Way Interchange. This portion of I-5 will also be used to test an incident response program which, in later phases, is planned to expand throughout the corridor. Final funding for the Tigard Park & Ride lot is provided in the program to help divert SOV traffic from the corridor in conjunction with Tri-Met's regional rideshare program and employer based trip reduction programs facilitated by ODOT.

In the middle reaches of the corridor (i.e., through downtown Portland), investigation of pavement subsidence at I-5 milepost 287 and bridge-and-ramp pavement, joint and deck repair categorical funds are programmed, in addition to implementation of variable message signing and other TSM/IVHS projects. Beyond the three-year Approved Program period planned improvements on the East Bank portion of I-5 include the Water Street and MLK ramp projects.

In the northern portion of the corridor, significant resources are programmed to improve truck routing within the Columbia South Shore industrial area. Major improvements to Marine Drive and

Airport Way are nearing completion. Investigation will proceed within the three-year Approved Program period of freight movement issues in the Lombard/Columbia Boulevard corridor and of connection with and diversion from I-5.

Interstate System completion projects will widen portions of the I-84 corridor from 181st to Troutdale within the program period, together with providing adequate local connection to the system via interchange construction and reconstruction at 207th, 223rd, 238th and 242nd. These structural improvements will be completed by operation of the Gateway Park & Ride facility, Tri-Met's regional rideshare program and refinement of the ramp meter access control system in the corridor after startup of the Freeway Operations Management Center.

The three-year Approved Program period will witness at least the beginning of reconstruction of nearly all the mainline and interchanges of U.S. 26 within the region in conjunction with the Westside LRT program. Even with these improvements and assuming full operation of the Westside LRT to 185th starting in 1997, system operation during peak periods is expected to reach LOS F conditions along some stretches of the mainline and at some interchanges. For this reason, funds are programmed for variable message signing at the Vista Ridge Tunnel and the facility is identified as a high priority for implementation of surveillance, incident response and access control techniques in a regional IVHS system study completed in FY 93.

Corridor Studies are underway affecting connections to U.S. 26 on the east and between I-5, 99W and U.S. 26 on the west.

SECTION 450.116(a)(9) *Transportation needs identified through the use of the management systems required under 23 U.S.C. 303 (each management system will identify prioritized facility needs, policies, and strategies that will be analyzed during the development of the transportation plan, including its financial component, for possible inclusion in the metropolitan and statewide plans and TIPs).*

Discussion:

The referenced management systems are in the early phases of development. As they are completed, the RTP will incorporate system improvement recommendations as appropriate. Once prioritized in the Plan document, individual projects will be programmed in the TIP.

SECTION 450.116(a)(10) *Preservation of rights-of-way for construction of future transportation corridors.*

Discussion:

Two projects: 1) the Oregon Electric Right-of-Way purchase; and 2) the Lake Oswego Trolley extension, respond to this planning

factor. Both projects are funded with Enhancement program funds. Each project has, as one purpose, preservation of rail right-of-way suitable for potential expansion of the Regional LRT system but are being considered for joint use for bike and pedestrian trails.

SECTION 450.116(a)(11) *Enhancement of the efficient movement of freight.*

Discussion:

The RTP balances the importance of enhancing the region's freight movement capability relative to alternative investment of scarce transportation dollars. The Intermodal Management System now being developed will greatly refine the policy and technical basis for these allocation decisions. As previously stated, the Marine Drive, and Airport Way improvements nearing completion are mostly oriented to this goal and system studies of the Lombard/Columbia Boulevard corridor represent the next phase of programmed investment in this topic. It is anticipated that goods movement beyond the Columbia South Shore area, including issues associated with major inland distribution centers, will receive additional analysis and programming attention as part of the IMS study work.

SECTION 450.116(a)(12) *The use of life-cycle costs in the design and engineering of bridges, tunnels, or pavement (operating and maintenance costs must be considered in analyzing transportation alternatives).*

Discussion:

ODOT and the local jurisdictions within the Metropolitan boundary maintain Pavement and Bridge Management Systems which evaluate life-cycle costs as a factor in programming construction of new facilities in capital improvement programs. Local bridge, tunnel and pavement projects included in the TIP must also be included in approved Capital Improvement Programs of local jurisdictions. ODOT applies these factors for all of its projects.

SECTION 450.116(a)(13) *The overall social, economic, energy, and environmental effects of transportation decision (the analysis shall give consideration to the effects and impact of the plan on the natural and man made environment, be based on adequate consultation with appropriate resource and permit agencies to ensure early and continued coordination with environmental resource protection and management plans, and shall place appropriate emphasis on consideration of transportation-related air quality problems and in support of the requirements of 23 U.S.C. 109(h), and sections 5(h)(2) and 14 of the Federal Transit Act (49 U.S.C. 1604(h)(2) and 1610), and section 174(b)).*

Discussion:

The RTP is the appropriate forum for full consideration of these global issues. The TIP addresses this factor in two limited respects. First, the network of projects expected to result from implementation of programmed facilities is modelled for conformity with the State Implementation Plan for Attainment and Maintenance of the National Ambient Air Quality Standards. The Interim Conformity Guidelines require not only that transportation investment decisions given effect by the TIP do not interfere with attainment of the NAAQS, but that the TIP will also contribute to attainment of the Standards.

Second, all projects programmed in the TIP, whether or not they expect to use federal funds, are reviewed under NEPA standards. Therefore, while the RTP is the principle forum for evaluation of "whole system" interaction with environmental considerations stated in the planning factor, the TIP programming process is relied upon by the RTP as one means of assuring mitigation of potential adverse effects of Plan implementation.

SECTION 450.116(a)(14) Expansion, enhancement, and increased use of transit services.

Discussion:

The RTP and Tri-Met's Strategic Plan are the appropriate forums for full consideration of this factor.

The TIP reports the FTA program in full which is dedicated to furtherance of these goals in accord with Tri-Met prioritization criteria and Regional consensus regarding transit and LRT goals and objectives.

SECTION 450.116(a)(15) Capital investments that would result in increased security in transit systems.

Discussion:

No projects are currently programmed to address this specific issue.

**ATTACHMENT D1
PROJECTS APPROVED PER INTERIM CMS GUIDANCE
WHICH WOULD SIGNIFICANTLY INCREASE SOV CAPACITY**

Metropolitan Service District
Transportation Improvement Program
Portland Urbanized Area

In Federal Dollars
Regional Surface Transportation Program

Fiscal Years 1994 to Post 1997
Effective October 1, 1993

Project Description
Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECTS

ROD RECEIVED/CONSTRUCTION FUNDS OBLIGATED

1 LOWER BOONES FERRY RD - MADRONA TO SW JEAN**68 *00-000***00000*FAU9473*703*****0****
 Constr 0 300,000 0 0 0 0 0 300,000
 Total 0 300,000 0 0 0 0 0 300,000

ROD RECEIVED

15 CORNELL RD. - CORNELIUS PASS RD TO JOHN OLSEN AVE.***171 *00-000***00000*STP*****DA*****0****
 Pre Eng 0 0 0 0 0 0 0 0
 Constr 0 1,115,463 0 0 0 0 0 1,115,463
 Total 0 1,115,463 0 0 0 0 0 1,115,463

ROD RECEIVED/ROW & CONSTRUCTION FUNDS OBLIGATED

18 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE***298 *0*****0*****FAU9962*120*****2****
 Constr 0 0 710,000 990,000 0 0 0 1,700,000
 Total 0 0 710,000 990,000 0 0 0 1,700,000

