

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 94-1964
FY 1995 TO POST-1998 TRANSPORTATION)
IMPROVEMENT PROGRAM AND THE FY 1995) Introduced by the
THROUGH 1997 THREE-YEAR APPROVED) Planning Committee
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, The 1995 Air Quality Conformity Determination is not yet complete and is not expected to be approved by federal authorities until the end of September 1994; and

WHEREAS, Some 1994 Annual Element projects may not be obligated by the end of FY 1994 and the exact time for their obligation is indeterminate; and

WHEREAS, Metro staff have worked with TPAC members and the Metro Committee for Citizen Involvement and have defined a draft public involvement process for TIP development as directed at adoption of the Metro FY 1994 Transportation Improvement Program; and

WHEREAS, Tri-Met has proposed to substitute local funds for Transit-Oriented Development (TOD) activity previously funded under the FY 95 CMAQ program in exchange for using the CMAQ funds to purchase additional buses and to complete funding of the Tigard Park-and-Ride; now therefore

BE IT RESOLVED:

1. That the Metro Council adopts the FY 1995 through post-1998 Transportation Improvement Program for the urban area and the FY 1995-1997 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, 1994 be automatically reprogrammed for FY 1995 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, 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 1995 and incorporated in the Transportation Improvement Program.

7. That the Transportation Improvement Program is presumed to conform with the Clean Air Act Amendments of 1990 and 40 CFR Parts 51 and 93 (the federal Final Air Quality Conformity Rule) and the 1982 Air Quality State Implementation Plan (Ozone and Carbon Monoxide).

8. That Metro will provide final certification of the Transportation Improvement Program's conformance with all pertinent air quality requirements at such time as the 1995 Conformity Determination is complete.

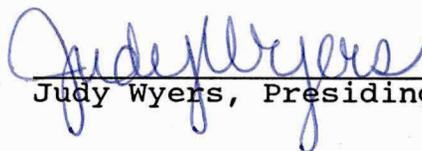
9. That Metro staff have complied with the resolve attached to adoption of the Metro FY 1994 Transportation Improvement Program respecting development of public involvement procedures.

10. That the Metro Council hereby gives affirmative Inter-governmental Project Review approval.

11. That Tri-Met use of TOD-related CMAQ funds for other

than TOD-related activities is contingent upon receipt from Tri-Met of a letter committing an equal amount of Tri-Met local funds to support the TOD project.

ADOPTED by the Metro Council this 23rd day of June,
1994.



Judy Wyers, Presiding Officer

JPACT Recommendation
TW:lmk
94-1964.RES/5-31-94

DRAFT
(REVISIONS THROUGH 5/04/94)
PORTLAND METROPOLITAN AREA
FISCAL YEAR 1995 THROUGH POST-1998
TRANSPORTATION IMPROVEMENT PROGRAM

METRO

Effective October 1, 1994

SIGNIFICANT REVISIONS TO THE DRAFT FY 95 METRO TIP								
Metro ID #	Project Title	Work Phase	Fund Type	FY 95	FY 96	FY 97	FY 98	Post-98
609	Transit Oriented Development	Prior Status	Non-Hwy Cap	CMAQ	0.57			
		Revised Status	Non-Hwy Cap	Tri-Met	0.57			
154	Bus Purchases	Prior Status	NA	NA	0.00			
		Revised Status	Non-Hwy Cap	CMAQ	0.20			
601	Tigard Park & Ride	Prior Status	NA	NA	0.00			
		Revised Status	ROW	CMAQ	0.36			
192	Banfield Station Retrofit for Low Floor Vehicles	Prior Status	Non-Hwy Cap	Sec 3-Disc	5.93			
		Revised Status	Non-Hwy Cap	Sec 3-Sys Com	17.18			
TBD	WS Light Rail Maintenance Equip	Prior Status	Deferral Item	NA	0.00			
		Revised Status	Non-Hwy Cap	Sec 3-FFGA	1.20			
TBD	Sunset Transit Center Park & Ride	Prior Status	Deferral Item	NA	0.00			
		Revised Status	Non-Hwy Cap	Sec 3-FFGA	3.38			
222	I-84 @ 82nd Ave Park & Ride	Prior Status	Con	SL STP	0.36			
		Revised Status	NA	NA	0.00			
TBD	I-5 So. (Tualatin) Park & Ride	Prior Status	NA	NA	0.00			
		Revised Status	Con	SL STP	0.36			
128	South/North Corridor EIS	Prior Status	NA	NA	0.00			
		Revised Status	Env. Study	e4 Cat. I	1.66			
907	I-205 Buslane Withdrawal	Prior Status	Reserve	e4 Cat. 1		14.34		
		Revised Status	Reserve	e4 Cat. 1		12.68		
320	I-5: E. Marq. Interchnq/Grand/MLK Ramps	Prior Status	ROW	IM				49.26
		Revised Status	NA	NA				0.00
345	I-5: Water Ave Ramps	Prior Status	Con	IM				15.25
		Revised Status	NA	NA				0.00

* The project was in ODOT's Development program for PE and ROW in FY 97 but was not included in the MTIP.

1995

STATE OPERATIONS

PROJECT TITLE	ODOT / PCS NUMBER	DESCRIPTION	PE	ROW	CON
I-205 SE 82ND TO 212	07289	SOUND WALL	\$20 K		\$390 K
EAST PORTLAND FRWY (I-205) @ SUNNYSIDE ROAD	07578	SCREENING	\$5 K		\$68 K
VISTA RIDGE & JEFFERSON ST. TUNNELS	07577	LIGHTING UPGRADES			\$1.7 M
U.S. 30 SAUVIE ISLAND BRIDGE	05294	BRIDGE APPROACH REALIGNMENT			\$220 K
HAZARD ELIMINATION SYSTEM (HES)					
BURLINGTON NORTHERN RAILROAD CROSSING @ LOWER ROCKY BUTTE ROAD/HOLBROOK	08075		\$120 K		
HALSEY @ 47TH	07057	SIGNAL, LOOPS / SIGNAGE	\$20 K		
SW ALLEN BLVD @ SW WESTERN AVENUE	06711		\$32 K		\$340 K

K = THOUSANDS
M = MILLIONS

PROJECT TITLE	ODOT / PCS NUMBER	DESCRIPTION	PE	ROW	CON
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BRIDGE PROJECTS					
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DURHAM ROAD BV/TUALATIN HWY: HALL-UPPER BOONES	08131	WIDEN TO 3, BIKE LANES, SIDEWALKS, REPLACE BRIDGE WITH WIDER STRUCTURE-- \$1.661 M LOCAL CONTRIBUTION	\$400 K	\$250 K	\$600 K
FANNO CREEK BRIDGE / GRANT STREET	07263	REPLACEMENT	\$90 K		\$460 K

MISCELLANEOUS					
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GOLF CREEK SECTION PH. 2, 3, & 4	08105	LANDSCAPING			\$150 K
HALL BLVD. BV/TUALATIN HWY: SPRR CROSSING-GREENBURG ROAD	06028	BIKE LANE	\$80 K	\$80 K	\$150 K

1996					
STATE OPERATIONS					

I-205 @ SUNSET AVENUE	08050	SCREENING	\$3 K		\$30 K
JOHNSON CREEK @ I-205	06970	STRIPPING OF EASTBOUND TURN LANE	\$5 K		\$10 K
I-205 @ HOLGATE	08051	PROTECTIVE SCREENING	\$3 K		\$30 K
LINNTON / SAUVIE ISLAND BRIDGE	04366	ROCK FALL PROTECTION	\$71 K		\$290 K

PROJECT TITLE	ODOT / PCS NUMBER	DESCRIPTION	PE	ROW	CON
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US 30 B (SANDY BLVD): MLK JR TO 60TH	07167	OVERLAY	\$15 K		\$540 K
TSM-INITIATIVE	06969	VARIOUS FREEWAY, ARTERIAL, AND TRANSIT FLOW IMPROVEMENT PROJECTS TOTALING \$1.04 MILLION			
TSM-INITIATIVE	07579	" "			
TSM-INITIATIVE	07961	" "			
TSM-INITIATIVE	07962	" "			
TSM-INITIATIVE	07963	" "			
TSM-INITIATIVE	07964	" "			
TSM-INITIATIVE	07965	" "			
TSM-INITIATIVE	07966	" "			
TSM-INITIATIVE	07967	" "			
99 W: TUALATIN RIVER BRIDGE TO KRUEGER ROAD	07156		\$52 K		\$1.04 M
BARBUR: PEDESTRIAN O'ING TO SW 60TH	07155		\$54 K		\$1.08 M
TRAFFIC LOOP REPAIRS UNIT 6	05862	TRAFFIC LOOP REPAIRS	\$35 K		\$550 K

K = THOUSANDS

M = MILLIONS

PROJECT TITLE	ODOT / PCS NUMBER	DESCRIPTION	PE	ROW	CON
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HAZARD ELIMINATION SYSTEM (HES)					
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NORTH PORTLAND ROAD @ BNRR CROSSING	07134		\$15 K		\$90 K
ALLEN: 141ST TO SW MERLO	07045	WIDEN TO 66' ADD LEFT TURN POCKET	\$15 K	\$80 K	\$610 K

BRIDGE PROJECTS					
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CHILDS ROAD BRIDGE REPLACE	07253	REPLACE BRIDGE WITH 48' DECK	\$35 K	\$10 K	\$270 K
FANNO CREEK BRIDGE / TIEDEMAN AVENUE	07264	REPLACE BRIDGE	\$112 K		\$640 K

MISCELLANEOUS					
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I-5 WILSONVILLE INTER. PH. 1	02500	WIDEN TO 6 LANES	\$514 K	\$212 K	\$5.35 M
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1997					
STATE OPERATION					

US 26:185TH SOUNDWALL	8239	SOUNDWALL	\$80 K		\$1.5 M
US 30: ST. JOHNS-CORNELIUS PASS ROAD	07168	OVERLAY			\$1.570 M

PROJECT TITLE	ODOT / PCS NUMBER	DESCRIPTION	PE	ROW	CON
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HAZARD ELIMINATION SYSTEM (HES)

ORÉON CITY SIGNAL UPGRADE (OPTICOM)	07136	SIGNAL UPGRADES	\$25 K		\$210 K
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BRIDGE PROJECTS

HAWTHORN BRIDGE PAINTING	08052	PAINT BRIDGE	\$100 K	\$16.5 M	
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1998

STATE OPERATIONS

OR 43: HUGHES AVENUE TO OREGON CITY BRIDGE	07162	OVERLAY	\$33 K		\$720 K
OR 47: MP 90.4	7163	" "	\$7 K		\$160 K
99E: MILWAUKIE CITY LIMITS-CLACKAMAS RIVER BRIDGE	7169	" "	\$30 K		\$1.480 M
OR 224: ROCK CREEK TO SE 197TH	7186	" "			

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 94-1964 FOR THE PURPOSE OF ADOPTING THE FY 1995 TO POST-1998 TRANSPORTATION IMPROVEMENT PROGRAM AND THE FY 1995-1997 THREE YEAR APPROVED PROGRAM

Date: May 31, 1994

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.

As was the case in FY 94, this year's edition of the TIP features a three-year Approved Program (FY 95-97) which will allow the region to advance projects in FY 95 that are programmed in FY 96 or 97 without processing TIP amendments. As previously, a comparable dollar amount of projects must be moved out of FY 95 to make room for such moves.

At its May 27 meeting, TPAC approved a package of revisions to the draft Metro FY 1995 TIP that were proposed by Tri-Met. They include a number of changes to the transit program and to CMAQ and the state STP programs. Those requiring action by resolution include:

- . Elimination of FY 1995 CMAQ funding for the Transit-Oriented Development project (Metro ID #609). The \$565,889 allocated to this project is split to support increased bus purchases (\$202,000) and additional support for the Tigard park-and-ride facility (\$363,889). Both of these projects received high administrative scores and are currently programmed to receive CMAQ funds. The deleted federal funds will be replaced by Tri-Met local funds and will allow greater flexibility in the selection of future TOD projects.
- . Movement of two Section 3 Discretionary projects to the Section 3 Discretionary Westside Systems Completion program and renaming of this program to the "Section 3 Discretionary Light Rail System Completion program." The two projects are:
 - 1) City of Gresham Park-and-Ride (Metro ID #174); and
 - 2) Banfield Station Retrofit for Low-Floor Vehicles (Metro ID #192).

Tri-Met also proposes to change the name of the second project to "Low-Floor Vehicle Premium," to reflect the cost "premium"

of this style of light rail vehicle that Tri-Met is assuming in order to comply with the Americans with Disabilities (ADA) Act, and also proposes to increase authorization for this project to \$17,182,800 from \$5,925,000 (a net increase of \$11,257,800).

- Tri-Met proposes to include two projects from the Westside Deferral list as part of the Section 3 Westside Light Rail full-funding grant program. The projects are:
 - 1) Westside Light Rail Maintenance Equipment (\$1.2M in FY 95); and
 - 2) Sunset Transit Center Park-and-Ride (\$3.375M in FY 96).
- Funding of \$357,000 (.89275 federal share) for an I-5 South (Tualatin) Park-and-Ride is proposed. The currently programmed I-84 at 82nd Park-and-Ride would be eliminated and the \$179,460 allocated to this project would be diverted to the new project consistent with ODOT's Draft FY 95 STIP.
- As noted later in this Staff Report, the appropriation of Interstate Transfer funds to the region have fallen \$1.66 million short of the full \$517 million authorization. It was noted that Senator Hatfield's office has concurred with the suggestion that an appropriation in this amount should be pursued for allocation to the South/North Corridor project rather than to the more nebulous "I-205 Buslane Withdrawal Account." TPAC therefore recommended increasing the authorization for the South/North Study (Metro ID #128) by \$1.66 million and decreasing that of the Buslane Withdrawal Account by an equal amount.

ODOT Region 1 staff reviewed the Draft Metro FY 1995 TIP on May 27 and recommended that several projects contained in the Draft STIP be added to the Metro TIP. These projects include several Hazard Elimination System (HES) and bridge projects and will be added to the TIP as administrative amendments consistent with guidelines established in Resolution No. 85-592.

I. NEW ACTION

Adoption of the TIP would endorse the following major new programming actions:

A. ODOT SIX-YEAR PROGRAM REDUCTIONS

In summer of 1993, ODOT Region 1 staff advised the region that the state's FY 1993 through 1998 Six-Year Program was some \$400 million out of balance and that a reduction of approximately \$136 million from the Region 1 urban construction program would be required. The Oregon Transportation Commission (OTC) invited the region to recommend the needed cuts and to also identify cuts in excess of those

needed to balance the program. These additional savings would be considered by the OTC for reallocation to projects of benefit to alternative travel modes recommended by the region.

Metro Recommendation.

In January 1994, Metro adopted Resolution No. 94-1890A which recommended a package of construction program cuts and deferrals totaling approximately \$173 million and reallocation of approximately \$36 million to projects of benefit to alternative transportation modes.

Program Reduction Highlights.

Although 17 different projects were either eliminated, deferred or downscoped, the bulk of Metro's reductions to the state Construction program come from six recommendations which include:

- . Deferral of \$36 million of work related to reconstruction of the Sunset Highway between the Zoo Interchange and Highway 217 originally programmed to occur during construction of the Westside LRT, reducing the project allocation to a first phase of \$50 million.
- . Downscoping of the I-5\217\Kruse Way Interchange from \$43 million to a first phase project of \$13.5 million.
- . Deferral of \$7 million to widen I-84 to six lanes from the 238th Interchange to Troutdale.
- . Deferral of \$50 million associated with the I-5: East Marquam/Grand Avenue/MLK Jr. Ramps to post-1998.
- . Deferral of \$17.2 million associated with the I-5: Water Street Ramps project to post-1998.
- . Downscoping of the US 26: Highway 217 to Murray project (\$20 million) to the Development program (EIS authorization only).

The "STIP CUT/ADD APPENDIX" at the end of the TIP contains a table which summarizes the complete Metro recommendation.

Alternative Mode Recommendation.

Metro also recommended allocation of \$36 million to a set of alternative mode programs including \$29 million to Tri-Met's Core Capital Program and \$7 million to an Alternative Mode Construction Program.

Program Revisions Since January Adoption.

ODOT has continued to refine engineering of several of the larger projects addressed in the Metro recommendation in order to obtain better cost, scheduling and transportation system impact estimates. This work has produced two significant modifications to the January recommendation:

1. I-84: Widening to Six lanes between 223 and Troutdale.

Metro recommended saving \$7 million from this project by eliminating continuation of the proposed widening beyond the 238th Interchange. However, it now appears that \$5.5 million of this savings would have come from deferral of a railroad bridge crossing that cannot be deferred. The current estimate to complete this project is \$24.1 million, an approximate \$2 million increase. This would include reconstruction of the 238th Interchange to address significant safety problems, and reconstruction of the deficient railroad bridge. Widening from 223rd to Troutdale would be deferred.

As programmed in the TIP, the cost increase of \$2 million would reduce the Tri-Met Core Capital Program allocation discussed above from \$29 million to \$27 million.

2. US 26 Reconstruction.

The ability to defer \$36 million of this work was achieved in part by delaying, until after 1998, the \$14.3 million cost of constructing a westbound truck climbing lane between the Zoo and Sylvan interchanges. This deferral was contingent on continued availability after 1998 of \$14.3 million earmarked for this project in the ISTEA Demonstration Grants program. In spring, the Office of Management and Budget recommended rescinding all such funds not obligated by the end of FY 94. ODOT has therefore proceeded with plans to construct this project in FY 1994.