**FAU/STP REPLACEMENT PROGRAM
City of Portland Projects**

ROD RECEIVED/ROW & CONSTRUCTION FUNDS OBLIGATED

3 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE**298 *79-056***00456*FAU9962*120*****2****
 Constr 0 0 1,000,000 0 0 0 0 1,000,000
 Total 0 0 1,000,000 0 0 0 0 1,000,000

**STATE HIGHWAY PROGRAM
Federal-Aid Interstate Projects**

ROD RECEIVED/ROW & CONSTRUCTION FUNDS OBLIGATED (CONSTRUCTION OBLIGATIONS WILL BE REPORTED IN NEXT QUARTERLY UPDATE)

2 I-84 - NE 181ST AVE TO 223RD AVE - WIDEN, NEW INTERCHGS**372 *84-023a**00787*FAI84***2*****13*****
 Pre Eng 1,132,646 0 0 0 0 0 0 1,132,646
 Constr 0 26,680,000 0 0 0 0 0 26,680,000
 Total 1,132,646 26,680,000 0 0 0 0 0 27,812,646

Federal-Aid Interstate 4R Projects

ROD RECEIVED/CONSTRUCTION FUNDS OBLIGATED (CONSTRUCTION OBLIGATIONS WILL BE REPORTED IN NEXT QUARTERLY UPDATE)

3 I-205 - AIRPORT WY TO COLUMBIA BLVD - WIDEN SB ON-RAMP, ADD AUX L**306 *86-062***03270*FAI205**64*****24*****
 Constr 0 460,000 0 0 0 0 0 460,000
 Total 0 460,000 0 0 0 0 0 460,000

ROD RECEIVED/ROW FUNDS OBLIGATED

7 I-5 - STAFFORD INTERCHANGE**403 *86-061***03271*FAI5***1*****286*****
 Pre Eng 654,463 129,000 0 0 0 0 0 783,463
 Rt-of-Way 2,003,941 0 0 0 0 0 0 2,003,941
 Constr 0 0 0 8,447,352 0 0 0 8,447,352
 Total 2,658,404 129,000 0 8,447,352 0 0 0 11,234,756

ROD RECEIVED

10 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

ROD RECEIVED

11 I-5 - AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION***893 *86-056***03277*FAI5***1*****292*****
 Constr 0 0 0 38,824,620 0 0 0 38,824,620
 Total 0 0 0 38,824,620 0 0 0 38,824,620

ROD RECEIVED

12 I-84 - UPRR (GRAHAM ROAD) BRIDGE #6967 REPLACEMENT***911 *00-000***03342*FAU9883*2*****18*****
 Constr 0 2,631,200 0 0 0 0 0 2,631,200
 Total 0 2,631,200 0 0 0 0 0 2,631,200

 ### ### ###
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 Approved Program Years

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1993 1994 1995 1996 1997 Post 1997 Authorized

Federal-Aid Interstate 4R Projects (continued)

ROD RECEIVED

13 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE***922 *84-023b**04738*FAP168***2*****15*****
 Pre Eng 0 0 2,074,500 0 0 0 0 2,074,500
 Rt-of-Way 0 0 2,840,130 0 0 0 0 2,840,130
 Constr 0 0 25,000,030 0 0 0 0 25,000,030
 Total 0 0 29,914,660 0 0 0 0 29,914,660

State Surface Transportation Program Projects

ROD RECEIVED

56 US26 - SUNSET / NW 185TH AVE INTERCHANGE***426 *84-013**00847*FAP27***47*****64*****
 Constr 0 5,427,000 0 0 0 0 5,427,000
 Total 0 5,427,000 0 0 0 0 5,427,000

National Highway System Program Projects

ROD RECEIVED

72 OR5 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO***828 *79-085b**05024*FAP32***29*****11*****
 Constr 0 0 4,092,000 0 0 0 0 4,092,000
 Total 0 0 4,092,000 0 0 0 0 4,092,000

Other Funding Program Projects (i.e., State Gas Tax Program Projects not currently expected to obligate Federal Funds)

ROD RECEIVED FOR THE FOLLOWING SEVEN PROJECTS AS PART OF THE WESTSIDE LRT AA/EIS

76 US-26 - CEDAR HILLS BLVD INTERCHANGE TO SW 76TH AVENUE***247 *88-033d**06597*FAP27***47*****68*****
 Constr 0 30,800,000 0 0 0 0 30,800,000
 Total 0 30,800,000 0 0 0 0 30,800,000

77 US-26 - SW 82ND PLACE (GOLF CREEK ACCESS ROAD)***250 *88-033i**06596*FAP27***47*****69*****
 Constr 0 950,000 0 0 0 0 950,000
 Total 0 950,000 0 0 0 0 950,000

78 US-26 - HIGHLANDS (ZOO) INTERCHANGE***251 *88-033e**06015*FAP27***47*****72*****
 Constr 0 7,130,000 0 0 0 0 7,130,000
 Total 0 7,130,000 0 0 0 0 7,130,000

79 US-26 - SYLVAN INTERCHANGE TO HIGHLANDS INTERCHANGE***253 *88-033f**06016*FAP27***47*****71*****
 Constr 0 0 9,870,000 0 0 0 0 9,870,000
 Total 0 0 9,870,000 0 0 0 0 9,870,000

80 US-26 - CAMELOT INTERCHANGE TO SYLVAN INTERCHANGE***254 *88-033g**06017*FAP27***47*****68*****
 Constr 0 0 58,500,000 0 0 0 0 58,500,000
 Total 0 0 58,500,000 0 0 0 0 58,500,000

81 US-26 - BEAVETON/TIGARD HIGHWAY TO CAMELOT INTERCHANGE***255 *88-033h**06018*FAP27***47*****69*****
 Constr 0 0 3,940,000 0 0 0 0 3,940,000
 Total 0 0 3,940,000 0 0 0 0 3,940,000

82 OR-217 - SUNSET HIGHWAY TO TUALATIN VALLEY HIGHWAY***258 *****06598*FAP79***144*****0*****
 Constr 0 11,900,000 0 0 0 0 11,900,000
 Total 0 11,900,000 0 0 0 0 11,900,000

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 Approved Program Years

**ATTACHMENT D2
PROGRAMMED PROJECTS THAT MIGHT SIGNIFICANTLY INCREASE SOV CAPACITY
THAT MUST COMPLY WITH INTERIM CMS GUIDANCE DURING NEPA REVIEW**

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1994 to Post 1997 Portland Urbanized Area

In Federal Dollars

Regional Surface Transportation Program

Effective October 1, 1993

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated	1993	1994	1995	1996	1997	Post 1997	Authorized
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REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECTS

19 NE SANDY BLVD TO NE GLISAN ST - 223RD CONNECTOR (207TH)***864 *00-000***00000*FAU9867*726*****0****	Constr	0	858,878	1,750,000	1,750,000	0	0	0	4,358,878
	Total	0	858,878	1,750,000	1,750,000	0	0	0	4,358,878

**FAU/STP REPLACEMENT PROGRAM
Clackamas County Projects**

28 BEAVERCREEK RD EXT (RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE***855 *10249***02375*FAU9742*703*****0****	Constr	0	147,547	0	0	0	0	0	147,547
	Total	0	147,547	0	0	0	0	0	147,547

29 MCLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD***892 *90-063***05651*FAP26***1E*****6****	Pre Eng	0	100,000	0	0	0	0	0	100,000
	Reserve	0	0	0	0	833,000	0	0	833,000
	Total	0	100,000	0	0	833,000	0	0	933,000

**INTERSTATE TRANSFER PROGRAM
Multnomah County Projects**

69 NE SANDY BLVD TO NE GLISAN ST - 223RD CONNECTOR (207TH)***864 *89-025***05149*FAU9867*726*****0****	Pre Eng	0	0	0	0	0	0	0	0
	Constr	0	2,006,207	117,382	0	0	0	0	2,123,589
	Reserve	0	631,374	0	0	0	0	0	631,374
	Total	0	2,637,581	117,382	0	0	0	0	2,754,963

Clackamas County Projects

83 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
	Constr	0	316,219	0	0	0	0	0	316,219
	Total	140,046	316,219	0	0	0	0	0	456,265

**STATE HIGHWAY PROGRAM
Federal-Aid Interstate**

61 I-5 - E MARQUAM INTCHG (SE WATER AVE RAMPS) - (I)***345 *76-011***05697*FAI5****1**301*****	Constr	0	0	0	0	17,794,600	0	0	17,794,600
	Total	0	0	0	0	17,794,600	0	0	17,794,600

Federal-Aid Interstate 4R Projects

4 I-5 - EAST MARQUAM INTERCHANGE GRAND AVE/ML KING AVE RAMPS (III)***320 *76-011***00597*FAI5****1****301*****	Constr	0	0	0	0	0	53,856,480	53,856,480	53,856,480
	Total	0	0	0	0	0	53,856,480	53,856,480	53,856,480

Other Funding Program Projects (i.e., State Gas Tax Program Projects not currently expected to obligate Federal Funds)

74 OR-43 - TAYLOR'S FERRY ROAD TO I-205 (MACS)***226 *00-000***05853*FAU9565*3*****2****	Constr	0	0	1,390,400	0	0	0	0	1,390,400
	Total	0	0	1,390,400	0	0	0	0	1,390,400

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 Approved Program Years

PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 93-1840, ADOPTING THE FY 1994 TO POST-1997 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE FY 1994-96 THREE-YEAR APPROVED PROGRAM

Date: September 15, 1993

Presented By: Councilor Kvistad

Committee Recommendation: At the September 14 meeting, the Planning Committee voted 4-1 to recommend Council adoption of Resolution No. 93-1840. Voting in favor: Councilors Van Bergen, Devlin, Gates, and Kvistad. Voting No: Councilor Moore. Absent: Councilor Monroe.

Staff Presentation: Richard Brandman, Assistant Planning Director, and Terry Whistler, Senior Regional Planner, presented the staff report. The Transportation Improvement Program (TIP) serves as the basis for allocating federal funds throughout the region for Tri-Met, Oregon Department of Transportation (ODOT) and local road projects. With passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) there have been a number of changes in federal law that need to be reflected in the TIP. Previously we have had a five-year TIP with a one-year annual element. The five-year TIP is being reduced back to three years with the first year being priority projects. The difference is that if projects from the first year list are not ready and slip from the list, priorities from the remainder of the three-year program can be brought forward so that funding opportunities are not lost. This TIP is fiscally constrained and must fit the resources available. Previously we were allowed to over program.

There are not many new projects being incorporated into this TIP. Most relates to projects needing completion (e.g., the Banfield). The two new projects being allocated STP funds are really completion projects on 207th Avenue and on Marine Drive which previously had partial funding. The remainder of STP funding is being held in reserve for 1996-97, including \$22 million of regional STP and \$22 of state STP for the Westside Light Rail Transit project. Round one of the Congestion Mitigation/Air Quality (CMAQ) and Enhancement projects previously approved are included.

He commented on the public participation component more fully referenced in the staff report. He stressed the difference between systems planning, programming, and project development. The Regional Transportation Plan (RTP) process, which is currently being redone is part of the 2040 process - both having strong public participation elements. What we are doing with the TIP is programming that follows the planning that has already taken place. There was a public hearing with over 600 notices sent but only five responses. While he felt Metro had complied with the public involvement requirements of ISTEA, there is always room for improvement.

Councilor Devlin asked whether there was an anticipated short fall for Region 1 of \$400 million in ODOT funding in the Six-Year Program. Brandman responded that that was true and it was expected that the region will need to reduce by \$130 million of our highway

program. We will know better after the Oregon Transportation Commission meeting on Thursday.

Public Comment: There was extensive public comment on the issue. Both the City of Portland and Multnomah sent representatives to describe their own public involvement processes. Multnomah County experimented with a new process this year by working jointly with the cities within the county and holding geographically located meetings. The intent was to increase interaction with citizens and it was successful.

Bob Bothman, a member of the Metro Committee for Citizen Involvement, appeared at the request of the MCCI regarding concerns about the lack of required public involvement in the JPACT process for listing the CMAQ projects. The CMAQ program is part of the TIP. He criticized that work is done by staff and decisions are made in developing lists of projects. Only after the lists are prepared is the public involved. They are then only rarely able to alter the result. It would appear that all that is wanted from citizens is a "rubber stamp approval". He also criticized the lack of notice provided. He read sections of a proposed resolution now under consideration by the MCCI that calls for citizen involvement from the initial steps of process of developing Metro programs," including the solicitation of proposals, establishing criteria for programs, prioritization of proposals and projects, and selection of proposals and projects." The resolution directs the Council to reject and recycle and programs not receiving such citizen input.

Councilor McLain questioned the appropriate forum for the large issues raised by the MCCI. Perhaps the Council or the Council Governmental Affairs Committee as well as the Planning Committee should be involved.

Bothman then reiterated his comments before JPACT regarding this resolution. The timing to go from a one-year to a three-year TIP is poor. Citizen involvement is in a state of flux right now. He said he was told that the three-year requirement from the federal government was merely a proposal that had not been yet adopted - better to stay with one-year for the time being. Mr. Brandman quoted from the federal law which requires a three TIP and from the Federal Highway Administration (FHWA) Interim Guidelines which also requires three years.

Annette Liebe, an attorney for the Oregon Environmental Council, also criticized the amount of public involvement. She stressed that the RTP is outdated and should not be relied upon. She said she received notice of the workshop on the same day of the hearing. At the hearing the list was already completed. Citizens were really being asked about the next TIP rather than this one.

Rick Browning, Portland Bicycle Committee, spoke to the committee about the Lombard Street (Port of Portland) project included during round one of the CMAQ projects. He questioned the level of citizen involvement saying that there was an "irregular process" and the project was inserted afterward. He also said the \$700,000 project should be removed from the list as an unsafe project for bicycles that is poorly designed and too expensive. Terry Whistler explained that the project is designed by the Port of Portland to be separate

from trucks not cars and for use by Port employees commuting to work. Mr. Browning disagreed.

Jim Howell, Citizens for Better Transit, told the committee that 26 projects are included in the TIP that violate the spirit of federal by authorizing public funds that increase "single occupancy vehicle" (SOV) capacity.

Mike Borreson, Washington County, spoke in favor of the resolution. He was specifically concerned that the Cornell and Farmington Road projects that have been through the NEPA process be part of the first priority year.

Committee Discussion: Councilor Moore commented on the nature of the public involvement for the TIP. According to her notice, which she received one week prior to the meeting, she was restricted to commenting on the ranking criteria and the ranking system. It did not include a list of projects and there was no opportunity to comment on them at the meeting. It would appear that there was no public process for this TIP development. Staff responded that the ISTEPA does not require a public participation process on every project under consideration. It does require reasonable opportunity to comment on the projects in the TIP. He admitted that we can do better, but that he felt we had provided "reasonable" opportunity and notice. In addition to the notice there was an advertisement in the Oregonian. Still there were very few that attended the public hearing.