This change did not, however, affect Metro's recommended "budget." A second element of the \$36 million savings assumed that \$50 million would be needed to both reconstruct the Sylvan overcrossing of US 26 and to construct an off-system collector\distributor system needed to alleviate significant westbound weave and merge safety problems. ODOT has engineered a solution to these problems costing only \$35 million. Thus the climbing lane and the westbound safety problems can both be accommodated within Metro's January fiscal cap.

However, Metro had stipulated that should the "Sylvan Interchange" project cost less than \$50 million, the difference was to be allocated to increased support of

alternative mode projects. In effect, this savings has now been allocated to building the climbing lane. To do otherwise would result in the region both losing \$14.3 million of ISTEA grant funds and needing to eventually fund the cost of the climbing lane with local resources. Therefore, Metro staff concurs with ODOT's decision to advance construction of the climbing lane.

Tri-Met Core Capital Program Funds (Metro ID #154).

ODOT has allocated \$18 million of state STP funds and Metro has allocated \$9 million of regional STP funds to purchase 144 buses (a mixture of 40-foot standard and articulated buses for mostly replacement and some service increase) and 20 Special Needs Transit minibuses.

Metro's original recommendation was to allocate \$29 million of state STP dollars to fund these Tri-Met Core Capital Program needs. This figure was reduced to \$27 million in response to cost increases on the I-84: 223rd to Troutdale project. (Tri-Met's need for the additional funds relates largely to the updated Hillsboro Extension financial plan; Tri-Met was required to allocate an additional \$18 million to the Extension project. This money was taken from resources previously allocated by Tri-Met to purchase buses that were to meet service demands associated with start-up of Hillsboro rail service.)

ODOT countered Metro's January recommendation with a proposal to allocate \$18 million of state STP dollars to purchase buses for Tri-Met; \$9 million dollars would directly make up for the diverted Hillsboro funds and the other \$9 million would purchase other miscellaneous transit capital. The remaining \$9 million of "Hillsboro-related" bus purchases will be funded by allocation of regional STP Reserve dollars. Between these two fund pools, the full \$27 million bus purchase can be made.

Region 2040 Reserve Account (Metro ID #381).

ODOT has allocated the "freed" \$9 million to a Region 2040 Reserve account that will be allocated, in cooperation with Metro, to implement both roadway and alternative mode projects consistent with the development form that will be recommended for adoption by the Region 2040 process (Summer, 1994). This ODOT contribution is matched by allocation of the remaining \$11.2 million balance of Regional STP Reserve dollars, thus creating a \$20.2 million "Region 2040 Reserve Account".

Alternative Mode Construction Program Account (Metro ID #382).

A \$7.16 million Alternative Mode Construction Program account is approved in the FY 95 TIP to fund construction of projects related to TODs, bicycle and pedestrian projects of regional significance, and projects recommended for construction from the Congestion Management and Intermodal Management Systems, including up to \$1.05 million of Port of Portland recommended projects.

B. "ROUND 2" CONGESTION MITIGATION/AIR QUALITY PROJECTS

The Metro FY 95 TIP formally allocates anticipated FY 95, 96 and 97 CMAQ funds to 15 "Round 2" Congestion Mitigation/Air Quality (CMAQ) projects previously approved as the region's priorities in Metro Resolution No. 93-1829A.¹ By agreement with ODOT, the region did not program these projects until public comment was concluded on the Preliminary 1995 through 1998 State Transportation Improvement Program in March 1994. The 15 projects were included in the Preliminary STIP which provided for additional review beyond that provided as part of Metro's project selection and Resolution adoption process. The projects will not be formally approved by the Oregon Transportation Commission until July 1994. The projects are shown in Table 1 below:

TABLE 1
FY 95 - 97 CMAQ PROJECTS

<u>Metro ID No.</u>	<u>Project Description and Lead Agency</u>
609	<u>Transit-Oriented Development (TOD) - Phase II</u> - The TOD will subsidize infrastructure costs associated with private development land use designs which increase density, mixed uses, and transit, bike, and pedestrian-friendly amenities and access. (DEQ)
613	<u>Regional TDM</u> - An expanded Transportation Demand Management (TDM) program would include programs to attract new participants to ridesharing and other alternatives to the single-occupant vehicle mode. (Tri-Met)

¹ On March 14 1994, Metro notified ODOT and federal authorities that the Metro FY 1994 TIP had been amended to include three Round 2 CMAQ projects at Tri-Met's request: 1) Bus purchases for service increase; 2) Mini-bus purchase; and 3) Sunset Transit Center (bike/pedestrian bridge). The projects were amended into the TIP so that Tri-Met could initiate a timely request for these funds as part of the Section 9 grant cycle as required by FTA. The bus purchases were amended into the FY 94 element because approximately \$5 million of Round 1 project right of way and construction phases had been delayed. Therefore, this action did not impact the region's commitment to these previously approved projects.

- 635 Columbia Slough Intermodal Expansion Bridge - This intermodal expansion rail bridge would span the Columbia Slough waterway and connect North and South Rivergate, allowing rail movement to terminals without going through congested inner-city rail yards and neighborhoods. (Port of Portland)
- 154 Buses for service expansion - New, cleaner buses would be purchased to provide expanded transit service and mobility in the region. (Tri-Met)
- 648 Gresham Traffic Signal Coordination & Optimization Project - Development and installation of an integrated traffic signal interconnection and operation system. The system would coordinate traffic signal phasing to reduce travel times, improve traffic flow and reduce emissions. (Gresham)
- 452 Mini-buses - Community based demand-responsive transit vehicles would be purchased for operation in areas which currently have no service. (Tri-Met)

TABLE 1
FY 95 - 97 CMAQ PROJECTS (cont'd)

- 606 Pedestrian to Transit: Phase III - Funds for the study, design and construction of capital improvements to the public right-of-way that will enhance pedestrian access to transit facilities. Phases I and II (CMAQ Round 1) study and design activities were funded with prior year grants; actual construction is to occur during Phase III. (PDOT)
- 615 Pedestrian to MAX Capital Program - Construction of priority capital improvements for pedestrian/bicycle access and amenities around eight Gresham MAX stations. (Gresham)
- 641 Portland Area Telecommuting Project - Funds to assist public agencies and private employers in the Portland area to develop and implement telecommuting programs. (ODOE)
- 629 Eastside Bikeway/Trail Loop (OMSI-Springwater) - Construction of a major urban bike-way/pedestrian trail in four segments. This segment would connect the Springwater Corridor trail to the Eastbank Esplanade. (Metro/Portland Parks)
- 628 Eastside Bikeway/Trail Loop (Springwater-Milwaukie) - Construction of a major urban bike-way/pedestrian trail in four segments. This segment would complete the Willamette Greenway/Eastside Trail link to Milwaukie. (Metro/City of Milwaukie)
- 604 Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps - Funds for improvements to the Willamette River bridges to enhance access by bicyclists, pedestrians and disabled persons. Specific projects could include reconstruction of bridgeheads to provide sidewalks and bike lanes, and construction of wheelchair/bicycle ramps from the bridges to the street system. (Multnomah Co.)
- 633 Strawberry Lane: Webster to I-205 - bike lanes - Construction of bike lanes on Strawberry Lane from Webster Road to I-205. The project would connect existing bike lanes on Webster to the bike path paralleling I-205. (Clack. Co.)
- 612 Sunset Transit Center pedestrian/bike bridge - This project would provide a bicycle/pedestrian

connection between the Sunset Transit Center and the Cedar Hills shopping center. The bridge would span the Sunset Highway, a distance of 320 feet. (Tri-Met)

- 637 Highway 217 Corridor Bike Lanes - Phase I would focus on evaluation and prioritization of links needed to complete a continuous bike route parallel to Highway 217 in Washington County. The bike route generally follows Cedar Hills Blvd. and Hall Blvd. from the Sunset Highway to the I-5/I-205 interchange. Phase II would involve construction of high priority bike lanes identified in Phase I. (Washington Co.).

C. "ROUND 2" TRANSPORTATION ENHANCEMENT PROJECTS

The Metro FY 95 TIP formally incorporates six "Round 2" Transportation Enhancement projects previously approved as the region's priorities in Metro Resolution No. 93-1858B and No. 94-1900. By agreement with ODOT, the region did not program these projects until public comment was concluded on the Preliminary 1995 through 1998 State Transportation Improvement Program in March 1994. The six projects were included in the Preliminary STIP which provided for additional review beyond that provided as part of Metro's project selection and Resolution adoption process. The projects will not be formally approved by the Oregon Transportation Commission until July 1994. The projects are shown in Table 2 below.

TABLE 2
FY 95 - 97 TRANSPORTATION ENHANCEMENT PROJECTS

<u>Metro ID No.</u>	<u>Project Description and Lead Agency</u>
621	<u>112th Linear Park.</u> Funding for 10-foot bicycle/pedestrian path, with small bridge, within a linear park paralleling NW 112th south of Cornell Road. (Washington Co.)
306	<u>Eastbank Trail: Steel Bridge/OMSI.</u> One of four trail segments providing Eastbank trail connection to the Springwater Corridor trail. (City of Portland)
311	<u>Cedar Creek Trail.</u> Completes a 3,550 foot bicycle/pedestrian trail in a heavily developed portion of the City of Sherwood. (City of Sherwood).
312	<u>Springwater - Boring Connection.</u> Acquisition of on-half mile segment of Springwater Corridor near Boring. (Clackamas Co.)
316	<u>Rock Creek Bike/Pedestrian Path).</u> Construction of a path parallel to Rock Creek between Rock Creek Park (just north of Sunset Highway) to Evergreen. (City of Hillsboro)

- 318 Intermodal Transfer Park. Reconstruct Troutdale Community Park to include bicycle/pedestrian access; construct a bus shelter; provide interpretive information and kiosk. (City of Troutdale)
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D. TRANSIT PROGRAMMING

The Metro FY 95 TIP incorporates several recent changes to the region's transit programming. These include:

- . *Section 3 Programming Activity.* FTA has authorized Tri-Met to allocate \$75 million of Section 3 funds as a Contingent Commitment of post-1997 revenues. This represents a \$9 million increase from previously authorized amounts. The funds will be awarded to the region as an amendment of the Westside Light Rail Project Full-Funding Grant Agreement to support extension of the system to Hillsboro. The funds are allocated within the new "Integrated Westside\Hillsboro LRT Project" (Metro ID #206) which combines previously separate Hillsboro Extension and Westside Full-Funding Grant Agreement funds into a single program of expenditures across all fund categories.
- . *Section 9 Programming Activity.* Tri-Met has proposed comprehensive reprogramming of appropriated and projected Section 9 revenue to a number of previously approved projects. Technically, most of these changes fall within the parameters of administrative TIP amendments. However, in aggregate, the proposal is substantial and several high-points are discussed in Table 3 below:

TABLE 3
TRI-MET SECTION 9 PROGRAM RECOMMENDATION

- . Draws down the entire \$15 million reserve balance previously identified in FY 97.
- . Eliminates \$800,000 of Section 9 revenue previously allocated in FY 97 to "Banfield Park and Rides" (Metro ID #675).
- . Reduces Section 9 Operating Program from \$4.396 million in FY 95 and 96 to \$3.51 million annually in FY 95 through 97.
- . Increases a planned bus purchase from \$13.53 million to \$14.70 million (net increase of \$1.17 million). Defers \$8.85 million of the total bus purchase to FY 97 rather than expending \$13.5 million in FY 96 as previously programmed.
- . Allocates an additional \$8 million of Section 9 revenue in FY 96 to the Hillsboro Extension of Westside LRT (\$30 million total Section 9 allocation).

- Consolidates Section 9 funding for the Hillsboro Extension of Westside LRT into a new "Integrated Westside/Hillsboro LRT Project" (Metro ID #206).
 - Allocates first time Section 9 funding to purchase Special Needs Transit Vehicles (Metro Id #897)
-

E. PROJECTS ADDED BY FY 94 RESOLUTION ACTIONS

The bulk of "new" programming in the 1995 TIP consists of complete integration of programming actions approved by resolutions adopted throughout FY 94. Table 4 below shows all resolution actions taken in FY 1994 which approved new programming now reflected in the draft TIP. Many of these actions have been discussed in greater detail above.

F. ADMINISTRATIVE AMENDMENTS

- Transfer of \$106,000 of regional STP funds allocated to Clackamas County to the state in exchange for an equivalent amount of state Gas Tax funds (\$0.96 on the dollar).
- Allocation of \$30,000 of regional STP funds previously allocated to Clackamas County to conduct an EIS on widening of Sunnyside Avenue from I-205 to 172nd, in conformance of the East Sunnyside Village traffic plan to multi-modal criteria of the community master plan. This work is directly pertinent to the proposed EIS and the County has agreed to hold harmless the EIS up to the original project estimate of \$600,000.

G. PREVIOUS PROJECTS

Past policy endorsement of projects identified in the TIP. Previous programming of Surface Transportation Program, Transportation Enhancement, Congestion Mitigation/Air Quality, Interstate Maintenance, Interstate Transfer, Federal-Aid Urban, National Highway System and Federal Transit Administration (FTA) program funds are reaffirmed. Previous programming of ODOT highway funds scheduled for expenditure in the region is reaffirmed as modified by the STIP reduction process.

TABLE 4
 FY 94 METRO RESOLUTION ACTIONS
 AFFECTING TIP PROGRAMMING

<u>METRO RES. NO.</u>	<u>RESOLUTION TITLE AND EFFECT</u>
93-1829A:	ENDORSED THE REGION'S FY 95-97 CONGESTION MITIGATION/AIR QUALITY PROJECTS AND RECOMMENDED THEM TO THE OREGON TRANSPORTATION COMMISSION FOR INCLUSION IN THE STIP. (9-9-93). <i>See above for project descriptions.</i>
93-1845A:	ALLOCATED I-205 INTERSTATE TRANSFER FUNDS TO THE SOUTH/NORTH ALTERNATIVES ANALYSIS AND COMMITTED LRT BOND MEASURE FUNDS AS REPLACEMENT FUNDS (09-23-93). <i>Allocated approximately \$1.6 million for this purpose.</i>
93-1865:	ESTABLISHED A FUNDING POOL IN THE AMOUNT OF \$896,000 TO WASHINGTON COUNTY FOR COMPLETION OF THE CEDAR HILLS/HALL BOULEVARD "ALTERNATE TO HIGHWAY 217 BIKE LANE SYSTEM" AS A REGIONAL CMAQ PROJECT PRIORITY (10-14-93). <i>Final action approving the Round 2 CMAQ project priorities; see above for project descriptions.</i>
93-1858B:	ENDORSED ODOT REGION 1 PRIORITY FY 95, FY 96 AND FY 97 TRANSPORTATION ENHANCEMENT PROJECTS FOR INCLUSION IN THE 1995-1998 TRANSPORTATION IMPROVEMENT PROGRAM (10-28-93). <i>See above for project descriptions.</i>
93-1874:	PERMISSION FOR TRI-MET TO APPLY FOR SECTION 3 FUNDS IN THE REDIRECTED PROJECT BREAKEVEN ACCOUNT (12-23-93). <i>Transferred three Banfield System Completion projects into the newly created "Section 3: Westside Systems Completion Program" account together with \$13.901 million of appropriated Section 3 Discretionary funds previously allocated to Project Breakeven. Deleted Project Breakeven from the TIP and left the Gresham Park & Ride facility as an unfunded system completion need in the TIP. Allocated approximately \$3.9 million of "Section 3: Rail Modernization" program funds to one Banfield System Completion project.</i>
94-1890A:	RECOMMENDED A PACKAGE OF PROGRAM REDUCTIONS AND ADDITIONS TO THE OREGON TRANSPORTATION COMMISSION FOR INCORPORATION IN THE 1995 THROUGH 1998 STATE TRANSPORTATION IMPROVEMENT PROGRAM (01-27-94). <i>This approved Metro's recommendation for OTC approval of approximately \$173 million of STIP construction program deferrals and reprogramming of \$36.19 million for implementation of alternative mode project additions. The current status of</i>
94-1900:	ENDORSED THE NW 112TH LINEAR PARK FOR FUNDING AS PART OF ODOT REGION 1 PRIORITIES FOR TRANSPORTATION ENHANCEMENT FUNDING IN THE 1995-1998 TRANSPORTATION IMPROVEMENT PROGRAM (02-24-94). <i>This finalized approval of the Round 2 Transportation Enhancement program funds.</i>
94-1905:	ALLOCATED FUNDS TO SUPPORT THE OREGON TRANSPORTATION FINANCE COMMITTEE PUBLIC OUTREACH PROGRAM (02-24-94). <i>This allocated \$8,700 for continuation of work on the Oregon Transportation Finance Study (formerly the Oregon Roads Finance Study.)</i>

94-1916: APPROVED ADOPTION OF THE FY 95 UNIFIED WORK PROGRAM (3/10/94. *This action also allocated \$70,000 of Regional STP funds as partial support of a study to assess commodity goods movement relative to the anticipated 2040 transportation network.*

94- 1937: ALLOCATED FUNDS TO SUPPORT THE EXTENSION OF WESTSIDE LIGHT RAIL TO THE CITY OF HILLSBORO (final adoption pending). *This resolution allocated an additional \$8 million of Section 9 revenue to the Hillsboro Extension in FY 96 (\$30 million total allocation) and programmed \$75 million of Section 3 revenue anticipated as an amendment of the Westside Full Funding Grant Agreement.*

II. OTHER ITEMS OF NOTE

A. FUND BALANCES

Revised fiscal data was made available in March 1994 which affects several regionally significant fund balances. These are discussed below:

Regional STP.

Appropriation of regional STP funds fell below expectation in both FY 93 and 94. The current unallocated reserve now stands at \$18.517 million, down \$2.448 million from the projected reserve of approximately \$21 million.

Interstate Transfer.