Councilor Moore countered that this evening's hearing is the only public opportunity to respond to the projects lists. But it would appear to be too late to make changes. We need to be more truthful in how we represent our public process. Brandman disagreed that this is the only opportunity for public comment. There was an entire process back in January over round one of CMAQ. Public participation goes both ways. Members of the public must also take responsibility to get on mailing lists and talk with our staff.

Councilor McLain asked whether there has been any change in the status of the funds in the TIP. Staff answered that this TIP is representative of the old inflexible types of funding and the new flexible ISTEPA funding. No other recent changes. She then asked why it was necessary to do all three years now. Brandman said that the three year is a requirement. Councilor McLain asked how much checking the department had done with the federal government regarding this "requirement". Brandman said he had checked the written law and the published guidelines but had not gone so far as calling them and asking them what they would do if we only programmed for one year.

Councilor Devlin said that when we approve this resolution tonight it is with the understanding that it will be amended later. This will occur when we make \$130 million in cuts, when we approve the new RTP and again following the 2040 choice. He feels the process is flawed but doesn't know how it should be corrected. This is where the Council should be placing their efforts - to improving the process..

Councilor Moore stated that the crux of the problem for her is the inclusion of the old projects. We say we'll address RUGGO and Goal 12 but keep these old projects on the list.

She said she was opposed to the motion to approve the resolution and has a great concern about the Lombard project. She then moved that the Lombard project be removed from the list and that that portion of the decision be returned to JPACT for further review.

Councilor Gates asked the time consequence of referring the measure back to JPACT and whether we could remove a portion to send back. Brandman comment that the committee could delete a portion and send the rest forward (as was done with the CMAQ). If the entire TIP was sent back it would hold up federal funding.

The motion failed 2-3. Voting Aye: Councilors Moore and Gates; Voting No: Councilors Devlin, Kvistad and Van Bergen. Absent: Councilor Monroe.

Councilor Wyers asked whether the TIP was flexible enough to accommodate changes made by the 2040 decision. Does 2040 become locked into these decisions? Brandman explained that 2040 isn't beholden to this decision. When the decision has been made, it will then be up to JPACT and the Council to examine the impact of the decision and determine whether to cancel projects.

Councilor Van Bergen explained the nature of the citizen involvement issue at JPACT. In general the citizens faulting the process were those who disagree with the result of the decision. He felt the department acted in good faith based on "the direction or acquiescence" they have received from the Council. There is a cost to citizen involvement and we need to determine what is reasonable and how much we will spend. JPACT is planning an interim meeting to review the Metro and local government process for citizen involvement. He recommends Metro do something similar and work closely with our local government neighbors. This work must now go forward so that the appropriation is not lost.



M E T R O

To: Planning Committee

From: Gail Ryder, Senior Council Analyst

Date: September 9, 1993

Re: Resolution 93-1840 - Transportation Improvement Projects

BACKGROUND: Historically, Metro has adopted a five year Transportation Improvement Plan (TIP) with one year annual elements. Preparation of the TIP allows the region to receive federal transportation funds. Such funds are available to local jurisdictions, the Oregon Department of Transportation (ODOT) and Tri-Met. Since passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the TIP is used to identify locally funded projects potentially adversely affecting regional attainment and/or maintenance of federal air quality standards.

The TIP is reviewed by the federal government for conformance to United States Department of Transportation (USDOT) regulations, which require the regional Metropolitan Planning Organization (MPO), Metro, to program such funding every two years for highway and transit projects. Effectively the TIP is used to describe how state and federal funds are to be obligated and provide cost estimates for scheduled projects. Regionally, the TIP describes the implementation of the Regional Transportation Plan (RTP).

EXPECTATION: This resolution changes the current process by approving a three-year program rather than a single year annual element. This is to allow the region to advance projects in FY 94 that are programmed in FY 95 or 96 without processing TIP amendments. To do this, policy endorsement of projects would be identified in the TIP for the previous programming of Interstate, Interstate Transfer, Federal-Aid Urban (FAU), National Highway System (NHS) and Federal Transit Administration (FTA) programs. ODOT highway funds scheduled for expenditure would occur as would recently approved ISTEA projects, including those funded with Surface Transportation Program (STP), Transportation Enhancement and Congestion Mitigation/Air Quality (CMAQ) program funds.

STAFF REVIEW: There were several issues that were discussed at the Joint Policy Advisory Committee on Transportation (JPACT) to which I would like to make the committee aware.

1. **Public Involvement:** Local governments submit projects drawn from local Capital Improvement Programs (CIP) and/or public facility plans, and from recommendations of County Transportation Coordinating Committees. The staff report (page 4) references that "local CIP development includes outreach to members of the general public and to representatives of local Community Planning Organizations (CPO's). . .". This allegedly is not the case, particularly in Washington County. Also, public involvement at Metro was alleged to occur only after staff decisions and lists have been prepared, thereby resulting in little change following a public hearing. The recent CMAQ Workshop was used as an example, even though there were several changes resulting from the public testimony received. At the TPAC, the Oregon Environmental Council criticized the fact that for some projects conformity analysis' are distributed at the public hearing, which gives the public not time to synthesize information prior to their primary opportunity to comment.

Resolve 8 directs Metro staff to work with members of the Transportation Policy Alternatives Committee (TPAC) and the MCCI to define a revised public involvement process for TIP development. This resolve received favorable comment but the current practice was characterized as not involving the MCCI or CPO's enough.

Public involvement required by ISTEA is a much stronger requirement than before. Lack of compliance with this requirement could jeopardize the funding of projects significantly. Conversely, with the strength of this requirement, opponents to selected projects can easily cry "lack of process" or "insufficient public involvement" if a decision goes against them. Also, federal conformity requirements for public involvement may change over the next few years, thereby bringing some projects back for further review.

2. **Status of the Regional Transportation Plan:** The RTP was characterized as "currently in a state of flux"; Washington County is waiting for Metro's update before they update theirs. Programming three years, rather than one, before the RTP is complete, was considered by some to be inappropriate.

The department countered that in actuality the TIP is now a five year document, with one year annual elements. The one year element is always over programmed. Now with ISTEA, such over programming is not allowed and there are higher cost constraints. There is also flexibility to delay some projects and continue on with others. Such programming includes engineering, right-of-way acquisition and actual construction.

3. State Transportation Rule/SOV: This TIP was criticized as not addressing the State Transportation Rule and as encouraging single occupancy vehicles with some of the recommended projects, based on policies that are obsolete. Implementation of the Transportation Rules has not yet been figured out. It was suggested that choosing a three year commitment before there is better understanding of the implementation of the Transportation Rule was an irresponsible move.

The department responded that the last two years of STP funds have yet to be committed and he has supported having ODOT leave the last two years of their six year plan unincumbered. This TIP represents the first four of a six year program.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1840 FOR THE PURPOSE OF ADOPTING THE FY 1994 TO POST 1997 TRANSPORTATION IMPROVEMENT PROGRAM AND THE FY 1994-1996 THREE YEAR APPROVED PROGRAM.

Date: September 2, 1993

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

The Transportation Improvement Program (TIP) serves as the basis for receipt of federal transportation funds by local jurisdictions, the Oregon Department of Transportation (ODOT) and Tri-Met. Under ISTEA, the TIP also identifies projects receiving local funds that have the potential to adversely affect regional attainment and/or maintenance of federal air quality standards.

This publication of the TIP reflects a number of changes from that of last year. This year's edition of the TIP features a three-year Approved Program rather than a single year Annual Element as has previously been the case. In essence, a three-year program allows the region to advance projects in FY 94 that are programmed in FY 95 or 96 without processing TIP Amendments. The major constraint is that a comparable dollar amount of projects must be moved out of FY 94 to make room for such moves.

Adoption of the TIP endorses the following major actions:

- . Past policy endorsement of projects identified in the TIP. Previous programming of Interstate, Interstate Transfer, Federal-Aid Urban, National Highway System and Federal Transit Administration (FTA) program funds would be reaffirmed. Previous programming of ODOT highway funds scheduled for expenditure in the region would occur. Endorsement of recently approved ISTEA projects would also occur including those funded with Surface Transportation Program, Transportation Enhancement and Congestion Mitigation/Air Quality program funds.

New Projects:

- . Administrative Adjustment of the TIP to program \$1.04 million of first-year Section 3 Formula Rail Modernization Funds for:
 - a. Final Engineering of Banfield Operations Control Center Communications Retrofit

- b. Final Engineering of Banfield System Double Tracking
- c. Final Engineering of Ruby Junction Facility Expansion
- d. Banfield Completion Projects Final Engineering Support Services/Management Administration
- e. Banfield Completion Projects Final Engineering Contingency
- . City of Gresham Park & Ride Facility - PE and Construction funding
- . Deletion of Project Breakeven from the Section 3 Discretionary Program (pending Congressional approval of a change to the designated use of \$13 million of currently appropriated Section 3 funds)
- . I-84/Sandy Blvd/207th - Connector to Halsey and 223rd Avenue @ Glisan - completion funding using FY 94 and 95 Regional STP funds.
- . Marine Drive Widening to Five Lanes - completion funding using FY 94 and 95 Regional STP funds.
- . Metro Planning - support of FY 95 and 96 Unified Work Program, Station Area Planning and miscellaneous other tasks using FY 94 and 95 Regional STP funds.
- . ODOT addition of seven new Hazard Elimination System (HES) projects in the FY 1994 Approved Program; additional HES projects will be adopted into the ODOT FY 1995-2000 Six-Year Program in January in line with increased ISTEA funding for this category of projects.
- . City of Portland Rail Road Bridge #51C06 (\$2,637,000).

Other Items of Note:

- . This year's TIP includes approximately \$12 million of FY 92-94 CMAQ projects. Although previous Resolutions have approved these projects, this will be the first year that the CMAQ project list appears in the TIP. Allocation of the projected \$13 million of FY 95-97 CMAQ funds will occur as part of the ODOT Six-Year Program update scheduled through summer of 1994.
- . This year's TIP includes \$3.4 million FY 92-94 State Transportation Enhancement projects. Again, prior Resolutions have approved these projects but this will be the first year that the list appears in the TIP. FY 1995-97 funds will also be allocated to projects as part of the Six-Year Program update and reflected in future Metro TIP's.

- . Approximately \$49 million of FTA Section 9 funds have been allocated in FY 1994 through 1996. Operating assistance is estimated to be \$4.396 for each of the three years of the Approved Program, the same as FY 1993, and less than that for FY 92. The Section 9 Program is projected in the TIP on a continuing basis through post 1997 based upon the Transit Development Plan and its revisions adopted by Tri-Met. The TIP programs approximately \$855,000 of additional funding for Hillsboro PE using Section 9 resources; \$1 million of unsecured Section 3 Discretionary funds had been counted on for this need previously.
- . Tri-Met has "obligated" \$81,795,000 of Westside Full Funding Grant Agreement funds through FY 1993. This falls \$17.205 million short of anticipated disbursements. Tri-Met is investigating a variety of options for making up this immediate shortfall of construction funding.
- . Private enterprise participation for FTA 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 evaluation of transit financial capacity demonstrates that there are sufficient resources to meet future operating deficits and capital costs.
- . Only about \$245,000 of Interstate Transfer highway and transit funding remains to be programmed for FY 1994 through FY 1996, pending determination of any funds which may shift into the program from FY 1993. 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 (Mt Hood and I-505), \$731,000 of additional transit withdrawal value in April 1987 added by Section 103(c) of Pub.L. 100-17, and \$16,366,283 made available by the recent I-205 Buslane withdrawal. Currently, the additional withdrawal values can only be applied to transit projects.
- . The FTA Section 3 "Trade" funds are virtually all programmed at this time pending final audit of completed projects.

Background

The Metro TIP serves several purposes. The Federal Government looks to the TIP to respond to United States Department of Transportation (USDOT) regulations. These regulations state that no less than every two years, the region's Metropolitan Planning Organization, Metro, must develop a program of highway and transit projects which use federal funds and State or locally funded projects which have a potential to affect regional attain-

ment and/or maintenance of Federal air quality standards. Primarily though, the TIP describes how federal and State funds for highway and transit projects in the Portland Urbanized Area are to be obligated during the three-year period of October 1, 1993, through September 30, 1996 (the FY 1994-96 Approved Program). The TIP provides cost estimates for projects scheduled for completion during the three-year Approved Program period and provides other descriptive information about each project. For perspective, projects completed prior to FY 1994 and those programmed for years subsequent to FY 1996 are also indicated.

From a Regional perspective, the TIP describes how the capital improvement component of the Regional Transportation Plan (RTP) is to be implemented and which projects will be given funding priority. It is the vehicle for balancing federal funding decisions for a broad range of local and regional priorities ranging from correcting deficiencies unique to neighborhood streets to advancing regionally significant long-range projects.

PUBLIC PARTICIPATION

Projects are developed through cooperative participation of the Oregon Department of Transportation, the cities and counties in the region, and special districts such as Tri-Met. Projects contained in the TIP that were submitted by local jurisdictions were drawn from local Capital Improvement Programs (CIP) and/or public facility plans, and from recommendations of County Transportation Coordinating Committees in each of the three Counties in the Region. Local CIP development includes outreach to members of the general public and to representatives of local Community Planning Organizations (CPOs) formed under authority of O.R.S. Chapter 197. Public comment on CIP project lists is obtained both during the initial list formulation process and as a part of hearings held prior to CIP adoption by local ordinance.

Projects nominated by ODOT have undergone State-level hearings preceding their adoption into the Six-Year Program; adoption of these project into the State TIP is a pre-requisite for their inclusion in the Metro TIP.

Finally, no project may be included in the Metro TIP that has not also been included in the Metro RTP as either a specific project, or as an element of a system, sub-area or corridor study. Through formation of Technical and Citizen Advisory Committees, these studies involve affected local jurisdictions and the public in all phases of the planning process. The formal RTP revision schedule which adopts project recommendations into the Plan, encompasses a complete public outreach and comment process.

Interim, or single project RTP amendments also include opportunities for public input during discussion of TPAC, JPACT, Metro's

Planning Committee and the Metro Council. Notice of regularly scheduled Metro Council and Metro Planning Committee meetings and information regarding pending adoption of Ordinances and Resolutions are published in local newspapers. The Oregonian, the State's largest newspaper, publishes Metro notices every Monday. Notice of TPAC and JPACT sessions and agendas are provided to all regional media in weekly Metro Meeting Notices.