As of November, 1994, the region has appropriated all but \$1.740 million of the total \$517,750,507 Interstate Transfer authorization that resulted from withdrawal of three approved Interstate freeway projects in the '70s and '80s. Unless additional appropriation is made by Congress, this shortfall will leave the I-205 Buslane Withdrawal project (Metro ID #907) at a balance of approximately \$12.601 million (plus as much as \$1.6 million of Tri-Met General Revenue bonds pledged as repayment to the account in the event it is determined by the region that the ultimate scope of this project will require the funding).

Section 9.

The 1994 appropriation of Section 9 revenue was approximately \$450,000 higher than previously anticipated. This increase has been assumed through the remainder of ISTEA, increasing the Section 9 program total by approximately \$1.5 million.

B. PUBLIC INVOLVEMENT PROCESS

Resolution 93-1890, which adopted the Metro FY 94 TIP, directed staff to work with members of the Metro Committee for Citizen Involvement to improve public involvement

procedures pertinent to TIP adoption. This coordination has generated a draft public involvement program which is nearing submission to TPAC prior to review and approval by JPACT and Metro Council. These procedures will address the required content of public involvement plans mandated in the federal Metropolitan Planning Rule issued October 28, 1994 and will govern future TIP amendments and updates.

In the interim, public involvement associated with formulation and adoption of Metro's Draft FY 1995 TIP has revolved around four key processes. The first of these was the state TIP reduction effort which commenced in August of 1993. To stimulate public input to this process, Metro held two public hearings in October and December of 1993 that were attended by over 200 persons and organizations. Metro also solicited, received and responded to several hundred written comments. Input from these hearings was instrumental in both developing and refining the project selection criteria, determining whether to cut more than needed to balance the program so that alternative modes could receive increased funding and in modifying two iterations of staff recommendations as to which projects should be cut and by what amounts and in the identification of the types of projects recommended to receive additional funding.

The second event focused on adoption of Resolutions No. 93-1829A (CMAQ Round 2) and 93-1858B (Transportation Enhancement Round 2) and Resolutions No. 93-1865 (Washington County Highway 217 Corridor Bike Program CMAQ project process); and 94-1900 (112th Linear Park Enhancement funding) in the fall and winter of 1993. These actions were preceded by broad interest group participation in the project nomination and ranking processes and additional citizen participation in workshops and public hearings preceding adoption of the resolutions.

The third event, was a series of four ODOT public hearings held in the region throughout March 1994 to receive comment on the Preliminary 1995 STIP. Metro intentionally delayed formal incorporation of the Round 2 CMAQ and Enhancement projects to afford additional opportunity at these hearings to receive citizen and interest group comment on the programs. The ODOT hearings were also an additional opportunity to generate input on the STIP reduction recommendation approved by Metro in January, but for which Oregon Transportation Commission approval remains pending.

Finally, the Draft Metro FY 1995 TIP is currently subject to a 30-day comment period preceding review and adoption by JPACT (June 9); an additional 14 days is also provided prior to final adoption by the Metro Council (June 23). As part of this review period, the TIP was presented at a public workshop on Monday, May 16, 1994, in order to take testimony

and to foster informed public comment during these hearings. Timely notice of the public meeting was sent to over 1,200 persons and organizations and materials were freely available for review. JPACT and Metro Council resolution adoption actions are noticed in a newspaper of general circulation one week preceding such actions.

Sixteen people attended the meeting (exclusive of agency representatives). One letter was submitted and nine people testified. Staff response to the comments was distributed as a handout at the May 27 TPAC session and is included in this Staff Report as Attachment 1. The final response to comments will be included as an Appendix to the TIP.

Virtually all of the comments centered on the STIP reduction package and split more or less evenly along two basic, somewhat competing themes. Roughly, one group of commentors favored changing the Metro recommendation to increase support of "urban core" transportation projects defined as completion of all originally programmed Sunset Highway improvements, including widening from 217 to Murray, as well as the Marquam Interchange projects (i.e., Water Avenue Ramps and the East Marquam/Grand Avenue/MLK Jr. Ramps). The arguments centered on the need to reinforce and preserve urban core vitality and economic competitiveness; the significance of the Sunset corridor for goods and commuter movement; and the importance of maintaining capacity within the corridor in order to deliver automobile commuters to the Sunset LRT park-and-ride facility.

A second group of comments favored the recommendation's preservation of "periphery" improvements such as the I-5/Stafford and I-5/Kruse Way Interchanges, recognizing that significant economic activity has and will continue to move to these locations.

One commentor suggested the road project reductions did not go far enough and that Metro should recommend a moratorium on all further highway and arterial expansion.

Again, a more comprehensive assessment of and response to these comments will be provided at the TPAC meeting.

III. CONTENTS

The TIP is organized so that funds controlled by Region appear first. State-controlled funds appear last. The funds include:

- . The Regional Surface Transportation Program (STP); and
- . The Regional Congestion Mitigation/Air Quality (CMAQ) program.

These funds are allocated according to regional priorities and are not subdivided by jurisdiction.

Following these two funds are the Interstate Transfer projects which are organized according to the following:

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

The next section of the TIP is organized by funding sources available through the Federal Transit Administration (FTA) which consist of:

- . FTA Section 3 (Discretionary) Capital Program
- . FTA Section 3 (Trade) Capital Program (all projects complete)
- . FTA Section 9 Program
- . FTA Section 3 Westside Light Rail Program
- . FTA Section 20 Human Resources Program
- . FTA Section 3 (Formula) Rail Capital Modernization Program
- . FTA Section 16 (b) Special Needs Transit Capital Program
- . FTA Section 3 Westside Systems Completion Program

Following the FTA projects are those projects forming the remnant of the Federal-Aid Urban System (FAU) Program organized by jurisdiction. 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 repayment program has been dubbed the "FSTP" program and is included as a distinct program in the TIP as a way of tracking the state's repayment of the borrowed funds. The FAU program "history" of authorized and obligated funds is also included for reference purposes.

The final section of the TIP consists of projects supported by ODOT-controlled fund sources grouped by:

- . Highway Bridge Replacement (HBR)
- . Hazard Elimination System (HES)
- . Interstate Maintenance
- . State Modernization
- . State Operations
- . Bikeways
- . Access Oregon Highways
- . State Surface Transportation Program
- . State Surface Transportation Program (Safety)
- . National Highway System Program (NHS)
- . State Congestion Mitigation/Air Quality Program
- . Transportation Enhancement Program (TE)

IV. FISCAL CONSTRAINT

The list of projects contained in the TIP is "fiscally constrained to reasonably expected revenue," i.e., the region has authorized projects to obligate only funds that are anticipated to be allocated to the region. With respect to federal funds, this expectation is based on consideration of funds received by the region in the first three years of ISTEA as a benchmark for projecting the funds that will be appropriated by Congress over the remaining three years of ISTEA. The first three years of appropriations have been less than authorized by the Act. Therefore, the formula used to estimate future revenue is conservative as it "discounts" the maximum amount ISTEA authorizes for appropriation to reflect the reduced historical trend.

The TIP programs 100 percent of the discounted revenue projection. However, in any given year, the Federal Government may authorize the region to obligate a percentage of the appropriated funds (an "obligation ceiling"). Typically, this ceiling is about 80-90 percent of the annual appropriation. Authority to obligate all appropriations has historically occurred prior to federal adoption of a new transportation assistance act (e.g., by FY 1998 when the current assistance act lapses). Additional information regarding anticipated revenues is provided in the discussion of individual programs.

V. PROJECT SELECTION

ODOT, in cooperation with Metro, selects projects that are funded under the ISTEA Interstate Maintenance and Bridge Replacement programs, or that are on the National Highway System. All other projects are selected by Metro in consultation with ODOT.

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 established by technical and administrative criteria established by JPACT and Metro Council. Technical considerations include congestion relief, correction of hazards, and ratios of benefit to cost. Administrative considerations include project relationships to regional goals identified in the RTP and the 15 planning factors identified in ISTEA.

If a high-priority project (e.g., a first year project) is not ready to proceed, projects scheduled for later years may advance "out of turn." For example, a high-priority project may have delays in development of plans and specifications, or its right-of-way acquisition may encounter legal obstacles. Under such conditions, projects from the second or third years of the Approved Program would be brought forward. This assures that the region contributes its share to orderly statewide obligation of available funds.

Although projects may be moved between years, fiscal constraint in any given year must continue to be maintained. However, the demonstration of fiscal constraint may rely upon availability of statewide funds. In other words, this region may be advanced federal or state funds by ODOT so that more projects can be completed than the region's TIP identifies revenues to afford in a given year. When this occurs, ODOT draws upon statewide funds available for obligation outside the region. When Metro and ODOT agree to such arrangements, Metro reduces later-year regional reserve funds identified in the TIP to reflect the dollar amounts involved. Therefore, on a multi-year, total program basis, the region constrains programming of federal funds to those reasonably anticipated to be available.

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

Finally, regional equity plays an important role in prioritization of projects. In previous years, equity was ensured by the requirement that certain classes of federal funds be suballocated on the basis of population. ISTEA prohibits this practice in order to increase the likelihood that important regional needs will be addressed regardless of cost or geographic location. However, equity is an approved long-term consideration. In the Metro region, 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 desire to program funding to the most "important" projects is tempered by the legitimate need to maintain a balanced regional transportation system.

VI. 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 has been determined and is shown in Attachment 2.

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 are shown in Attachment 3.

Air Quality.

Clean Air Act of 1990 - Transitional Conformity. The TIP has not yet been found to comply with the Clean Air Act Amendments of 1990 and the Transitional Conformity requirements contained in 40 CFR Parts 51 and 93. The TIP must be found to be consistent with the most recent estimates of mobile source emissions; provide for the expeditious implementation of transportation control measures; and contribute to annual emission reductions. The TIP conformity is YET TO BE DETERMINED.

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. 94-1917 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 in Appendix D of the Draft Metro FY 1995 TIP.
- . 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 TMAs that are in nonattainment for carbon monoxide and/or ozone, unless the project results from an approved Congestion Management System or unless it complies with interim procedures established in 23 CFR Part 450. Preliminary analysis of this question indicates that one project allocated funding in the three-year approved program period will be required to comply with the interim procedures before receipt of federal approval to obligate federal funds.

**RESPONSE TO SIGNIFICANT COMMENTS
ON THE
DRAFT METRO FY 1995 TRANSPORTATION IMPROVEMENT PROGRAM**

RECEIVED AT THE PUBLIC HEARING
HELD MONDAY MAY 16, 1994
AT THE METRO COUNCIL CHAMBERS
7:00 - 9:00 P.M.

**Peter Sato,
CPO 1**

Mr. Sato stressed that the Westside combined light rail and US 26 improvement program has been the subject of an extensive regional debate for nearly a decade. The current STIP "cut/add" process is merely the latest round of negotiations. He pointed out that the original vision of a \$1 billion package of improvements has been incrementally modified by a series of decisions which have escalated the LRT cost and which have now begun to sacrifice the integrity of the agreed-upon highway improvements. His principle concern is that the suburban Westside stations are dependent upon road access and that this has always been an integral aspect of the Westside planning. If street/highway congestion is allowed to escalate, especially within the US 26 corridor, to the point that access to the Sunset station park and ride lot is significantly impeded, then the region risks throwing away significant benefits of this \$1 billion investment. He rejects any contention that an increase in congestion will in fact "force" increased ridership by commuters seeking to avoid the highway congestion.

Mr. Sato suggested that Metro transportation system planning should emphasize preservation of access to the urban core employment centers (extending to Westside communities) and that Washington County "edge" projects should be sacrificed in favor of completing the full Westside highway improvement program. Specifically, Metro should recommend deletion of the Farmington Road widening (167th to Murray); the I-5/Stafford Road interchange reconstruction; and the OR 47 Bypass (Council Creek to Quince). These savings would pay for construction of the US 26 widening from 217 to Murray (\$20 million).

Response:

The US 26 widening from Hwy 217 to Murray was not part of the Westside package of LRT and highway improvements. The elements of the widening recommended by Metro for construction within the 1998 timeframe were those that bear direct relationship to the LRT program. Not even all of these projects can begin construction by 1998. Elements of both the east and westbound widening between the Zoo and Hwy 217 interchanges have been deferred. The deferrals are recommended both because of funding constraints and in order that startup of LRT service can be used as one means of minimizing congestion impacts of mainline reconstruction activity. Moreover, the Metro recommendation very firmly states

that completion of the full Westside package of LRT and highway projects is the region's number one system expansion priority and is to be addressed during the next STIP update.

Mr. Sato stated that more Westside highway work could be completed immediately if other regional road projects were deferred. This would jeopardize Metro's commitment to maintain a balanced regional system. The Metro recommendation to include the other Washington County road projects considered both technical and administrative criteria. The three projects do not have higher technical rankings than Westside-related project elements that have been deferred. However, the projects all enjoy very significant private/local funding commitments that could be voided by delay of the projects. These political and economic administrative criteria were approved by JPACT and the Metro Council for use in determining the projects to defer.

Natalie Bates

Ms. Bates expressed her concern that the commute route she relies upon, US 26, is a significant facility and that everything possible should be done to maintain and improve its capacity. She felt that other "edge" projects should be deferred (e.g., the I-5/Stafford Road interchange reconstruction) rather than limiting US 26 projects to a \$50 million cap within the FY 98 timeframe. Specifically, the Hwy 217 to Sylvan eastbound widening should proceed as well as the LRT project.

Response:

Ms. Bates comments are noted. These issues are addressed in the previous response.

Terry Parker:

Mr. Parker suggested that the Draft TIP was not a regionally balanced document. He felt the TIP only addresses movement of people to downtown Portland and provides "scatter-shot" support of suburban projects. He felt the TIP needs to better address mobility across the region, generally and that it should fund the Eastside Connector LRT proposal especially. The flavor of Mr. Parker's comments are somewhat aligned with Mr. Sato's. Both individuals believe that Metro's transportation planning should better support an urban-centered land use orientation and deemphasize provision of greater access to suburban population and employment centers.

Response:

Mr. Parker's specific concern, the Eastside Connector project, was evaluated in the South/North LRT Tier 1 scoping analysis (see the *Central Eastside Connector Technical Memorandum*). It was concluded by the Steering Group that the concept not be advanced into Tier I for further study because of the very strong household and employment dominance of the Downtown relative to the Eastside, the minimal improvement or increase in travel times to the Eastside, and the operational difficulties and the high costs associated with an

additional line and service parallel to an alignment through Downtown Portland.

The TIP is not an appropriate document to reassess these issues. Staff does note that the next RTP update will mark the beginning of the process of integrating system development with the Region 2040 land form decision. This is a more appropriate forum to address the planning related issues addressed by Mr. Parker, who is invited to participate in this RTP update process.

**Mike Cook,
Mentor Graphics:**

Mr. Cook restated his previous support for the Stafford Road Interchange and the I-5/Kruse Way Interchange reconstruction projects. He also questioned Metro programming of Round 2 Transportation Enhancement funds to construct a southerly extension of the Lake Oswego Trolley in light of the possibility that a portion of this corridor may be selected in the South/North Alternatives Analysis for extension of light rail.

Response:

The Trolley serves transportation and recreational functions within the regional system and is a project that is both eligible and very consistent with Transportation Enhancement program funding objectives identified in ISTEA. The Trolley's immediate utility is that it is providing transportation service while preserving a significant rail corridor parallel to OR 43. Should the South/North Alternatives Analysis adopt an alignment which uses some portion of this corridor, the Trolley service may or may not remain viable within its current and planned termini (Riverfront to south of Lake Oswego). However, continued marginal investment in the Trolley's operation and in improvement and extension of the tracks is justified at this time given the balance of current utility, uncertainty regarding eventual South/North alignment issues, greater uncertainty regarding the timing of financing, construction and startup of an LRT extension in this corridor and the impact of any such operation on viability of continued Trolley operation.

**Gary Coe,
Central Eastside Industrial Council**

Mr. Coe expressed his concern that the Water Avenue southbound on-ramp to I-5 has been deferred. He indicated that the project would improve air quality as it would eliminate circuitous, stop-and-go truck movement into and through the congested downtown area currently required to access the freeway.

Response:

Metro's recommendation to defer this project to post-1998 was effectively dictated by the City of Portland's announced rejection of the proposed Water Ramps configuration, together with its stated long-term desire to study relocation of the entire I-5 facility eastward of its

present alignment. In light of these decisions, the prospect of implementing the project within the 1998 timeframe was considered remote, and thus the funding allocation enjoyed by the project was reallocated. However, Metro has left the Water Ramp project within the Regional Transportation Plan and has allocated funding within the 1998 timeframe to continue project development. The proposed Water Ramps will remain a regionally approved project until such time as it is constructed or an alternative southbound alignment is approved for construction by all parties, including the City of Portland.

**Jack Burns,
Central Eastside Industrial Council**

Mr. Burns reiterated support for the Water Ramps and the associated (northbound) Marquam auxiliary braids which would bypass the current weave/merge congestion which now occurs between Water Street and the Coliseum exit. Mr. Burns remarked that increased access to the Central Eastside would consolidate the area and lead to an increase of up to 40,000 family wage production jobs in a "close in" portion of the central city.

Response:

This issue is addressed in the previous Response.

**Fred Nussbaum,
Association of Oregon Rail Transportation Advocates**

(See written comments, attached). Mr. Nussbaum notes AORTA's support for highway cutbacks programmed in the TIP. He notes that these cuts are consistent with the Clean Air Act Amendments of 1990 and with ISTEA. However, he states AORTA's desire for deeper cuts and requested a moratorium on new highway construction where viable alternatives to vehicular travel modes exist, including bike, pedestrian, and transit modes. Savings should be used to improve such alternative travel options.