The RTP Update schedule, as required in ISTEA, has lagged behind the need to program new CMAQ and Enhancement funds. Therefore, Metro's public process associated with RTP amendments needed in order for the TIP to allocate FY 92, 93 and 94 funds to these programs has been limited.

For CMAQ funds, the TPAC Transportation Demand Management Subcommittee was authorized to recommend allocation of the "first round" CMAQ funds. The Subcommittee includes citizen representation (as does TPAC) and was directed to identify eligible projects having public support. The resulting preliminary program was first reviewed by TPAC, JPACT, the Metro Planning Committee and Metro Council during hearings held through October and November of 1992 associated with consideration of Resolution No. 92-1627. A second full cycle of hearings were then held prior to adoption of the finalized list of first round projects on January 28th (Resolution No. 93-1731A). Public notice of these meetings occurred as described above.

Development of the Transportation Enhancement program was managed by ODOT. The process was initiated with publication and broad distribution of a 13 page informational brochure which briefly explained the statewide project nomination procedures and the administrative and technical criteria that would be used by ODOT to select projects for funding. Within ODOT Region 1, a stakeholders group was convened to nominate and refine the initial project list. The Metro Region initiated a local nomination process which recommended a set of projects (Resolution No. 92-1626) which competed against other (non-urban) ODOT Region 1 nominations. The resulting set of five Metro Region Enhancement projects were amended into the RTP and approved for allocation of Enhancement funds in the TIP. Public meetings of TPAC, JPACT, the Metro Planning Committee and the Metro Council were held and the recommendations were adopted on January 28th, 1993 (Resolution No. 1731A). Public notice of these meetings occurred as described above. Subsequent hearings were conducted by ODOT on the full program for the OTC in February and March, 1993.

The first major allocation of Regional STP funds in April, 1992 was to reserve \$22 million of FY 94 and 95 projected appropriations as a portion of the local share funding for Extension of the Westside LRT to Hillsboro (Resolution 92-1598). This allocation was fully consistent with transit funding priorities established in the RTP. The Resolution, which approved the funding

strategy for the entire Westside LRT program, was subject to extensive public review prior to the formal TPAC, JPACT, Metro Planning Committee and Metro Council hearing procedures discussed above. The second allocation - of approximately \$295,000 to support Metro's planning program - occurred on February 11 (Resolution No. 93-1756). The third and final action on April 22, 1993 (Resolution No. 93-1785), allocated approximately \$7.6 million to a wide variety of planning, development and construction projects scheduled for FY 93 and 94. All construction projects were drawn from Capital Improvement Programs adopted in public session of the legislative bodies which govern the region's local jurisdictions. The projects were also required to be in the RTP 10-year priority project list. All planning and development projects were screened by the TPAC TIP Subcommittee for consistency with goals and objectives of the RTP and with the policy directives of ISTEA, the Transportation Planning Rule of State Planning Goal 12, and Metro's Regional Urban Growth Goals and Objectives (RUGGO's). Adoption of Resolution 93-1785 was subject to public comment during four noticed public meetings at Metro, as discussed above.

The "ISTEA" funded projects discussed above have been formally amended into the Metro TIP at this time. Equally, the host of projects previously allocated funds in prior year TIPs are also currently approved to obligate federal funds. At this time, a handful of new projects would be "amended" into the Metro TIP upon approval of the FY 1994 through Post 1997 TIP which is the subject of this Resolution (see "New Projects" above). This affords an opportunity for JPACT and the Metro Council to consider the entire program of proposed and previously approved projects and to delete from, or otherwise amend the program if desired.

In light of this opportunity, Metro hosted a noticed public workshop on Monday August 23, to discuss the purpose and content of the TIP and the relationship of the TIP to the RTP and to the Interim Conformity Guidelines mandated by the Clean Air Act Amendments of 1990. The workshop was a limited first time effort to bring the *programming* process fully into the realm of the more defined public participation procedures which govern Metro's *planning* process. It was intended to provide opportunities for informed public comment during the current round of four Metro hearings leading to adoption of the TIP in September. These public comment periods were held as follows: TPAC - (date/time); JPACT - (date/time); Planning Committee - (date/time); and Metro Council - (date/time).

Finally, the adopting resolution for this TIP includes a directive to revise TIP public involvement procedures to be more consistent with recent ISTEA directives. It is envisioned the TIP Subcommittee, with public involvement, will draft the new procedures. These new procedures will identify TIP involvement

procedures for Metro and local governments and agencies.

CONTENTS

Section I of the TIP describes the group of funds essentially controlled by Region. It includes:

- o the Regional Surface Transportation Program (STP), and
- o the Regional Congestion Mitigation/Air Quality (CMAQ) program.

It also includes the remnant of the Federal-Aid Urban System (FAU) Program. The Region's outstanding FAU balance of \$8.25 million of FAU funds was used by ODOT at the close of the 1992 fiscal year to complete a State sponsored project. In exchange, ODOT will make available to the Region an equal sum of State STP funds to complete those projects which were originally programmed to use the FAU funds. The resulting program is included as the "FAU/STP Replacement" program in the TIP.

Section II of the TIP describes all Interstate Transfer projects and is organized according to the following:

Regional Projects (Category I Projects)
City of Portland
Multnomah County
Clackamas County
Washington County

Section III of the TIP is organized by funding sources available through the Federal Transit Administration (FTA) and consists of:

FTA Section 3 (Discretionary) Capital Program
FTA Section 3 (Trade) Capital Program
FTA Section 3 (Formula) Rail Capital Modernization Program
FTA Section 3 Westside Light Rail Program
FTA Section 9 Program
FTA Section 20 Human Resources Program
FTA Section 16 (b) Special Needs Transit Capital Program

Section IV of the TIP consists of projects supported by ODOT controlled fund sources grouped by:

Federal-Aid Interstate
Federal-Aid Interstate 4R
Federal-Aid Primary
Highway Bridge Replacement (HBR)
Hazard Elimination System (HES)
State Modernization
State Operations
Bikeways
Access Oregon Highways
State Surface Transportation Program

State Surface Transportation Program (Safety)
National Highway System Program (NHS)
Transportation Enhancement Program (TE)
Other Funding Programs

FISCAL CONSTRAINT AND PRIORITIZATION

The list of projects contained in the TIP is "fiscally constrained to reasonably expected revenue", i.e., the region is reasonably sure that there will be money available to pay for authorized project activity. This is based on consideration of funds received by the region in the first two years of the ISTEA as a benchmark for projecting the funds that can be expected over the remaining four years of the ISTEA. The region recognizes that the maximum amount promised by the Act may not be appropriated in any given year. Nevertheless, the TIP programs 100 percent of projected federal funds. This is because historically, Congress has eventually appropriated the full amount promised in multi-year Transportation Acts prior to adoption of new Acts such as ISTEA. The region expects this to be the case when ISTEA expires after 1997.

The projects listed in the TIP must also be prioritized. In this way, if less money should become available than was expected, it will be known which projects will be funded and which will have to wait for new funding. In practice, the fiscal constraint feature of the TIP helps satisfy the prioritization requirement in two significant ways.

First, funding is reasonably expected for all projects listed in the three-year Approved Program (as well as those in the TIP "out-years"). Therefore, all projects in the TIP share equal priority because all are expected to receive funding.

Second, the TIP indicates a project's priority - relative to all other TIP projects - according to which of the three years of the Approved Program it is scheduled to receive funding. The earlier it is scheduled in the three-year Approved Program, the higher the project's priority.