Response:

Mr. Nussbaum's request is noted. Although the moratorium suggested by Mr. Nussbaum is not under active consideration, it is worth noting that approximately 60 percent of funds previously allocated to system expansion have either been cut or transferred to support construction of projects of benefit to alternative modes as a result of the "STIP cut/add" package reflected in the Draft Metro 1995 TIP. Excluding nearly \$700 million of federal funds allocated to construction of the Westside LRT system, nearly 68 percent of all funds reported in the Draft Metro FY 1995 TIP are allocated to other than highway system expansion projects between FY 1995 and FY 1998.

Over 60 percent of "new" state STP controlled funds expended within the region are allocated to direct support of transit. Approximately 56 percent of regionally controlled STP funds are allocated to direct support of transit and an additional 20 percent is being held in reserve to fund yet to be determined projects that will be consistent with the upcoming Region 2040

land form decision.

Peter Fry
Eastside Industrial Council Consultant

Mr. Fry also expressed concern that urban core concerns are under-represented in the Draft TIP. He expressed concern that subarea circulation deficiencies are being slighted due to overemphasis of intra-regional connectivity. The lack of progress on the Water Ramps project is one example of this deficiency. In addition to access impacts, the failure of the TIP to advance this project is also leading to interrelated impacts on pedestrian/bike elements of Central Eastside Industrial Area Transportation Plan. Deficiencies of the multi-modal infrastructure in this part of the city, and elsewhere in the region are creating serious safety impacts that are not being addressed.

Response:

Mr. Fry's concerns point out the difficulty in managing the interface of regional transportation system planning and local system interaction with the regional system. Through the 2040 process, Metro has become increasingly aware of the importance of local system management to encourage regional goals of increased pedestrian and bicycle travel and reduced reliance on automobile travel. The LCDC mandated Transportation Planning Rule (Goal 12), the associated Transportation and Growth Management Grants program, the Westside Station Area design program now in process and the Transit Oriented Development program which will soon begin project screening, are all Metro sponsored initiatives that will generate increased regional programming to help resolve the types of local system needs addressed by Mr. Fry.]]

TRI-MET
PRIVATE ENTERPRISE PARTICIPATION POLICY

A. Purpose

The Tri-County Metropolitan Transportation District of Oregon (Tri-Met) shall comply with the Federal Transit Administration (FTA) policy regarding private sector participation (FTA Circular 9030.1A). That FTA policy dictates that recipients of FTA funds need to develop a process for involving the private sector in planning new transit services and projects.

Tri-Met has a history of private sector contributions to transit service. At present, several services are operated under contract with private providers. Additionally, Tri-Met has used private providers for a portion of maintenance work.

Tri-Met wants to integrate private sector participation as part of the District's overall work program addressing improvements in transit efficiency and effectiveness. Tri-Met's specific objectives and plan to implement the federal policy are as follows.

B. Objectives

1. Tri-Met will involve the private sector in transit planning and operation.
2. Tri-Met will facilitate communication and coordination of service opportunities between itself and private transit operators.
3. Tri-Met will provide technical assistance, as available and appropriate, to private transit operators as they seek to implement the provisions of the federal policy.
4. Tri-Met will work cooperatively with the bargaining unit to clarify options for using private sector resources in appropriate areas of service delivery, maintenance, and administration.

C. Process

1. Involve the Private Sector in Transit Planning and Programming

- Solicit advance input and comments from the private sector in the planning process for the Transit Development Plan (TDP). The TDP is the basis for developing transportation improvement program annual elements, FTA Section 9 program of projects, and the annual Service Plan. The TDP is developed in coordination with the long-range Regional Transportation Plan for the Portland Metropolitan Area.
- Consult with private sector providers early in Tri-Met's public participation process for service changes.
- Mail notices of opportunity for public hearing on proposed capital projects before grant application to FTA.
- Coordinate with the MPO (METRO) in the involvement of private providers.
- Review major capital project site plans to assess joint development potential.
- As appropriate, modify proposed program of projects based on comments received from private transportation providers.

2. Facilitate Communication Between Tri-Met and Private Providers

- Establish and maintain a directory of private sector transit operators and support services.
- Publish, and disseminate to parties listed in the directory, notices of meetings and public hearings, describing transit service modifications which may provide reasonable opportunities for private sector contracting.
- Coordinate regional efforts with any private sector provider organizations.

- Hold workshops for private providers to discuss service and fare changes prior to general public workshops.

3. Provide Technical Assistance to Private Transit Operators

- Maintain information regarding contracting, specifications, bidding cost analyses, and other related actions.
- Coordinate private sector participation activities with other regional programs to enhance transit efficiency and effectiveness, including coordination and productivity improvements.
- Provide other technical assistance as requested by transit operators; including identification of any existing impediments to policy implementation.

4. Service Contracting

- Tri-Met shall describe the issues related to contracting for service and the measures taken to address the impact of such issues.

5. Dispute Resolution Process

- A protest based upon Tri-Met's Private Enterprise Participation Policy must be received in writing by the Executive Director of Finance & Administration (or his designee) no later than 10 working days following any decision or recommendation.
- The decision of the Executive Director of Finance & Administration can be appealed by written communication to the Deputy General Manager (or his designee) within 10 working days of receiving 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 the 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.

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TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202



ATTACHMENT 3

May 18, 1994

Mr. Andrew Cotugno
Director, Transportation Planning
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

Subject: Certification of Financial Capacity on Behalf of Tri-Met
For Transit Projects in the FY 1995
Metropolitan Transportation Improvement Program (TIP)

Dear Andy:

The purpose of this letter is to certify that Tri-Met has conducted a financial analysis and the results show that the District is financially capable of funding the capital elements programmed for FY 1995 in the regional TIP.

Please call me at 238-4842 if you require additional information.

Sincerely,

Bruce Harder
Executive Director
Finance & Administration



METRO

DATE: June 17, 1994

TO: Metro Council
Executive Officer
Agenda Recipients

FROM: Paulette Allen, Clerk of the Council *PA*

RE: AGENDA ITEM NO. 6.1; RESOLUTION NO. 94-1964

The Planning Committee considered Resolution No. 94-1964 on June 16. The committee report will be distributed in advance to Councilors and available at the Council meeting on June 23, 1994. Please note included in this agenda are new documents, Exhibit B and tables listing state operations from 1995 through 1998, provided at the committee meeting on June 16.

The draft Portland Metropolitan Area Fiscal Year 1995 Through Post-1998 Transportation Improvement Program document has been published separately from this agenda due to the volume of that document.

PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 94-1964 FOR THE PURPOSE OF ADOPTING THE FY 1995 TO POST-1998 TRANSPORTATION IMPROVEMENT PROGRAM AND THE FY 1995-1997 THREE YEAR APPROVED PROGRAM

Date: June 21, 1994

Presented By: Councilor Monroe

Committee Recommendation: At the June 16 meeting, the Planning Committee voted unanimously to recommend Council adoption of Resolution No. 94-1964. Voting in favor: Councilors Kvistad, Devlin, McLain, Monroe, Moore, and Washington. Councilors absent: Councilors Gardner and Gates.

Committee Issues/Discussion: Mike Hogle, Transportation Planning Manager and Terry Whistler, Senior Management Analyst, presented the staff report. This resolution approves the 1995 Transportation Improvement Program (TIP). That program consolidates Enhancement Program projects, Congestion Mitigation and Air Quality (CMAQ) projects and Surface Transportation program funding. This TIP also incorporates the State Transportation Improvement Program (STIP) cuts considered earlier by the Council.

The Joint Policy Advisory Committee on Transportation (JPACT) approved the resolution with several minor changes (described in Exhibit B and the staff report). Mr. Whistler explained the additional table prepared recently that was not part of the packet. Changes by JPACT reflect additions of projects that were originally omitted in error. Other changes relate to a set of amendments requested by Tri-Met at a late date for the Hillsboro alignment with the Westside LRT / 185th Project. Specific changes include:

1. Tri-Met proposes a funds trade on the transit oriented development (TOD) project whereby the 1995 funds proposed as CMAQ funds would be paid instead by Tri-Met local funds. The \$570,000 of CMAQ funds that would have gone to support first year TOD activities would be split into support of bus purchase and the Tigard Park and Ride project. The net effect is the TOD's are handled with local money, unincumbered by federal requirements, and there will be increased funding for bus purchase and Tigard project. All of this is contingent on a letter submitted by Tri-Met committing their local funds to make up the funding gap of \$570,000.
2. In the full-funding grant agreement for Westside/185th, several projects were deferred to make the budget. One deferred project was a Banfield retrofit for low-floor vehicles. Since "low-floor" is being adopted through the Americans with Disabilities Act, there is a

high premium for the vehicles that results in unanticipated Tri-Met cost increases from \$5,930,000 from FTA to \$17,180,000.

3. Westside Light Rail maintenance equipment, another deferral item not previously in the TIP, is being requested by Tri-Met to be added for full funding by FTA.

4. The Sunset Transit Park and Ride Center, also a deferral item, is being requested for full funding.

5. The I-84/82nd Avenue Park and Ride funding, which was in the TIP with \$360,000 from ODOT, should be shifted to the Tualatin Park and Ride.

6. The interstate transfer fund of \$517 million for the South/North Corridor EIS that has come to the region because of the withdrawal of interstate freeways planned in the 1980's, has been appropriated annually since the 1970's in annual increments. We have received the entire allocation except \$1.66 million. Senator Hatfield's Senate committee, that is in charge of these appropriations, has suggested that the I-205 buslane withdrawal reserve account be applied to the South/North Corridor EIS project.

7. The I-5/East Marquam Interchange / Grand Avenue/MLK Ramps project to bypass the congestion near the coliseum was continued in the TIP for development but not for construction funding. There was an error in the TIP that carried a right-of-way acquisition of \$49.26 million in post-1998 which is now being deleted.

8. The Water Avenue Ramps project was also allowed for development activity but not for construction. Inadvertently the residual \$15 million of construction authorization was left in the TIP for pos-1998 by error which is now being corrected.

Mr. Whistler, in response to committee questions, explained that in Exhibit B, the "Post-1998" column is effectively not in this TIP but is there to signal the amount at issue and represents the current agreement between JPACT, ODOT and all parties regarding the future of these projects.

Exhibit B is the result of Metro/ODOT work to make the TIP and the STIP identical, which is the final goal. Hazard Elimination System projects (HES), some bridge reconstruction projects and projects having no significance to air quality (which can be done without resolution action) will be possible without a need to be addressed at a later date. They have no federal or state significance requiring authorization. The two exceptions include: 1) Durham Road Beaverton/Tualatin Highway (Hall-Upper Boones) and 2) I-5 Wilsonville Interchange, Phase I. Either or both of these projects will be considered by TIP amendment at a later date. The intent is to approve this TIP absent

these projects and go to the Oregon Transportation Commission hearings in July, approve a STIP and a TIP, and come back with a TIP amendment in late July following state approval of the STIP.

Conformity with the state is required by federal regulation. Councilor Devlin asked how much consistency there is regarding review for consistency by federal authorities. This TIP action is just one small part of the process. The federal process is more the actual outlay of dollars to build projects; to design them, to purchase right-of-way, and to construct them. At each step of the way there is detailed oversight. The TIP is just a sign-post of what is to come but does not indicate the end of federal involvement.

In response to another question from Councilor Devlin regarding cash-flow, Mr. Whistler responded that ISTEA requires stringent guidelines to show that the region can pay for what is planned in the Regional Transportation Plan (RTP). This TIP has been fiscally constrained. Meetings are taking place to address long-range planning to project anticipated revenues and expenditures. The state only programs in four-year increments. Those projects in development may receive higher priority in the future than new projects but there is no guarantee.

Finally, Councilor Devlin asked about the I-5/217/Kruse Way Interchange project. \$13.5 million is in the TIP for construction. Approximately \$4.5 million is committed for right-of-way that doesn't show in the TIP. Whistler explained that the amount is in the TIP but is expressed in federal dollars rather than full dollars which creates a discrepancy between the numbers. Councilor Devlin asked about the second phase of the project listing of dollars. Staff said they would check.

Councilor Washington asked why the high cost of painting bridges. Staff explained that lead paint can no longer be used because of environmental concerns. This requires the painting and preparation to be done with plastic encasement.

Councilor Moore asked about the Advanced Traffic Management System (ATMS) projects. She asked for clarification regarding what the funds purchase. The Transportation Policy Alternatives Committee (TPAC) minutes explained that this is an eighteen year project at \$4-5 million per year. She questioned the wisdom of the entire project and asked what amount of funding is actually in this TIP. Staff explained that there is a set of projects being worked on by ODOT; the ramp meters on the highways and signage. All are components of ATMS. The full commitment is approximately \$10 million that has been accumulated over the past five years in response to approved programs for regional freeway management. The second class of funds is money (\$7 million) from combined sources as a down-payment on the \$90 million capital plan contained in the region's ATMS study. Before these funds can be expended there will

need to be Metro Council and JPACT approval. The process of review has yet to occur.

Councilor Moore's final question related to the \$14 million put aside for the climbing lane between the Zoo and Sylvan Highway. The federal government recently ordered that the money must be spent immediately, necessitating a shift of funds designated to alternative modes when the Sylvan Interchange (formerly \$50 million project) was redesigned. TPAC, JPACT and the Metro Council agreed that following redesign of the interchange, whatever money that was not needed for the project, now determined at \$15 million less, would be spent on alternative transportation modes. Because of the money shifting of this action, there is the possibility that the money, which will ultimately be replaced by incremental appropriation, will not end up going for alternate modes. Staff agreed that this potential was accurately reflected by Councilor Moore and that the issues needed resolution. Councilor Moore agreed to work with staff to draft language to earmark the monies for alternate modes that come to the region in 1999. This would then become part of the TIP amendment anticipated for the Wilsonville project later this summer.

DRAFT
(REVISIONS THROUGH 5/04/94)
PORTLAND METROPOLITAN AREA
FISCAL YEAR 1995 THROUGH POST-1998
TRANSPORTATION IMPROVEMENT PROGRAM

METRO

Effective October 1, 1994

Metro was created by voters in 1978 to handle regional concerns in the urban areas of Clackamas, Multnomah and Washington counties. Metro is responsible for solid waste management, operation of the Metro Washington Park Zoo and the Oregon Convention Center, transportation and land-use planning, urban growth boundary management and technical services to local governments.

Metro is located at 600 NE Grand Avenue, Portland, OR 97232-2736. For more information, call the Planning Department at 797-1700.

Executive Officer
Rena Cusma

Councilors by district are:

District 1	Susan McLain
District 2	John Kvistad
District 3	Jim Gardner
District 4	Richard Devlin
District 5	Mike Gates
District 6	George Van Bergen
District 7	Ruth McFarland
District 8	Judy Wyers
District 9	Rod Monroe
District 10	Roger Buchanan
District 11	Ed Washington
District 12	Sandi Hansen
District 13	Terry Moore

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The preparation of this report has been financed in part by funds from the United States Department of Transportation, Urban Mass Transportation Administration, under the Urban Mass Transportation Act of 1964 as amended; and by funds from the Oregon Department of Transportation in cooperation with the Federal Highway Administration USDOT.

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SECTION 1: INTRODUCTION

METRO FY 1995 THROUGH POST-1997 TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION

I. DOCUMENT PURPOSE AND RELATIONSHIP TO KEY ELEMENTS OF THE FEDERAL METROPOLITAN PLANNING RULE

A. PURPOSE

United States Department of Transportation (USDOT) regulations require that no less than every two years, the region's Metropolitan Planning Organization (MPO), which is Metro, must develop a program which lists:

- a. highway and transit projects which use federal funds, and
- b. State or locally funded that have a potential to affect regional attainment and/or maintenance of Federal air quality standards.

In practice, the TIP describes how federal and State funds for highway and transit projects in the Portland Urbanized Area will be spent during the three-year period of October 1, 1994, through September 30, 1997 (the FY 1995-97 Approved Program). The TIP shows cost estimates for projects scheduled for completion during the three-year Approved Program period and provides other descriptive information about projects. For perspective, projects completed prior to FY 1995 and those programmed for years subsequent to FY 1997 are also indicated.

New federal guidance also stresses the TIP's role as a tool for tracking how the capital improvement component of the Regional Transportation Plan (RTP) is being implemented. Although no project may receive federal funds that is not approved in the RTP, the RTP approves more projects than can be afforded by the region in any given year. The TIP programming process determines which projects will be given funding priority by balancing a broad range of local and regional priorities, which range from correcting deficiencies unique to a local street to advancing major long-range projects.

The program reflected in this document is a mid-step in establishing actual priorities for FY 1995 through 1997. Many projects identified in this TIP have been carried over from previously approved TIPs. (Each Resolution which adopts a TIP states that if the approved projects do not receive or spend their authorized funding in the year expected, they are automatically brought forward to the current fiscal year. These projects remain approved to spend available funds unless specifically removed from

the Approved Program at the request of the sponsoring jurisdiction, or by action of JPACT and the Metro Council.)

Administrative adjustments and Metro Council amendments to the TIP have also been adopted throughout FY 1994. Approval of the 1995 TIP consolidates these past project approvals into the current document. Amendments adopted throughout 1995 will then alter the program of projects currently approved.

B. CONTENTS

Six-Year Summary Tables

The core of the TIP consists of the Six-Year Summary Tables which appear after this Introduction. The Summary Tables display all of the region's approved projects in all programs and the total amount of federal, or state funding they are authorized to spend. Project authorization occurs when JPACT and the Metro Council adopt Resolutions which approve of a project receiving and spending Federal and State transportation funding; these Metro actions must then be approved by the Oregon Transportation Commission for amendment into the State TIP.

The Summary Tables also show the amount each project is expected to obligate during the three-year Approved Program period (FY 95-97) and ensuing years, through post-1998. (An "obligation" is a commitment by federal agencies to reimburse State and local entities for "up front" project expenditures.) The Tables show past federal obligations for active and completed projects. Projects with funds shown in FY 94 were expected to obligate that amount of money in that fiscal year (by the September 30, 1994 deadline).

The Summary Tables are organized so that funds controlled by Region appear first. State-controlled funds appear last. The funds include:

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

These funds are allocated according to regional priorities and are not subdivided by jurisdiction, although sponsoring agencies are indicated.

Following these two funds are the Interstate Transfer projects which are organized according to the following:

- Regional Projects (Category I Projects)
- City of Portland

- . Multnomah County
- . Clackamas County
- . Washington County

The next section of the TIP is organized by funding sources available through the Federal Transit Administration (FTA) which consist of:

- . FTA Section 3 (Discretionary) Capital Program
- . FTA Section 3 (Trade) Capital Program (all projects complete)
- . FTA Section 9 Program
- . FTA Section 3 Westside Light Rail Program
- . FTA Section 20 Human Resources Program
- . FTA Section 3 (Formula) Rail Capital Modernization Program
- . FTA Section 16 (b) Special Needs Transit Capital Program
- . FTA Section 3 Westside Systems Completion Program

Following the FTA projects are those projects forming the remnant of the Federal-Aid Urban System (FAU) Program organized by jurisdiction. 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 repayment program has been dubbed the "FSTP" program and is included as a distinct program in the TIP as a way of tracking the state's repayment of the borrowed funds. The FAU program "history" of authorized and obligated funds is also included for reference purposes.

The final section of the TIP consists of projects supported by ODOT-controlled fund sources grouped by:

- . Highway Bridge Replacement (HBR)
- . Hazard Elimination System (HES)
- . State Modernization
- . State Operations
- . Bikeways
- . Access Oregon Highways
- . Interstate Maintenance
- . State Surface Transportation Program
- . Transportation Enhancement Program (TE)
- . National Highway System Program (NHS)

Appendix A: Consolidated Funding History

Many projects receive funding from more than one source. While the Six-Year Summary Tables do show these funds, it is difficult to use the Tables to identify all

funds allocated to a given project. This consolidated information is provided in Appendix A for those project scheduled to receive significant implementation funding in the three-year approved program period (i.e., small reserves and funding in FY 94 or post-1997 are mostly not shown). The projects are listed by Metro Identification Number (Metro ID #) in ascending order. The Metro ID # can be found in the Six-Year Summary Tables as the three digit number which follows each project title (in line with the third, right-hand "Approved Program Years" arrow at the bottom of each Table page). For instance:

**Sample Six-Year Summary Table
With Metro ID # Location Noted**

Fiscal Years 1994 to Post 1997		Metropolitan Service District Transportation Improvement Program					Portland Urbanized Area		
Effective October 1, 1993		In Federal Dollars							
Project Description		Regional Surface Transportation Program							
Estimated Expenditures by Obligated	Federal Fiscal Year								
1994	1995	1996	1997	1998	Post 1998	Authorized			
[Metro ID #]									
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	0	140,046
Constr	0	316,219	0	0	0	0	0	0	316,219
Total	140,046	316,219	0	0	0	0	0	0	456,265

#	#	#
###	###	###
#####	#####	#####

Approved Program Years

Appendix B: Project Descriptions

Each project scheduled to receive significant implementation funding in the three-year approved program period is briefly summarized.

Appendix C: Project Location Maps

Each page of this appendix contains four quarter page project location maps (ascending Metro ID #).

C. PUBLIC PARTICIPATION

Federal guidance and State regulations require active outreach to broad segments of the both the transportation-related and general community, reasonable opportunity for public comment on this TIP and demonstration of responsiveness. At least one formal public meeting must be held during the TIP development process.

Local Projects.

Projects included in the TIP were identified 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 from recommendations of County Transportation Coordinating Committees in each of the three Counties in the Region. Metro has taken steps over the past year to assure that 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. Metro expects local jurisdictions to assure that 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.

State TIP

Projects nominated by ODOT have undergone State-level hearings preceding their adoption into the Six-Year Plan (now called the State TIP, or STIP); adoption into the State TIP is a pre-requisite for inclusion in the Metro TIP.

During FY 94, ODOT and Metro cooperated in a process which produced a joint recommendation to the Oregon Transportation Commission to balance the STIP by reducing the FY 1995-98 construction program by approximately \$136 million and to reprogram an additional \$36 million from previously approved road-related construction projects to projects of benefit to alternative travel modes. Metro initiated a public process to both refine the technical and administrative project selection criteria used in this process and to determine whether there was sufficient support in the region for cutting more roadway construction funds than needed so that alternative mode projects could receive additional funding.

Metro held two public hearings in October and December of 1993 that were attended by over 200 persons and organizations. Metro also solicited, received and responded to several hundred written comments. Input from these hearings was instrumental in both developing and refining the selection criteria and in modifying two iterations of staff recommendations as to which projects should be cut and by what amounts and

in the identification of the types of projects recommended to receive additional funding.

Regional (20 Year) Transportation Plan (RTP)

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 corridor concept or system study. The formal RTP revision schedule encompasses a complete public outreach and comment process. Interim, or single project RTP amendments also include opportunities for public input during debate of Metro's Joint Policy Alternatives Committee on Transportation, or JPACT and the elective Metro Council which together constitute the federally designated MPO. Projects are also identified through sub-area and corridor studies; through formation of Technical and Citizen Advisory Committees, these studies involve affected local jurisdictions and the public in all phases of the planning process.

Metro TIP Adoption

Projects nominated from these sources for inclusion in the Metro TIP are then subject to public comment during a 30 day comment period preceding review and adoption by JPACT; an additional 14 days is also provided prior to final adoption by the Metro Council. The TIP was presented at a public workshop held on May 16, 1994 in order to foster informed public comment during these hearings. Timely notice of the public meetings was sent to over 1,200 persons and organizations and materials were freely available for review. JPACT and Metro Council Resolution adoption actions are noticed in paper of general circulation one week preceding such actions.

D. FISCAL CONSTRAINT

The list of projects contained in the TIP is "fiscally constrained to reasonably expected revenue", i.e., the region has authorized projects to obligate only funds that are anticipated to be allocated to the region. With respect to federal funds, this expectation is based on consideration of funds received by the region in the first three years of the ISTEA as a benchmark for projecting the funds that will be appropriated by Congress over the remaining three years of the ISTEA. The first three years of appropriations have been less than authorized by the Act. Therefore, the formula used to estimate future revenue is conservative as it "discounts" the maximum amount ISTEA authorizes for appropriation to reflect the reduced historical trend. The TIP programs 100 percent of the discounted revenue projection. However, in any given year, the federal government may authorize the region to obligate a percentage of the appropriated funds (an "obligation "ceiling"). Typically, this ceiling is about 80 to 90 percent of the annual appropriation. Authority to obligate all appropriations has historically occurred prior to federal adoption of a new transportation assistance act (e.g., by FY 1998 when the current assistance act lapses). Additional information regarding anticipated revenues is provided in the discussion of individual programs.

E. PROJECT PRIORITIZATION

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 established by technical and administrative criteria established by ODOT, JPACT and Metro Council. Administrative considerations include project relationships to significant policy documents, including:

- regional goals identified in the RTP;
- the 15 planning factors identified in ISTEA (see Appendix D);
- the Transportation Planning Rule (Goal 12); and
- provisions of the Clean Air Act Amendments (CAAA) of 1990

Technical considerations include congestion relief, correction of hazards, and ratios of benefit to cost. Individual programs are governed by other more specific criteria. (These are addressed in later sections of this Introduction under the individual program discussions.)

F. PROJECT SELECTION

ODOT, in cooperation with Metro, selects projects that are funded under the ISTEA Interstate Maintenance and Bridge Replacement programs, or that are on the National

Highway System. All other projects are selected by Metro in consultation with ODOT.

If a high-priority project (e.g., a first year project) is not ready to proceed, projects scheduled for later years may advance "out of turn". For example, a high-priority project may have delays in development of plans and specifications, or its right-of-way acquisition may encounter legal obstacles. Under such conditions, projects from the second or third years of the Approved Program would be brought forward. This assures that the region contributes its share to orderly statewide obligation of available funds.

Although projects may be moved between years, fiscal constraint in any given year must continue to be maintained. However, the demonstration of fiscal constraint may rely upon availability of statewide funds. In other words, this region may be advanced federal or state funds by ODOT so that more projects can be completed than the region's TIP identifies revenues to afford in a given year. When this occurs, ODOT draws upon statewide funds available for obligation outside the region. When Metro and ODOT agree to such arrangements, Metro reduces later-year regional reserve funds identified in the TIP to reflect the dollar amounts involved. Therefore, on a multi-year, total program basis, the region constrains programming of federal funds to those reasonably anticipated to be available.

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

Finally, regional equity plays an important role in prioritization of projects. In previous years, equity was ensured by the requirement that certain classes of federal funds be suballocated on the basis of population. ISTEA prohibits this practice in order to increase the likelihood that important regional needs will be addressed regardless of cost or geographic location. However, equity is an approved long-term consideration. In the Metro region, 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 desire to program funding to the most "important" projects is tempered by the legitimate need to maintain a balanced regional transportation system.

II. NEW PROJECTS APPROVED IN THE 1995 TIP

A. ODOT SIX-YEAR PROGRAM REDUCTIONS

In summer of 1993, ODOT Region 1 staff advised the region that the State's FY 1993 through 1998 Six-Year Program was some \$400 million out of balance and that a reduction of approximately \$136 million from the Region 1 urban construction program would be required. The Oregon Transportation Commission (OTC) invited the region to recommend the needed cuts and to also identify cuts in excess of those needed to balance the program. These additional savings would be considered by the OTC for reallocation to projects of benefit to alternative travel modes recommended by the region. Metro initiated a two-fold program to address these issues which included development of project selection criteria and an extensive public involvement process.

Metro Recommendation.

In January 1994, Metro adopted Resolution No. 94-1890A which recommended a package of construction program cuts and deferrals totalling approximately \$173 million and reallocation of approximately \$34 million to projects of benefit to alternative transportation modes.

Program Reduction Highlights.

Although 17 different projects were either eliminated, deferred or down-scoped, the bulk of Metro's reductions to the State Construction program come from six recommendations which include:

- . Deferral of \$36 million of work related to reconstruction of the Sunset Highway between the Zoo Interchange and Highway 217 originally programmed to occur during construction of the Westside LRT, reducing the project allocation to a first phase of \$50 million.
- . Down-scoping of the I-5\217\Kruse Way Interchange from \$43 million to a first phase project of \$13.5 million.
- . Deferral of \$7 million to widen I-84 to six lanes from the 238th Interchange to Troutdale.

- Deferral of \$50 million associated with the I-5: E. Marquam/Grand Ave/MLK Jr. Ramps to post-1998.
- Deferral of \$17.2 million associated with the I-5: Water Street Ramps project to post-1998.
- Down-scoping of the US 26: Hwy 217 to Murray project (\$20 million) to the Development program (EIS authorization only).

The "STIP CUT/ADD APPENDIX" at the end of this TIP contains a Table which summarizes the complete Metro recommendation.

Alternative Mode Recommendation.

Metro also recommended allocation of \$36 million to a set of alternative mode programs including \$29 million to Tri-Met's Core Capital Program and \$7 million to an Alternative Mode Construction Program.

Program Revisions Since January Adoption.

ODOT has continued to refine engineering of several of the larger projects addressed in the Metro recommendation in order to obtain better cost, scheduling and transportation system impact estimates. This work has produced two significant modifications to the January recommendation.

1. I-84: Widening to Six lanes between 223 and Troutdale.

Metro recommended saving \$7 million from this project by eliminating continuation of the proposed widening beyond the 238th Interchange. However, it now appears that \$5.5 million of this savings would have come from deferral of a railroad bridge crossing that cannot be deferred. The current estimate to complete this project is \$24.1 million, an approximate \$2 million increase. This would include reconstruction of the 238th Interchange to address significant safety problems, and reconstruction of the deficient railroad bridge. Widening from 223 to Troutdale would be deferred. The cost increase of \$2 million would reduce the Tri-Met Core Capital Program allocation discussed above, from \$29 million to \$27 million.

2. US 26 Reconstruction.

The ability to defer \$36 million of this work was achieved in part by delaying, until after 1998, the \$14.3 million cost of constructing a westbound truck climbing lane between the Zoo and Sylvan interchanges. This deferral was contingent on continued availability after 1998 of \$14.3 million earmarked for this

project in the ISTEA Demonstration Grants program. In spring, the Office of Management and Budget recommended rescinding all such funds not obligated by the end of FY 94. ODOT has therefore proceeded with plans to construct this project in FY 1994.

This change did not, however, effect Metro's recommended "budget". A second element of the \$36 million savings assumed that \$50 million would be needed to both reconstruct the Sylvan overcrossing of US 26 and to construct an off-system collector\ distributor system needed to alleviate significant westbound weave and merge safety problems. ODOT has engineered a solution to these problems costing only \$35 million. Thus the climbing lane and the westbound safety problems can both be accommodated within Metro's January fiscal cap.

However, Metro had stipulated that should the "Sylvan Interchange" project cost less than \$50 million, the difference was to be allocated to increased support of alternative mode projects. In effect, this savings has now been allocated to building the climbing lane. To do otherwise would result in the region both losing \$14.3 million of ISTEA grant funds and needing to eventually fund the cost of the climbing lane with local resources. Therefore, Metro staff concur with ODOT's decision to advance construction of the climbing lane.

Tri-Met Core Capital Program Funds (Metro ID #154).

ODOT has allocated \$18 million of State STP funds and Metro has allocated \$9 million of Regional STP funds to purchase 144 buses (a mixture of 40-foot standard and articulated buses for mostly replacement and some service increase) and 20 Special Needs Transit minibuses.

Metro's original recommendation was to allocate \$29 million of State STP dollars to fund these Tri-Met Core Capital Program needs. This figure was reduced to \$27 million in response to cost increases on the I-84: 223 to Troutdale project. (Tri-Met's need for the additional funds relates largely to the updated Hillsboro Extension financial plan; Tri-Met was required to allocate an additional \$18 million to the Extension project. This money was taken from resources previously allocated by Tri-Met to purchase buses that were to meet service demands associated with startup of Hillsboro rail service.)

ODOT countered Metro's January recommendation with a proposal to allocate \$18 million of State STP dollars to purchase buses for Tri-Met; nine million dollars of which would directly make up for the funding that Tri-Met shifted to Hillsboro. The other \$9 million of "Hillsboro related" bus purchases is funded by allocation of

Regional STP Reserve dollars. Between these two fund pools, the full \$27 million bus purchase can be made.

Region 2040 Reserve Account (Metro ID #381).

ODOT has allocated the "freed" \$9 million to a Region 2040 Reserve account that will be allocated, in cooperation with Metro, to implement both roadway and alternative mode projects consistent with the development form that will be recommended for adoption by the Region 2040 process (Summer, 1994). This ODOT contribution is matched by allocation of the remaining \$11.2 million balance of Regional STP Reserve dollars, thus creating a \$20.2 million "Region 2040 Reserve Account".

Alternative Mode Construction Program Account (Metro ID #382).

A \$7.16 million Alternative Mode Construction Program account is approved in the FY 95 TIP to fund construction of projects related to TODs, bicycle and pedestrian projects of regional significance, and projects recommended for construction from the Congestion Management and Intermodal Management Systems, including up to \$1.05 million of Port of Portland recommended projects.

B. "ROUND 2" CONGESTION MITIGATION/AIR QUALITY PROJECTS

The Metro FY 95 TIP formally allocates anticipated FY 95, 96 and 97 CMAQ and funds to fifteen "Round 2" Congestion Mitigation/Air Quality (CMAQ) projects previously approved as the region's priorities in Metro Resolution No. 93-1829A. By agreement with ODOT, the region did not program these projects until public comment was concluded on the Preliminary 1995 through 1998 State Transportation Improvement Program in March 1994. The 15 projects were included in the Preliminary STIP which provided for additional review beyond that provided as part of Metro's project selection and Resolution adoption process. The projects will not be formally approved by the Oregon Transportation Commission until July 1994. The projects are shown in Table 1 below:

TABLE 1
FY 95 - 97 CMAQ PROJECTS

Metro ID No.	Project Description and Lead Agency
609	<u>Transit-Oriented Development (TOD) - Phase II</u> - The TOD will subsidize infrastructure costs associated with private development land use designs which increase density, mixed uses, and transit, bike, and pedestrian-friendly amenities and access. (DEQ)
613	<u>Regional TDM</u> - An expanded Transportation Demand Management (TDM) program would include programs to attract new participants to ridesharing and other alternatives to the single-occupant vehicle mode. (Tri-Met)

TABLE 1
FY 95 - 97 CMAQ PROJECTS (cont'd)

- 635 Columbia Slough Intermodal Expansion Bridge - This intermodal expansion rail bridge would span the Columbia Slough waterway and connect North and South Rivergate, allowing rail movement to terminals without going through congested inner-city rail yards and neighborhoods. (Port of Portland)
- 154 Buses for service expansion - New, cleaner buses would be purchased to provide expanded transit service and mobility in the region. (Tri-Met)
- 648 Gresham Traffic Signal Coordination & Optimization Project - Development and installation of an integrated traffic signal interconnection and operation system. The system would coordinate traffic signal phasing to reduce travel times, improve traffic flow and reduce emissions. (Gresham)
- 452 Mini-buses - Community based demand-responsive transit vehicles would be purchased for operation in areas which currently have no service. (Tri-Met)
- 606 Pedestrian to Transit: Phase III - Funds for the study, design and construction of capital improvements to the public right-of-way that will enhance pedestrian access to transit facilities. Phases I and II (CMAQ Round 1) study and design activities were funded with prior year grants; actual construction is to occur during Phase III. (PDOT)
- 615 Pedestrian to MAX Capital Program - Construction of priority capital improvements for pedestrian/bicycle access and amenities around eight Gresham MAX stations. (Gresham)
- 641 Portland Area Telecommuting Project - Funds to assist public agencies and private employers in the Portland area to develop and implement telecommuting programs. (ODOE)
- 629 Eastside Bikeway/Trail Loop (OMSI-Springwater) - Construction of a major urban bike-way/pedestrian trail in four segments. This segment would connect the Springwater Corridor trail to the Eastbank Esplanade. (Metro/Portland Parks)
- 628 Eastside Bikeway/Trail Loop (Springwater-Milwaukie) - Construction of a major urban bike-way/pedestrian trail in four segments. This segment would complete the Willamette Greenway/Eastside Trail link to Milwaukie. (Metro/City of Milwaukie)
- 604 Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps - Funds for improvements to the Willamette River bridges to enhance access by bicyclists, pedestrians and disabled persons. Specific projects could include reconstruction of bridge-heads to provide sidewalks and bike lanes, and construction of wheelchair/bicycle ramps from the bridges to the street system. (Multnomah Co.)
- 633 Strawberry Lane: Webster to I-205 - bike lanes - Construction of bike lanes on Strawberry Lane from Webster Road to I-205. The project would connect existing bike lanes on Webster to the bike path paralleling I-205. (Clack. Co.)