The year a project is scheduled for funding, and thus the manner in which its relative priority is established, is a function of need, readiness and regional equity. The need for a project is largely determined by technical rankings. However, if a high priority project (e.g., a first year project) is not ready to proceed, projects scheduled in later years of the Approved Program may be advanced. This assures that the region contributes its share to orderly Statewide obligation of available funds. The one constraint is that movement of projects between the three years of the Approved Program must be balanced to expected revenue within each year.

Should a project "slip" to a later year, either because it was not ready to proceed, or because less funding was made available than expected, it would then share equal priority with all other projects scheduled in that later year of the Approved Program.

Finally, as discussed in the proposed ISTEPA Metropolitan Planning Rule (FR Vol. 58, No. 39 p. 12072 re 23 CFR Part 450) regional equity plays an important role in prioritization of projects. For example, technical rankings may determine that one portion of the region may warrant programming of high benefit, high cost projects. However, in order that lower priority projects elsewhere in the region may also receive early funding, the higher priority projects may be programmed on a longer schedule. Programming funds based on this type of regional equity consideration is not the same as suballocation of funds. Individual year allocations to jurisdictions are not treated as annual entitlements to fixed amounts based on population. Rather, the distribution of funds in an equitable manner is a long-term objective of TIP programming founded in public policy. Specifically, the need to program funding to the most "important" projects is tempered by the legitimate need to assure provision of a balanced and maintained regional transportation system.

PROJECT ADDITIONS IN FY 93

Relatively few large highway projects were added to the Regional program during FY 93, mostly because the State FY 1993-1998 Six-Year Program filled out the State program through at least 1994. However, the Region did schedule several years worth of Regional STP and CMAQ funds and the State Transportation Enhancement funds have been scheduled through FY 1994. Additionally three Railroad Crossing, five Highway Bridge Replacement and numerous Hazard Elimination Safety projects have been added.

o Allocation of FY 92-94 CMAQ Funds (Resolution No. 93-1731A)

PHASE I TOD - public/private Transit-Oriented Development project incorporating new land use designs of increased density, mixed uses, and transit, bike, and pedestrian-friendly amenities and access.

CITY OF PORTLAND PEDESTRIAN TO TRANSIT ACCESS STUDY - Identify, evaluate, and prioritize major transit corridor locations that would benefit from enhanced pedestrian-transit connections (i.e., sidewalks, raised medians etc.).

WASHINGTON COUNTY PEDESTRIAN TO TRANSIT ACCESS STUDY - reduce impediments and enhance pedestrian access to transit facilities (see previous project).

GRESHAM PEDESTRIAN/BIKE ACCESS STUDY FOR MAX - evaluate pedestrian/bicycle access and circulation to MAX suburban stations.

MAX BIKE LOCKERS/BUS SHELTERS - Provide bike lockers at 9 MAX stations and 25 bus shelters at potential high use stops in East Multnomah County.

WILLAMETTE BRIDGE ACCESS STUDY - investigation of means to improve bike/pedestrian access to five bridges.

PEDESTRIAN/BIKE CROSSING ON THE STEEL BRIDGE - provide a barrier free connection between downtown, Old Town, the Union Station area, and Tom McCall Waterfront Park on the West and the Oregon Convention Center, Sports Arena, and Lloyd District on the east.

CITY OF PORTLAND CENTRAL CITY BICYCLE SHOWER FACILITIES - provide two attended bike parking/repair/shower facilities in the Central City,

PORT OF PORTLAND SEPARATED BIKE FACILITY ON N. LOMBARD - Separated bicycle access along North Lombard Street from Rivergate to the entrance of Kelley Point Park (1-1/4 mile).

BIKE LANES ON COURTNEY AVENUE - construct bikelanes on Courtney Avenue to connect with existing facilities.

TRI-MET BIKES ON TRANSIT - funds expansion of the current pilot bus bikerack project to all routes.

EXPANDED SERVICE BUSES - buses to serve existing regional corridors congested during peak periods and trunkline express service.

PORT OF PORTLAND/TRI-MET COLUMBIA SO. SHORE TRANSIT DEMONSTRATION - implement innovative transit commuter options such as "dial-a-ride" or "shuttle" in the Columbia South Shore area.

REGIONAL RIDESHARE PROGRAM - funds Tri-Met administration of the Regional Rideshare Program.

REGIONAL/CITY TRANSPORTATION MANAGEMENT AGENCY - Joint private/public regional transportation management organization to reduce single-occupant vehicle work trip. (PDOT)

DEQ PUBLIC EDUCATION - Create permanent public education campaign to increase awareness and knowledge of air quality problems and mitigation measures.

DEQ ELECTRIC VEHICLES - purchase and evaluate use in Portland area of three (3) electric vehicles in DEQ motor pool.

CITY OF PORTLAND IMPROVEMENTS TO SIGNALS ON 82ND AVENUE - Signal improvements along a 7-mile stretch of 82nd Avenue from NE Killingsworth to SE Flavel to reduce stops and delay.

OREGON CITY DOWNTOWN SHUTTLE/PARKING LOT - develop two parking

lots in downtown Oregon City; operate a shuttle bus for downtown employees.

TIGARD PARK & RIDE - purchase right-of-way for Tigard Park & Ride lot.

- o Allocation of FY 92 and 93 Regional STP Funds (Resolution No. 93-1756 and 93-1785):

CITY OF PORTLAND

FY 93-94 ROAD REHABILITATION - resurface B-H Highway and portion of Terwilliger.

BURGARD INTERSECTION IMPROVEMENT - investigate access constraints/signalization to improve Columbia Blvd./Lombard Street operation as freight truck route.

COLUMBIA BLVD FEASIBILITY STUDY - analysis of Columbia Blvd./Lombard Street freight movement route upgrade requirements needed to facilitate a trade of ownership of City facility to/from ODOT.

TRANSIT PREFERENTIAL CORRIDORS STUDY - identify and prioritize corridors for reducing impediments and enhancing access to transit service.

SOUTH PORTLAND CIRCULATION STUDY - investigate circulation options in vicinity of S.W. Front-S.W. MacAdam redevelopment area in anticipation of removing the S.W. Front/I-5 on-ramp.

SOUTHERN TRIANGLE STUDY - investigate improvement of access and circulation to street system in OMSI vicinity.

FY 93-94 SIGNAL SAFETY REMODELS - upgrade 5 intersection signal mechanisms.

FY 93-94 SIGNAL RETIMING - fund full time position to implement city-wide signalization retiming program.

CLACKAMAS COUNTY

92ND AVE. - IDLEMAN TO CO. LINE - PE for widening to 3 lanes with curbs, gutters and bike/pedestrian facilities.

SUNNYSIDE ROAD - I-205 TO 172nd - environmental assessment to widen from 2 and 3 lanes to 5 lanes.

LOWER BOONES FERRY - JEAN to MADRONA - completion funding for phase II widening, left-turn lanes, sidewalks, drainage, bike/pedestrian facilities.

JOHNSON CREEK BLVD. - LINWOOD AVE. TO 82ND AVE. - PE to improve Johnson Creek Blvd. approach to and intersection with 82nd Avenue.

WASHINGTON COUNTY

CORNELL RD. - CORNELIUS PASS TO JOHN OLSEN AVE. - realign and widen Cornell Road to conform with completed improvements east of John Olsen Ave.

FARMINGTON RD - MURRAY BLVD TO 167TH AVE. - widen to 5 lanes; bicycle and pedestrian facilities.