**TABLE 1
FY 95 - 97 CMAQ PROJECTS (cont'd)**

-
- 612 Sunset Transit Center pedestrian/bike bridge - This project would provide a bicycle/pedestrian connection between the Sunset Transit Center and the Cedar Hills shopping center. The bridge would span the Sunset Highway, a distance of 320 feet. (Tri-Met)

 - 637 Highway 217 Corridor Bike Lanes - Phase I would focus on evaluation and prioritization of links needed to complete a continuous bike route parallel to Highway 217 in Washington County. The bike route generally follows Cedar Hills Blvd. and Hall Blvd. from the Sunset Highway to the I-5/I-205 interchange. Phase II would involve construction of high priority bike lanes identified in Phase I. (Washington Co.)
-

C. "ROUND 2" TRANSPORTATION ENHANCEMENT PROJECTS

The Metro FY 95 TIP formally incorporates six "Round 2" Transportation Enhancement projects previously approved as the region's priorities in Metro Resolution No. 93-1858B and No. 94-1900. By agreement with ODOT, the region did not program these projects until public comment was concluded on the Preliminary 1995 through 1998 State Transportation Improvement Program in March 1994. The six projects were included in the Preliminary STIP which provided for additional review beyond that provided as part of Metro's project selection and Resolution adoption process. The projects will not be formally approved by the Oregon Transportation Commission until July 1994. The projects are shown in Table 2 below.

**TABLE 2
FY 95 - 97 TRANSPORTATION ENHANCEMENT PROJECTS**

Metro ID No.	<u>Project Description and Lead Agency</u>
621	<u>112th Linear Park</u> . Funding for 10-foot bicycle/pedestrian path, with small bridge, within a linear park paralleling NW 112th south of Cornell Road. (Washington Co.)
306	<u>Eastbank Trail: Steel Bridge/OMSI</u> . One of four trail segments providing Eastbank trail connection to the Springwater Corridor trail. (City of Portland)
311	<u>Cedar Creek Trail</u> . Completes a 3,550 foot bicycle/pedestrian trail in a heavily developed portion of the City of Sherwood. (City of Sherwood).

TABLE 2
FY 95 - 97 TRANSPORTATION ENHANCEMENT PROJECTS

- 312 Springwater - Boring Connection. Acquisition of on-half mile segment of Springwater Corridor near Boring. (Clackamas Co.)
- 316 Rock Creek Bike/Pedestrian Path. Construction of a path parallel to Rock Creek between Rock Creek Park (just north of Sunset Highway) to Evergreen. (City of Hillsboro)
- 318 Intermodal Transfer Park. Reconstruct Troutdale Community Park to include bicycle/pedestrian access; construct a bus shelter; provide interpretive information and kiosk. (City of Troutdale)
-

D. TRANSIT PROGRAMMING

The Metro FY 95 TIP incorporates several recent changes to the region's transit programming. These include:

- *Section 3 Programming Activity.* FTA has authorized Tri-Met to allocate \$75 million of Section 3 funds as a Contingent Commitment of post-1997 revenues. This represents an \$8 million increase from previously authorized amounts. The funds will be awarded to the region as an amendment of the Westside Light Rail Project Full Funding Grant Agreement to support extension of the system to Hillsboro. The funds are allocated within the new "Integrated Westside\Hillsboro LRT Project" (Metro ID #206) which combines previously separate Hillsboro Extension and Westside Full Funding Grant Agreement funds into a single program of expenditures across all fund categories.
- *Section 9 Programming Activity.* Tri-Met has proposed comprehensive reprogramming of appropriated and projected Section 9 revenue to a number of previously approved projects. Technically, most of these changes fall within the parameters of administrative TIP amendments. However, in aggregate, the proposal is substantial and several high-points are discussed in Table 3 below:

TABLE 3
TRI-MET SECTION 9 PROGRAM RECOMMENDATION

- Draws down the entire \$15 million reserve balance previously identified in FY 97.
 - Eliminates \$800,000 of Section 9 revenue previously allocated in FY 97 to "Banfield Park and Rides" (Metro ID #675).
 - Reduces Section 9 Operating Program from \$4.396 million in FY 95 and 96 to \$3.51 million annually in FY 95 through 97.
 - Increases a planned bus purchase from \$13.53 million to \$14.70 million (net increase of \$1.17 million). Defers \$8.85 million of the total bus purchase to FY 97 rather than expending \$13.5 million in FY 96 as previously programmed.
 - Allocates an additional \$8 million of Section 9 revenue in FY 96 to the Hillsboro Extension of Westside LRT (\$30 million total Section 9 allocation).
 - Consolidates Section 9 funding for the Hillsboro Extension of Westside LRT into a new "Integrated Westside/Hillsboro LRT Project" (Metro ID #206).
 - Allocates first time Section 9 funding to purchase Special Needs Transit Vehicles (Metro ID #897)
-

E. PROJECTS ADDED BY FY 94 RESOLUTION ACTIONS

The bulk of "new" programming in the 1995 TIP consists of complete integration of programming actions approved by resolutions adopted throughout FY 94. Table 4 below shows all resolution actions taken in FY 1994 which approved new programming now reflected in the draft TIP. Many of these actions have been discussed in greater detail, above.

F. ADMINISTRATIVE AMENDMENTS

- Transfer of \$106,000 of Regional STP funds allocated to Clackamas County to the state in exchange for an equivalent amount of state Gas Tax funds (\$0.96 on the dollar).
- Allocation of \$30,000 of Regional STP funds previously allocated to Clackamas County to conduct an EIS on widening of Sunnyside Avenue from I-205 to 172nd, to conformance of the East Sunnyside Village traffic plan to multi-modal criteria of the community master plan. This work is directly pertinent to the

proposed EIS and the County has agreed to hold harmless the EIS up to the original project estimate of \$600,000.

G. PREVIOUS PROJECTS

Past policy endorsement of projects identified in the TIP. Previous programming of Surface Transportation Program, Transportation Enhancement, Congestion Mitigation/Air Quality, Interstate Maintenance, Interstate Transfer, Federal-Aid Urban, National Highway System and Federal Transit Administration (FTA) program funds are reaffirmed. Previous programming of ODOT highway funds scheduled for expenditure in the region is reaffirmed as modified by the STIP reduction process.

**TABLE 4
FY 94 METRO RESOLUTION ACTIONS
AFFECTING TIP PROGRAMMING**

<u>METRO RES. NO.</u>	<u>RESOLUTION TITLE AND EFFECT</u>
93-1845A:	ALLOCATED I-205 INTERSTATE TRANSFER FUNDS TO THE SOUTH/NORTH ALTERNATIVES ANALYSIS AND COMMITTED LRT BOND MEASURE FUNDS AS REPLACEMENT FUNDS (09-23-93). <i>Allocated approximately \$1.6 million for this purpose.</i>
93-1865:	ESTABLISHED A FUNDING POOL IN THE AMOUNT OF \$896,000 TO WASHINGTON COUNTY FOR COMPLETION OF THE CEDAR HILLS/HALL BOULEVARD "ALTERNATE TO HIGHWAY 217 BIKE LANE SYSTEM" AS A REGIONAL CMAQ PROJECT PRIORITY (10-14-93). <i>Final action approving the Round 2 CMAQ project priorities; see above for project descriptions.</i>
93-1858B:	ENDORSED ODOT REGION 1 PRIORITY FY 95, FY 96 AND FY 97 TRANSPORTATION ENHANCEMENT PROJECTS FOR INCLUSION IN THE 1995-1998 TRANSPORTATION IMPROVEMENT PROGRAM (10-28-93). <i>See above for project descriptions.</i>
93-1874:	PERMISSION FOR TRI-MET TO APPLY FOR SECTION 3 FUNDS IN THE REDIRECTED PROJECT BREAKEVEN ACCOUNT (12-23-93). <i>Transferred three Banfield System Completion projects into the newly created "Section 3: Westside Systems Completion Program" account together with \$13.901 million of appropriated Section 3 Discretionary funds previously allocated to Project Breakeven. Deleted Project Breakeven from the TIP and left the Gresham Park & Ride facility as an unfunded system completion need in the TIP. Allocated approximately \$3.9 million of "Section 3: Rail Modernization" program funds to one Banfield System Completion project.</i>

TABLE 4
FY 94 METRO RESOLUTION ACTIONS
AFFECTING TIP PROGRAMMING (cont'd)

- 94-1890A: RECOMMENDED A PACKAGE OF PROGRAM REDUCTIONS AND ADDITIONS TO THE OREGON TRANSPORTATION COMMISSION FOR INCORPORATION IN THE 1995 THROUGH 1998 STATE TRANSPORTATION IMPROVEMENT PROGRAM (01-27-94). *This approved Metro's recommendation for OTC approval of approximately \$173 million of STIP construction program deferrals and reprogramming of \$36.19 million for implementation of alternative mode project additions. The current status of*
- 94-1900: ENDORSED THE NW 112TH LINEAR PARK FOR FUNDING AS PART OF ODOT REGION 1 PRIORITIES FOR TRANSPORTATION ENHANCEMENT FUNDING IN THE 1995-1998 TRANSPORTATION IMPROVEMENT PROGRAM (02-24-94). *This finalized approval of the Round 2 Transportation Enhancement program funds.*
- 94-1905: ALLOCATED FUNDS TO SUPPORT THE OREGON TRANSPORTATION FINANCE COMMITTEE PUBLIC OUTREACH PROGRAM (02-24-94). *This allocated \$8,700 for continuation of work on the Oregon Transportation Finance Study (formerly the Oregon Roads Finance Study.)*
- 94-1916: APPROVED ADOPTION OF THE FY 95 UNIFIED WORK PROGRAM (3/10/94). *This action also allocated \$70,000 of Regional STP funds as partial support of a study to assess commodity goods movement relative to the anticipated 2040 transportation network.*
- 94- 1937: ALLOCATED FUNDS TO SUPPORT THE EXTENSION OF WESTSIDE LIGHT RAIL TO THE CITY OF HILLSBORO (final adoption pending). *This resolution allocated an additional \$8 million of Section 9 revenue to the Hillsboro Extension in FY 96 (\$30 million total allocation) and programmed \$75 million of Section 3 revenue anticipated as an amendment of the Westside Full Funding Grant Agreement.*
-

III. STATUS OF FUNDING PROGRAMS

The TIP encompasses Federal-Aid programs relating to highways and transit. In addition, it includes transportation projects funded from state and local sources. Some \$228 million is being sought from the Federal Government this year for improving our region's transportation system. The money, however, comes through various mechanisms – each with different requirements and local funding responsibilities and with varying policies concerning match funding. These are discussed below.

A. INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA)

The policy declaration which begins this relatively new Act states that its purpose is "to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy-efficient manner." The Act contains major new features including:

- De-emphasis of highway construction and maintenance as denoted by the title - "*Intermodal Surface Transportation Efficiency Act of 1991*" (emphasis added).
- Authorization is for a six-year period from FY 1992 through FY 1997.
- Changes name of "Urban Mass Transportation Administration" to "Federal Transit Administration."
- Transit match ratios for Section 3 and Section 9 are increased to 80%; operating assistance is 50% as in the past.
- Interstate Transfer and Federal-Aid Urban funding currently programmed in the TIP will remain available until the funds are expended.

Funding Programs Added in FY 92.

The ISTEA created several new program categories. They include the following:

- National Highway System Program
- State Surface Transportation Program
- State Surface Transportation Program (Safety)

- Regional Surface Transportation Program
- Regional Congestion Mitigation/Air Quality Program (CMAQ)
- State Transportation Enhancement(TE) Program

National Highway System (NHS)

Provides funding for a new National Highway System, composed of Interstate highways and other primary roads. Interstate maintenance is considered part of the program funding total. The NHS will become the new focus of the Federal-Aid Program following the completion of the Interstate Highway System. Up to 50% of program funds can be transferred by the state to the more flexible Surface Transportation Program, or 100% if approved by the U.S. Secretary of Transportation.

Surface Transportation Program (STP)

STP funds derive from a new flexible block grant-type program category which provides funds for a broad range of transportation uses and which consolidates the former functions of the Federal Aid Interstate Secondary, Urban, and Primary programs. STP funds are allocated both to ODOT and to Metropolitan Planning Organizations (MPO). A portion of the state's funds are taken "off the top" for safety projects. The 1995 TIP tracks projects funded by:

- The Regional Surface Transportation Program; and
- The State Surface Transportation Program (includes safety-related projects);

Congestion Mitigation/Air Quality Program

CMAQ funded projects are intended to help urban areas achieve air quality standards mandated by the 1990 Clear Air Act and to reduce urban congestion. For practical purposes the program has been interpreted by federal authorities to direct funds toward transportation projects in Clean Air Act non-attainment areas (as in the Portland area) for ozone and carbon monoxide. Funds are used for projects which will contribute to meeting the attainment of national ambient area air quality standards; the federal share is approximately 90 percent with 10 percent state or local for all eligible projects except for pedestrian and bicycle projects which enjoy only an 80/20 match ratio.

Transit and ISTEA

As a result of ISTEA, all activities are now allocated by formula with the exception of 1) Section 3 Capital Grants for new rail or fixed guideway systems; 2) Section 3 Capital Grants for bus and bus-related projects, and 3) the national portion of the

Planning and Research Program. Approximately 76 percent of the FTA program resource is now delivered by formula apportionment.

The Section 3 Program at the federal level provides 40 percent of funds for fixed-guideway modernization, 40 percent for new fixed-guideway systems and extensions, and 20 percent for buses and bus-related equipment and facilities. The program is funded for six years with a federal share of project costs of 80 percent. However, negotiations with FTA in this region have resulted in funding agreements with a variety of federal participation ratios ranging from 75 percent for the Westside LRT project and 66 percent for the Hillsboro Extension project.

Other programs include:

- Section 9 for capital and operating expenses with federal shares of 80 percent and 50 percent respectively. Section 9 funds may be applied for highway projects in Transportation Management Areas (TMA) if all needs related to the Americans with Disabilities Act are met, the MPO approves and there is a balanced local approach to funding highways and transit (no Section 9 funds are allocated to road purposes in the region).
- Section 16(b)(2) funds for elderly and disabled persons may go to private, nonprofit organizations or to public bodies to provide for capital costs or for capital costs of contracting for services. Allocation of Section 16(b)(2) funds are overseen by Tri-Met in cooperation with ODOT in the Portland metropolitan area.

B. REGIONALLY CONTROLLED HIGHWAY PROGRAMS

Regional STP Program

The current six-year projection of Regional STP funding is \$58.551 million. This projection is based actual FY 92-94 appropriations and assumption of a percentage increase of FY 95 - 97 appropriations equal to total annual STP authorization increases mandated in the ISTEA. This yields the following schedule of program increases:

Regional STP Funding Assumptions:

FY 92 (Appropriated)	\$8.72 mil.	
FY 93 (Appropriated)	\$8.70 mil.	
FY 94 (Appropriated)	\$9.76 mil.	
FY 95 (est.)	\$10.45 mil.	19.84% above base yr.
FY 96 (est.)	\$10.46 mil.	19.87% above base yr.
FY 97 (est.)	\$10.46 mil.	19.87% above base yr.
Six-Year Total	\$58.55 mil.	

Approximately \$5 million was under obligation by mid-year of federal FY 94 and another \$18 million of obligations were anticipated (\$23 total, approximately 40 percent of anticipated funds). Another \$15 million is programmed for obligation in FY 95, including \$11 million allocated to the Integrated Westside/Hillsboro program.

Newly programmed projects have been previously described and include \$11 million to a Region 2040 Reserve (FY 96) and \$9 million to purchase Hillsboro related buses (FY 97). No assumption regarding post-1997 funds is made. All projected funds are allocated to projects (including the Region 2040 Reserve). ODOT is continuing a policy initiated with the old FAU program of providing one half the local match requirement for projects located within the vehicular right of way.

Allocation Criteria. The criteria used to allocate Regional STP funds include three overarching objectives and miscellaneous sub-criteria. First, one third of all projected revenues were allocated to support the region's number one transit priority: Extension of the Westside light rail to Hillsboro. This constituted the region's first programming action.

The second criteria governing allocations in FY 93 was that road construction programs of the region's local jurisdictions were to be held harmless in the first two years of ISTEA. This was to soften the transition from the old FAU program of suballocation of funding to jurisdictions based on population, to the ISTEA environment of MPO funding allocations to regional priorities, without specific regard to population. The region agreed to allocate STP funds to local jurisdiction road programs in FY 92 and 93, equal to the FY 91 FAU allocation of approximately \$3.2 million. This allocation included suballocation of 25 percent for regionally determined priorities including Metro Planning activities and Westside LRT Station Area plan development. Additionally, local jurisdictions were mandated to emphasize funding for multi-modal system design and preliminary engineering responsive to ISTEA planning factors and the State Transportation Planning Rule (Goal 12).