MULTNOMAH COUNTY

I-84 - NE SANDY TO NE GLISAN-223RD CONNECTOR (207TH) - completion funding of a new county arterial connecting Halsey and 223rd Avenue @ Glisan with the planned interchange of I-84 at 207th.

METRO

OREGON ROADS FINANCE STUDY - Metro FY 93 contribution to state-wide study of new road improvement funding strategies.

METRO PLANNING - support for miscellaneous planning efforts including light rail station area planning, ISTEPA management systems, 2040 Study and Unified Work Program elements.

- o Allocation of FY 92, 93 and 94 Transportation Enhancement Program Funds (Resolution No. 1731A)

SPRINGWATER CORRIDOR BICYCLE AND PEDESTRIAN PATH - partial construction funding for conversion of a portion of a 16.5 mile abandoned rail corridor into a multi-purpose bicycle/pedestrian/equestrian facility.

FANNO CREEK BIKE PATH - construction funding of a bike path between Allen Blvd. and Denney Road east of Highway 217.

OREGON ELECTRIC RIGHT-OF-WAY - right-of-way and construction funding to convert an abandoned rail corridor into a connection of City of Beaverton bike/pedestrian facilities between Allen Blvd and SW Oleson Road.

HISTORIC COLUMBIA RIVER HIGHWAY INTERPRETIVE PANELS - funding to construct interpretive panels along I-84 in Multnomah and Hood River Counties relating technical and historic merit of the facility.

SOUTH TROLLEY EXTENSION - construction funding for southern leg of Lake Oswego trolley station, trackage, car barn, siding and platform.

- o Metro has administratively amended the FY 93 TIP to include the

following two Highway Bridge Replacement project:

ROCK CREEK BRIDGE - (\$413,000),

GOLF COURSE ROAD CROSSING OF THE TUALATIN RIVER - (\$592,000),

- o Five Railroad Crossing projects included in the State Six Year Program have been included in the Metro TIP by Administrative Amendment. Each crossing is estimated to cost \$100,000. The crossings are located at:

FORSYTHE ROAD (SPTC)

148TH AVE. (UPRR)

BERWICK ROAD (SPTC)

PORT OF PORTLAND TERMINAL 2 (BNRR)

SW 118TH AVE. (SPTC)

GENERAL REQUIREMENTS

Private Enterprise Participation -- In accordance with UMTA (FTA) Circular 7005.1, recipients of FTA funding are required to develop a process for considering the capability of private providers to perform mass transportation and related support services. They are also required to provide periodic documentation on the results of implementation of the policy. This requirement falls both on Metro as the Metropolitan Planning Organization (MPO) and Tri-Met as the principal provider of transit services and FTA grant recipient. Specifically, Metro is required to adopt a policy which provides for consideration of private enterprises in local transit service planning, ensure a fair resolution of disputes and certify at the time of submission of the annual Transportation Improvement Program that the local process is being followed. The policy is intended to respond to the above requirements while recognizing that the principal responsibility for involving the private sector should rest with Tri-Met since it is the only operator in the Portland region.

In accordance with these requirements, Tri-Met's compliance with the policy to ensure private sector participation is demonstrated and endorsed by Resolution No. 93-1840 (See Attachment A).

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

Air Quality -- 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.

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 (See Attachment B).

Certification of the Urban Transportation Planning Process -- ODOT and Metro have certified that the planning process carried out by Metro is in conformance with requirements established as a prerequisite for receipt of federal highway and transit funding. This certification is documented in Resolution No. 93-1770 and its attachments.

ISTEA mandates that as part of compliance with federal metropolitan planning requirements, the TIP is to explicitly address 15 planning factors. This evaluation is included as Attachment C.

Title 23 U.S.C. and the Federal Transit Act, as amended by ISTEA, prohibits programming of Federal funds for highway or transit projects that provide a significant increase in SOV capacity in TMA's that are nonattainment for carbon monoxide and/or ozone, unless the project results from an approved Congestion Management System. The Portland Metropolitan Area is nonattainment for these pollutants. The Portland Region Final CMS Plan is not required until 1995. Interim CMS guidance was jointly adopted by FHWA and FTA on April 6, 1992 and supplemental guidance was provided in the Memorandum "Addressing Congestion Management System Requirements in Environmental Documents" issued July 23, 1993 by the FHWA's Director of the Office of Environment and Planning.

For practical purposes, projects in receipt of a Record of Decision in compliance with this guidance may be advanced with use of federal funds. Specifically, the CMS Plan development process must analyze TSM opportunities applicable to the Region's transportation network and, in conjunction with individual project NEPA procedures, must analyze all reasonable TDM and operational prospects within the facility corridor. Finally, the State and MPO must commit to appropriate facility and corridor management strategies, including, at a minimum, implementation of carpool/vanpool programs to assure minimum demand for and maximum operational efficiency of the project improvements that are

advanced.

(It should be noted that the Region, through Tri-Met does operate a regional rideshare program. Additional region-wide TSM/TDM programs are also implemented at this time and significant supplemental funding for such programs is scheduled in the FY 1994 TIP for implementation during the Approved Program period. Please also see the Qualitative Discussion pertaining to implementation of TCM's contained in the Interim Conformity Determination included as Attachment C of this Staff Report.)

The review of projects currently programmed in the three-year Approved Program period (FY 1994-1996) and a generous estimate of projects authorized to obligate funds in FY 1993 but which may "slip" to FY 1994 or later, indicates that 26 projects are authorized by the program to obligate funds and have the potential to "significantly" increase SOV capacity (See Attachment D). For development of the screening criteria, Metro relied on interpretation of proposed federal regulatory language addressing projects exempt from regional air quality analysis (40 CFR Section 51.403, Table 2); the definition of regionally significant facilities (40 CFR Section 51.391), the required content of Metropolitan TIP's (40 CFR Section 51.397), and the definition of Major metropolitan transportation investment (23 CFR Section 450.104). Additionally, the professional judgement of Metro's modelling services manager was relied upon (consistent with the background discussion of 40 CFR Part 51 contained in FR Vol. 58, p. 3773, January 11, 1993) for determination of those instances in which anticipated effects on the regional transportation system would be de minimis and/or unsuitable for analysis using Metro's regional transportation demand model.

Of the 26 projects, four projects have yet to complete the NEPA process at this time. Two additional projects currently scheduled to proceed after the Approved Program period, are updating approved environmental documents per NEPA regulations pertaining to changed conditions. All six of these projects will be required to comply with the interim guidance prior to obligating federal funds beyond the Preliminary Engineering stage. Alternatively, if the projects are identified in an Approved CMS plan, this would also qualify them to obligate funds.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 93-1840.

POLICY ON PRIVATE ENTERPRISE PARTICIPATION IN
FEDERAL TRANSIT ADMINISTRATION PROGRAMS

Tri-Met documentation of compliance for FY 94
in accordance with FTA Circular 7005.1

INVOLVEMENT OF THE PRIVATE SECTOR

Projects included in the FY 94 annual element of the Transportation (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 goals of Tri-Met's recently adopted Strategic Plan are reflected in many operation/capital budget items. The Strategic Plan, developed over a period of almost two years, benefitted from extensive public input and agreement.

The grant applications 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.

Comments are regularly solicited from private providers on proposed service changes.

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 received no unsolicited proposals from the private sector during the last 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 Customer Services or his designee no later than 10 working days following any decision or recommendation. The decision of the Executive Director of Customer 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 FTA regulations can be appealed to FTA following the Tri-Met steps.

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