The third phase of allocations (FY 94, 95 and some 96 funds) were governed by criteria designed to identify projects already under construction, that were under-financed and which derived from previously authorized, high priority road projects from the old FAU and current Interstate Transfer programs. This resulted in allocation of construction completion funding to two projects:

- . I-84: 207th Connector (Multnomah Co.) \$2.50 million
- . Marine Drive Widening project (COP) \$0.95 million

The final funds of the program are dealt with in this TIP. They include allocation of funds to two priorities: 1) \$9 million to Hillsboro related bus purchases; and 2) an \$11.1 million reserve for allocation to projects consistent with land form decision of the Region 2040 process expected in summer of FY 94.

The specific criteria that will govern this final phase of allocations have not yet been developed. They will include balanced consideration of multi-modal factors. The question to be resolved is whether a "modally blind" set of criteria can, or should be developed which evaluates and assigns funding to transportation projects without specific consideration as to mode. However, to date Metro has allocated \$22 million of Regional STP funds to the Hillsboro LRT Extension and \$9 million to improve ground transit connections to the LRT after service startup. This equals nearly 53 percent of the region's directly controlled STP funding.

Congestion Mitigation/Air Quality Program

The Portland area has been allocated \$25 million of appropriated (FY 92-94) and projected (FY 95-97) CMAQ funds. These funds are now entirely allocated to 31 projects. Transit has been allocated nearly 30 percent of the region's CMAQ funding (\$8 million) for bus purchases to increase peak period service increases. Nearly \$3.5 million has been allocated to support implementation of Transit Oriented Development projects to help increase system ridership. Nearly \$2.5 million of additional CMAQ funds were allocated to projects which will increase pedestrian and bicycle access to the transit system and over \$600,000 more was allocated to complete a park & ride facility. In total, nearly 60 percent of the region's CMAQ allocation was allocated to direct and indirect support of transit. The remaining funds are allocated to support programs which geared to reduction of single occupant vehicle travel in the regions. Only two projects are directly related to vehicular travel. Both are projects which will coordinate signal systems on long corridors to smooth travel and reduce stop and go events that generate excessive air pollutant emissions.

Interstate Transfer Program

The TIP includes a fixed Interstate Transfer program amount, for the Metro region, of \$517,750,487 (federal) based upon the original amount for two 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 I-205 Buslane Withdrawal; the latter withdrawal dollars can only be applied to transit projects. At the end of the federal fiscal year, all unbuilt projects and their unused funds for FY 1994 will automatically shift to FY 1995.

The final transit/highway appropriation needed to complete the Interstate Transfer Program has been estimated at \$1.7 million of transit appropriations. This amount, when combined with remaining unspent appropriations, will provide some \$23.7 million to complete the Interstate Transfer Program which was begun in 1977. The \$23.7 million is distributed to highway and transit projects. The projects using these remaining funds on the highway side are:

McLoughlin PE	\$ 920,721
223rd Connector (207th)	2,637,581
Johnson Creek Boulevard	897,150
Misc./Reserves Under \$500,000	<u>3,255,702</u>
Total	\$ 7,711,154

And those using remaining funds on the transit side are:

I-205 Buslane Withdrawal	15,941,283
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The fiscal year 94 appropriation of transit/highway funds did not account for a transfer of funds between accounts. The highway "side" thus has a positive balance that should be allocated to transit purposes. The transfer is as follows:

Transit to Highway Transfers:

Metro Planning (Transit)	-\$43,305
Metro Planning (Highway)	\$43,305

Federal-Aid Urban (FAU) System Program

The FAU program has been eliminated under ISTEA and replaced by the STP program through which the Metro region receives annual allocations. Resolution No. 92-1644 established administrative procedures between Metro and ODOT for use and exchange of remaining FAU funds for an equal amount of State STP funds having an availability of four years. Highlights of the Resolution provide for the following:

1. Metro may request of ODOT that FAU fund balances be exchanged for STP funds and that any remaining amounts currently programmed for FAU projects in the TIP be allocated to corresponding projects under the STP program.
2. Metro and ODOT's Salem Program Section will mutually establish the Metro areas annual authority and six-year obligation authority in order to assure compatibility between Metro and statewide program ceiling limitations.
3. Annual programmed amounts may vary from annual allocations by mutual agreement of ODOT and Metro subject to ODOT ability to accommodate shifts relative to the statewide program and subject to the region's assurance that future authority will be available on a one-for-one basis.

There still remain FAU balances amounting to some \$600,000 which must be obligated by the end of FY 94. Approximately \$8.25 million of FAU appropriations were converted to State STP funds in FY 93 to avoid their lapse. The combined total

of these funds are tracked in the FY 95 TIP as the FAU/STP Replacement Program with a control total of \$8.8 million. Approximately \$3.3 million has been obligated since FY 93. About \$2.5 is anticipated to be obligated by the end of FY 94. Another \$1.7 million of mostly miscellaneous reserve funds remains to be obligated by the City of Portland and \$1.2 million more in the rest of the region. The largest shareholder for the region is Clackamas County with \$933,000 retained for the McLoughlin Boulevard - Harrison Street through Milwaukie CBD project which is remains largely undefined at this time. The precise mix of residual FAU funds and traded STP funds was being determined by ODOT Headquarters staff at the time of this publications.

C. STATE TRANSPORTATION IMPROVEMENT PROGRAM

The Highway Division in the past has biennially published a Six-Year Highway Improvement program which has essentially targeted highway improvements. That publication has now been replaced in keeping with the broad interest of ODOT and the multi-modal policy emphasis that has occurred at the national level. The current publication (1995-1998 Six-Year Transportation Improvement Program) lists major activities expected to be under way over the next four years of the Aeronautics, Highway, Public Transit, and Rail programs. The state highway projects listed in Metro's TIP were extracted from ODOT's proposed TIP (August 1993) and comprise the "State Highway Program Section" section.

As has been previously discussed the State's FY 1993 through 1998 Six-Year Program was some \$400 million out of balance. ODOT Region 1 staff and Metro cooperated to identify a recommended package of construction program cuts and deferrals totalling approximately \$173 million and reallocation of approximately \$34 million to projects of benefit to alternative transportation modes. This agreement is reflected in the Metro FY 95 TIP although it will not be finalized until adoption by the Oregon Transportation Commission in July 1994. If the OTC amends the recommendation, the Metro TIP will be amended accordingly.

Criteria.

The guiding objectives of the recommendations are to craft an ODOT Program that strengthens consistency with federal and state directives contained in ISTEA, the Clean Air Act, the OTP and the Transportation Planning Rule, to reduce reliance on Single Occupant Vehicle travel, increase multi-modal transportation options and improve air quality. The recommendation creates a program that:

- Maintains and preserves existing transportation infrastructure investment;
- Funds critical safety projects; and
- Funds those regionally significant highway projects that are:

- a. of critical need to the multi-modal transportation system
- b. substantially supported by local overmatch made in anticipation of state completion;
- c. likely to proceed on schedule;
- d. linked to construction and enhanced operation of the Westside LRT;
- e. important to the flow of commodities and goods; and
- f. justified by high technical ranking.

The recommended Program allocates no funding to highway projects not currently in the TIP and defers to the Development element those projects previously identified for construction now left unfunded.

Program Highlights.

Interstate Maintenance. The Interstate 4R Program has been replaced with the 3R Program which is mostly referred to as the Interstate Maintenance Program (IM). It provides funds for resurfacing, restoring, and rehabilitating Interstate highways. Reconstruction is eligible but cannot add capacity unless primary use is high-occupancy lanes. Projects classed as Interstate Maintenance by the state have been included in this section.

Highway Bridge Replacement

This program was established to replace or repair bridges that have structural deficiencies and physical deterioration. Funding for HBR projects is 80 percent federal and 20 percent state or local. The program (ISTEA) is basically unchanged from previous years in its formula and requirements.

Hazard Elimination System

The Hazard Elimination System (HES) funds safety projects under \$500,000 and which are categorically exempt from NEPA review (i.e., they cannot generate environmental impacts of any sort).

State Highway Funds Financing. This TIP update incorporates categories devoted to state funding - State Modernization, State Operations, and Access Oregon Highways wherein the state participates in part or in whole in the development of a project and its funding. The projects use funds generated by the Fuel and Equivalent Truck taxes. The Modernization projects would generally create new highway capacity. The Operations projects are essentially safety oriented and are limited to elimination of operational deficiencies with provision of only incidental capacity expansion. The

Access Oregon Highways program consists of funding for EIS completion only on several large highway expansion proposals.

Bicycle Transportation and Pedestrian Walkways . ORS Chapter 366 requires that bicycle trails and footpaths be considered on all state and federally funded highway, road or street construction, reconstruction or relocation projects, with certain exceptions: where establishment would be contrary to public safety; where cost would be disproportionate to need or probable use; and where sparsity of population or other factors indicate an absence of any need. Sources of bikeway funds include the Oregon State Highway fund and, when approved by FHWA, federal highway funds. Federal funds are matched at the same ratio as for the highway to which the bikeway is accessory. Other bikeway projects are funded by state and local revenues.

State Surface Transportation Program. The Surface Transportation Program (STP) is a new block grant-type program that may be used by the states and localities for any roads (including NHS) that are not functionally classified as local or rural minor collectors. Transit capital projects are also eligible under this program. Funding is approximately 90 percent federal and 10 percent state or local. ISTEA mandates that a portion of the Oregon's entire STP allocation be suballocated to metropolitan areas with population in excess of 200,000. These funds support the Regional STP program discussed previously. Another portion is allocated to the state to expend anywhere within the state. The portion of these funds that ODOT has allocated to the Portland region are reported in the Metro TIP as the State STP Program.

ODOT and Metro have cooperated in an agreement to "flex" nearly \$41 million, or almost 60 percent of the total of \$69 million of State controlled STP funds allocated to the Portland region to directly support transit, including:

- construction of the Hillsboro LRT Extension project (\$22 million);
- improved ground transportation connections to the LRT system (\$9 million);
- miscellaneous transit capital needs (\$9 million); and
- I-84: Gateway Park & Ride Lot (\$861,000).

An additional \$7.16 million is being reserved to construct projects of benefit to alternative modes including support of transit oriented development projects, bike and pedestrian facilities and other right of way projects recommended as part of the Congestion Management System and up to \$1.05 million of Port of Portland related Intermodal facility improvements.

Finally, another \$9 million is being reserved to implement yet to be determined right of way and/or alternative mode projects that respond to the Region 2040 land form decision expected in summer of FY 95.

Approximately \$5.4 million has been obligated to reconstruct the Sunset/185th Interchange. The balance of approximately \$7 million is either obligated or allocated to highway safety and preservation projects.

National Highway System Program . This includes Interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors. Funding is 90 percent federal and 10 percent state; if used on Interstate facilities, 92 percent federal and 8 percent state.

D. FEDERAL TRANSIT ADMINISTRATION PROGRAMS

The Federal Transit Administration (FTA) carries out the federal mandate to improve urban mass transportation. It is the principal source of federal financial assistance to help urban areas (and, to some extent, non-urban areas) plan, develop and improve comprehensive mass transportation systems. The FTA's programs of financial aid include, but are not limited to, the following:

- Section 9 formula grant program covering capital and operating expenses at 80 percent federal, 20 percent local for capital funding, and 50 percent federal for operating expenses. For FY 1994, some \$14.5 million is programmed.
- Section 3 discretionary and formula capital grant program at 80 percent federal, 20 percent local funding.

Section 9 Program

Section 9 funds are committed to the region by formula allocation of annual congressional appropriations. Appropriations for FY 92, 93 and 94 are known. Appropriations for FY 95 through 97 are estimates. Federal Section 9 *appropriations* over the last ten years have averaged only 85 percent of *authorizations*. Therefore, Section 9 revenue during FY 95 through 97 is assumed to be only 85 percent of the legislatively authorized funds. The FY 93 appropriation was even lower and this trend has been factored. However, FY 94 exceeded the projection by approximately \$550,000. The resulting projection of annual Section 9 revenue is shown in the Section 9 Revenue table, below:

Projected Section 9 Revenue:

Prior Year Grants	\$118.110 mil.	(obligations)
FY 93	7.225 mil.	(actual carryover)
FY 94	14.824 mil.	(actual approp.)
FY 95	14.824 mil.	(projected auth.)
FY 96	14.824 mil.	(projected auth.)
FY 97	<u>17.048 mil.</u>	(projected auth.)
TOTAL	\$186.855 mil.	

The FY 95 TIP programs approximately \$64 million of revenue from FY 95 through FY 98. One item of note concerns changes in the allocation of funds to work phases of the Westside LRT Extension to Hillsboro. The Hillsboro Extension Locally Preferred Alternative was selected in April 1993. Section 9 and Section 3 funds were allocated to conclude the Final EIS, including approximately \$875,000 of \$22 million programmed in FY 93 for construction activity scheduled for 1994. A Letter of No Prejudice was obtained so that the funds transferred to complete the EIS would continue to be counted toward the "1/3-1/3-1/3" Local-Federal-Discretionary funding package agreed to in 1993 for the Extension project. In FY 94, an additional \$8 million of Section 9 funding authority was approved for FY 96 (\$30 million total Section 9 allocation) to reflect estimated system cost increases. This increase was necessary to secure FTA approval of the Hillsboro EIS and issuance of a Letter of No Prejudice for advancing the Extension project using local funds. This programming action is addressed in greater detail in the Westside Program discussion, below.

Another \$24 million is spread to three other capital projects including bus purchases and retrofitting Banfield LRT vehicles with air conditioning. Tri-Met has also included annual allocation of \$3.5 million of operating funds in FY 95, 96 and 97 (\$10.5 million total operating) compared to previous years which averaged \$4-\$5 million annually. No assumption is made regarding operating revenue in FY 98. Tri-Met thus continues to decrease reliance of Section 9 revenue for operational costs, following the trend of decreasing federal support for transit operating assistance. federal is continuing a trend of reduced allocation of Section 9. These programming changes eliminate the substantial unallocated reserves that have been carried over the previous two years. In total, the Section 9 program described in the FY 95 TIP is fiscally constrained to revenue appropriated through FY 94 and federal revenues reasonably anticipated in future years.

Section 3 Programs

The region's Section 3 Program is currently composed of four major subdivisions. These are:

- Section 3: Discretionary Capital
- Section 3: Rail Modernization Formula Funds
- Section 3: Westside Light Rail Program (FFGA)

Section 3: Westside Systems Completion projects

Section 3: Discretionary Capital. Projects proposed for FY 1995 Section 3 Discretionary Capital program funding include:

City of Gresham Park & Ride:	\$4,500,000
Banfield Station Low-Floor Vehicle Retrofit:	\$5,925,000

Section 3: Rail Modernization Formula Funds. Fiscal year 1994 marks the seventh year of Banfield LRT revenue service and thus, the first year of regional eligibility for Rail Modernization funds. Based on projection of first year appropriation levels, Tri-Met anticipates the following revenue stream through completion of the ISTEA authorization:

Rail Modernization Revenue:

Prior Year Grants:	\$0	
Obligations to date:	0	
Firm Carryover:	639,809	(BLRT Reserve transfer)
FY 94 Appropriation:	1,043,553	
FY 95 Projection:	1,190,000	
FY 96 Projection:	1,190,000	
FY 97 Projection:	1,190,000	

TOTAL: 7,633,362

First year funds of \$1,683,362 were allocated to final engineering, support services and contingencies for three Banfield system completion projects needed to optimize integration of Banfield and Westside LRT service. An additional \$3.9 million has been allocated to construction of Banfield System Operation Control improvements. Approximately \$2.4 million is held in reserve pending additional prioritization of projects.

Westside Corridor Light Rail Project (Section 3 Statutory Authorization). Over the last five years, the Region has been heavily engaged in planning the Westside Light Rail program, an extension of the MAX light rail system from Downtown Portland to Hillsboro. This project represents the region's top transit priority.

In December 1991, Congress authorized the expenditure of up to \$515.995 million of Section 3 funds to support the Westside extension. In April 1992, Resolution No. 92-1598 amended the TIP and endorsed an overall Westside Light Rail Transit funding package. The Resolution recognized two elements of the project: extension of light rail from Downtown Portland to SW 185th, and extension from SW 185th to Hillsboro. In July 1992, Tri-Met submitted a revised grant application to the Federal Transit Administration (FTA) for constructing the first program phase: a construction of the Westside Light Rail to SW 185th. The Full Funding Grant Agreement

subsequently approved by FTA authorized a multi-year award of \$515.995 million for this project. The extension to SW 185th will be 75 percent funded with federal Section 3 program funds and 25 percent funded with a state/local share. (Additional detail regarding the Westside to 185th funding agreement is contained in the Westside Appendix of this TIP.)

Section 7 of the Full Funding Grant Agreement authorized an amendment to include extension of the project to downtown Hillsboro upon conclusion of the project EIS and appropriation of federal funds by Congress. It was agreed that the Extension would be funded with one-third state/regional funds, one-third Section 3 Discretionary funds, and one-third flexible federal funds; Metro Resolution No. 92-1598 committed \$22 million of Regional STP funds, \$22 million of State STP funds and \$22 million of Tri-Met Section 9 funds for the Hillsboro extension.

In FY 94 the Hillsboro Final EIS identified construction costs totalling \$27 million in excess of previous estimates. In order to secure FTA approval of the EIS and a Letter of No Prejudice needed to advance the project, an additional \$8 million of Section 9 Reserve funds were allocated to the Extension project by Tri-Met/Metro action (\$30 million total Section 9). Tri-Met also allocated an additional \$10 million of general revenue funds. This \$19 million was composed of funds previously earmarked to purchase new buses directly related to increased service demands expected with startup of Hillsboro LRT service. Therefore, in the FY 95 TIP, the state and Metro commit an additional \$9 million each of STP funds (\$18 million total) to assure that these service demands are met. On the federal side, FTA has authorized Contingent Commitment of an additional \$8 million of Section 3 funds by FTA. This represents an earmark against Section 3 Discretionary funds anticipated in the FY 1998 federal transit authorization bill.

Three years into the Full Funding Grant Agreement schedule (through the Federal FY 94) \$175 million of Section 3 FFGA funds have been awarded by FTA, which is \$28.4 million less than anticipated by the schedule. These "short funds" have been rescheduled to FY 95 (\$6 million), FY 96 (\$6 million) and FY 97 (\$16.4 million). To date, this reduced pace of Westside obligations has not required expenditure of Hillsboro local funds to maintain the Westside to 185th construction schedule.

With approval of the Hillsboro Letter of No Prejudice, FTA has authorized blending of the two projects for purposes of cash flow accounting into the Integrated Westside/Hillsboro LRT Project (Metro ID #206). This account programs a total of \$590,995,000 of Section 3 Discretionary funds: \$515.995 million towards the Westside to 185th project and \$75 million toward the Hillsboro Extension segment, (an increase of \$8 million above funds previously authorized). The entire "Hillsboro" component of this funding package is scheduled after FY 97 which denotes that these funds are recognized by FTA only as a contingent commitment against funds as yet

unauthorized by Congress. However, again, this does not preclude the region from using the blended program funds to advance both projects prior to FY 98.

Section 3: Westside Systems Completion Projects. This is a program created in FY 94. It contains a set of project which are necessary to efficient functioning of a combined Banfield and Westside LRT system. It currently contains three projects which were deferred during Banfield construction.

Section 3 "Trade" Funding. These are funds committed through a \$76.8 million Section 3 Letter of Intent issued May 14, 1982. The funds are restricted to bus capital purposes but are flexible as to the particular bus capital purpose. With the exception of final auditing, this program is closed and is included in the TIP only for historical reference. It will be deleted from the TIP in FY 1996.

Miscellaneous Light Rail Activity.

Low Floor Vehicles. In April 1992, the Tri-Met Board of Directors authorized the acquisition of 29 "low-floor" light rail vehicles in the Westside Project and the grant application. This decision was made in part to comply with the 1990 Americans with Disabilities Act (ADA); the low floor vehicles are a superior alternative to Banfield-style mechanical lifts. In FY 1995, Tri-Met is seeking Section 3 Discretionary funds to retrofit Banfield system loading platforms to accommodate the new vehicle floor heights.

Sunset Highway Improvements. In addition to the Westside LRT, over \$100 million in highway/transit-related construction improvements are planned in the Sunset Highway Corridor between the Zoo and Highway 217. These changes will be managed by ODOT. Construction of highway improvements will be coordinated with construction of the light rail program. The original schedule and scope of these projects was a central focus of the STIP reduction process concluded in FY 94. These highway improvements are expected to use a blend of federal and state funds in a package approved by the Oregon Transportation Commission. The FY 95 TIP has been revised to reflect the following schedule of projects on US-26:

- Cedar Hills Blvd. Interchange to SW 76th Avenue (concluded)
- SW 82nd Place (Golf Creek Access Road) (concluded)
- Highlands (Zoo) Interchange (concluded)
- Sylvan Interchange to Highlands Interchange (anticipated '94)
- Camelot Interchange to Sylvan Interchange ('96)
- Beaverton/Tigard Highway to Camelot Interchange (post-FY 98)

IV. THE QUARTERLY TRANSPORTATION IMPROVEMENT PROGRAM

In 1985, by Resolution No. 85-592, the Metro Council amended procedures governing the TIP management process. These revisions were precipitated by a desire to streamline the process for routine amendments to the TIP while ensuring proper attention is paid by TPAC, JPACT and the Metro Council for amendments of significance. In this manner, the time of various committees can be used more productively and response to jurisdictions for routine amendments can be expedited. The changes accelerate the TIP process while maintaining compliance with federal, state and local requirements in preparation and maintenance of the TIP. The procedures provide for administratively adding to the TIP, at the option of Metro staff, new projects not significantly affecting roadway capacity:

- . Safety improvements;
- . Bridge replacements not exceeding \$2 million;
- . Interstate 3R (formerly 4R) resurfacing/rehabilitation improvements not exceeding \$2 million;
- . State Priority 3 (along state highways) and Priority 4 (local routes) Bike funds;
- . Emergency projects involving imminent public safety hazards; and
- . Additions to previously approved projects (such as Parts and Equipment, Signal programs, Overlay programs, etc.).

The procedures require that monthly notification be provided to TPAC and quarterly notification to JPACT of all TIP additions noted above. All other project additions to the TIP require an adopting resolution (policy action) approving a specific new project as a priority for use of a particular category of federal funds. The procedures also provide for amendments to the TIP for previously approved projects on the following basis:

Administrative Adjustments:

1. Transfer of funds between different phases of a project and different program years within previously approved funding levels.
2. Transfer of funds between projects within a jurisdiction and within previously approved funding levels; transfers between jurisdictions require the approval of each affected jurisdiction; must be accompanied by a statement as to the impact on the project relinquishing funds; and requires monthly report to TPAC and quarterly report to JPACT for all transfers in excess of \$100,000.

Adjustments by Resolution:

1. Funding transfers between projects resulting in an increase or decrease in funding allocation greater than 50 percent.

2. Increased allocation of funds to a jurisdiction in excess of the level previously authorized.

In preparation of this report - the FY 1995 TIP - information in the Quarterly TIP (where applicable) served as its basis with unobligated balances and federal obligations (where available) being processed through April, 1994.

Information to process Interstate Withdrawal funds in the Quarterly TIP is provided by the USDOT in the form of summary reports (HNG-13) which describe the fiscal status, and ledger reports which detail obligations by specific project. Information to process weekly project updates for FAU and Interstate Transfer programs is furnished by the Program Section of ODOT. The procedures outlined above require revision to account for the cessation of suballocation of funding to individual jurisdictions resulting from ISTEA.

V. GENERAL COMMENTS

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 YET TO BE DETERMINED.

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 ARE YET TO BE DETERMINED.

Certification of the Urban Transportation Planning Process.

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 in the TIP at Appendix D.

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. 94-1917 and its attachments (Appendix E).

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 TMAs that are nonattainment for carbon monoxide and/or ozone, unless the project results from an approved Congestion Management System. The preliminary analysis of this issue indicates that only one project is currently programmed that has yet to comply with this requirement: Metro ID #855 Beaver Creek Rd Extension (Red Soils - Beaver Creek Rd. to Warner-Milne).

Air Quality.

Clean Air Act of 1990 - Transitional Conformity. The TIP has not yet been found to comply with the Transitional Conformity Determination Rule finalized in November of 1993 pursuant to the Clean Air Act Amendments of 1990. The TIP has been found to be consistent with the most recent estimates of mobile source emissions (the 1994 Conformity Determination); 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 preliminary Conformity Network Table which will be used as the basis for quantitative modeling of the air quality effects of the FY 95 TIP is included in Appendix F. NOTE: This table has not been updated to reflect current expectations of probable project slippages from FY 95 to FY 96 (two milepost years). In addition, several projects are not yet included because system impacts have not yet been determined for modeling purposes (including I-5/Kruse Way Interchange phase 1 and 2; and the I-205/Sunnybrook Split Diamond Interchange project. These projects will be included in the final Conformity Determination Analysis which will be concluded prior to October 1, 1995.

This incomplete table is included at this time to afford the maximum possible public review of the Conformity process. Additional information regarding the Conformity Determination will be made available as the analysis gets underway in June.

Local Projects of Regional Significance. The federal Metropolitan Planning Rule finalized in October 1993 requires the Metro TIP to identify locally funded projects of regional significance. The primary intent of this requirement is to assure documentation of projects which do not receive federal funds but which have a potential to effect regional attainment and/or maintenance of federal air quality standards. The desired documentation is two-fold: 1) calculation of emissions which may result from such projects so that they will be quantified in the Conformity Determination process discussed above, and 2) identification of committed funding so that "proof" that the modelled air quality impacts (either positive or negative) will occur. Appendix F contains a Draft Table which lists these projects as they are known to Metro as of May 1994. The Table also shows the capacity effects that will be used in the Conformity Determination modeling process. Metro does not yet have

in place a system for tracking local project cost data. However, the Draft Table represents those projects considered by their local sponsors to be "legitimate" and which have a high probability of implementation within the identified schedule.

SECTION 2: SIX-YEAR PROGRAM SUMMARY TABLES

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994

Regional Surface Transportation Program

Project Description	Estimated Expenditures by Federal Fiscal Year						Post 1998	Authorized
	Obligated	1994	1995	1996	1997	1998		
REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECTS (Continued)								
18 INTEGRATED WESTSIDE/HILLSBORO LRT PROJECT***								
Non-Hwy Cp	0	11,000,000	11,000,000	0	0	0	0	22,000,000
Total	0	11,000,000	11,000,000	0	0	0	0	22,000,000
19 MARINE DR WIDENING TO FOUR LANE - I-5 TO RIVERGATE (COP)***								
Constr	0	1,700,000	0	0	0	0	0	1,700,000
Total	0	1,700,000	0	0	0	0	0	1,700,000
20 REGIONAL 2040 RESERVE***								
Reserve	0	0	0	11,217,092	0	0	0	11,217,092
Total	0	0	0	11,217,092	0	0	0	11,217,092
21 NE SANDY BV TO NE GLISAN ST - 223RD CONNECTOR/207TH (MULTNOMAH)***								
Constr	0	1,825,257	2,533,621	0	0	0	0	4,358,878
Total	0	1,825,257	2,533,621	0	0	0	0	4,358,878
22 33D TO 33C TRANSFER***								
Constr	0	5,516,779	0	0	0	0	0	5,516,779
Total	0	5,516,779	0	0	0	0	0	5,516,779
23 33C TO 33D TRANSFERS***								
Other	0	-5,516,779	0	0	0	0	0	-5,516,779
Total	0	-5,516,779	0	0	0	0	0	-5,516,779
24 33C TO STATE GAS TAX***								
Other	0	106,000	0	0	0	0	0	106,000
Total	0	106,000	0	0	0	0	0	106,000
25 JOHNSON CREEK BV - LINWOOD AV TO 82ND AV (CLACKAMAS)***								
Constr	0	0	249,218	0	0	0	0	249,218
Total	0	0	249,218	0	0	0	0	249,218
26 OR208 - 209TH AVENUE TO 167TH (WASHINGTON)***								
Pre Eng	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
Total REGIONAL SURFACE TRANSPORTATION PROGRAM								
	4,965,670	18,110,473	15,257,839	11,217,092	9,000,000	0	0	58,551,074

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 Approved Program Years

DRAFT

Regional CMAQ Program

Fiscal Year 1995

METRO
Transportation Improvement Program

Fiscal Years 1994 to Post 1997

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1993

Regional CMAQ Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year						Post 1997	Authorized
	Obligated	1993	1994	1995	1996	1997		
Total Program								
Pre Eng	1,246,025	-511,069	1,951,351	745,319	0	0	0	3,431,626
Rt-of-Way	646,020	0	374,000	1,640,000	1,651,600	0	0	4,311,620
Constr	0	0	297,725	1,226,839	4,905,454	2,886,000	0	9,316,018
Non-Hwy Cp	3,768,000	450	4,226,048	0	0	0	0	7,994,498
Reserve	0	0	0	0	-1,446,344	1,475,434	0	29,090
Total	5,660,045	-510,619	6,849,124	3,612,158	5,110,710	4,361,434	0	25,082,852

Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 Regional CMAQ Program
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994

Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

REGIONAL CMAQ PROGRAM PROJECTS

REGIONAL CMAQ PROGRAM PROJECTS							
1 BUS PURCHASES (TRI-MET)**	154	*93-030***06904*OR*var**na*****	0	0	0	0	0
Non-Rwy Cp	3,768,000		3,589,450	0	0	0	7,357,450
Total	3,768,000		3,589,450	0	0	0	7,357,450
2 MINIBUSES FOR EXPANDED SERVICE (TRI-MET)**	452	*93-143***07974*CMA*var**na*****	0	0	0	0	0
Non-Rwy Cp	0		538,350	0	0	0	538,350
Total	0		538,350	0	0	0	538,350
3 RESERVE**	598	*0000***0000**CMA*****	0	-1,446,344	1,475,434	0	29,090
Reserve	0		0	-1,446,344	1,475,434	0	29,090
Total	0		0	-1,446,344	1,475,434	0	29,090
4 TIGARD PARK & RIDE LOT (ODOT)**	601	*88-028***04821*CMA*****	0	0	0	0	0
Rt-of-Way	646,020		0	0	0	0	646,020
Total	646,020		0	0	0	0	646,020
5 BIKES ON TRANSIT (TRI-MET)**	602	*93-064***06897*CMA*****	0	0	0	0	0
Non-Rwy Cp	0		98,698	0	0	0	98,698
Total	0		98,698	0	0	0	98,698
6 NEIGHBORHOOD RIDE SHARE (CITY OF PORTLAND)**	603	*93-039***06898*CMA*****	0	35,890	35,890	0	71,780
Pre Eng	0		35,890	35,890	0	0	71,780
Total	0		35,890	35,890	0	0	71,780
7 WILLAMETTE RIVER BRIDGES ACCESS STUDY (MULTNOMAH)**	604	*93-034***06899*CMA*****	0	80,000	0	0	80,000
Pre Eng	0		80,000	0	0	0	80,000
Rt-of-Way	0		0	500,000	0	0	500,000
Constr	0		0	0	500,000	0	500,000
Total	0		80,000	500,000	500,000	0	1,080,000
8 COURTNEY AVE BIKE/PEDESTRIAN LINK (CLACKAMAS)**	605	*93-049***06900*CMA*****	0	160,000	0	0	160,000
Constr	0		160,000	0	0	0	160,000
Total	0		160,000	0	0	0	160,000
9 PEDESTRIAN TO TRANSIT ACCESS STUDY (CITY OF PORTLAND)**	606	*93-051***06901*CMA*****	0	80,000	0	0	80,000
Pre Eng	0		80,000	0	0	0	80,000
Rt-of-Way	0		0	80,000	0	0	80,000
Constr	0		0	0	1,000,000	0	1,000,000
Total	0		80,000	80,000	1,000,000	0	1,160,000
10 PORTLAND REGIONAL TRANSPORTATION MNGT ASSOC (DEQ)**	608	*93-042***06896*CMA*****	0	397,250	500,000	0	897,250
Pre Eng	0		397,250	500,000	0	0	897,250
Total	0		397,250	500,000	0	0	897,250
11 TRANSIT ORIENTED DEVELOPMENT PROJECT (DEQ)**	609	*93-041***06902*CMA*****	0	565,889	34,111	0	600,000
Pre Eng	0		565,889	34,111	0	0	600,000
Rt-of-Way	0		0	1,450,000	0	0	1,450,000
Constr	0		0	0	1,431,454	0	1,431,454
Total	0		565,889	1,484,111	1,431,454	0	3,481,454
12 PEDESTRIAN ENHANCEMENT PAC/TRANSIT ACCESS STUDY (WASHINGTON)**	610	*93-033***06903*CMA*****	0	30,000	0	0	30,000
Pre Eng	0		30,000	0	0	0	30,000
Constr	0		0	170,000	0	0	170,000
Total	0		30,000	170,000	0	0	200,000
13 SUNSET T.C. PEDESTRIAN & BICYCLE BRIDGE (TRI-MET)**	612	*93-167***07968*CMA*****	0	0	55,400	0	55,400
Pre Eng	0		0	55,400	0	0	55,400
Rt-of-Way	0		0	0	20,000	0	20,000
Constr	0		0	0	0	395,000	395,000
Total	0		0	55,400	20,000	395,000	470,400
14 PORTLAND REGIONAL RIDESHARE/TDM PROGRAM (TRI-MET)**	613	*93-031***06905*CMA*****	535,000	1,556	0	0	536,556
Pre Eng	535,000		1,556	0	0	0	536,556
Constr	0		0	0	700,000	0	700,000
Total	535,000		1,556	0	700,000	0	1,236,556
15 NE KILLINGSWORTH - SE FLAVEL (CITY OF PORTLAND)**	614	*93-037***06906*CMA*****	0	49,492	0	0	49,492
Pre Eng	0		49,492	0	0	0	49,492
Constr	0		0	51,000	0	0	51,000
Total	0		49,492	51,000	0	0	100,492

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METRO
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Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

REGIONAL CMAQ PROGRAM PROJECTS (Continued)								
16 PEDESTRIAN/BIKE ACCESS FOR MAX (MULTNOMAH)***615 *93-048***06907*CMA*****0****	Pre Eng	64,000	0	0	0	0	0	64,000
Rt-of-Way	0	0	0	500,000	0	0	0	500,000
Constr	0	0	0	0	500,000	0	0	500,000
Total	64,000	0	0	500,000	500,000	0	0	1,064,000
17 CENTRAL CITY BIKEWAY FACILITIES (CITY OF PORTLAND)***617 *93-038***06908*CMA*****0****	Pre Eng	0	20,000	0	0	0	0	20,000
Rt-of-Way	0	0	70,000	0	0	0	0	70,000
Constr	0	0	0	190,000	0	0	0	190,000
Total	0	20,000	70,000	190,000	0	0	0	280,000
18 KELLY PT PK RD - N. RIVERGATE BLVD/N LOMBARD BIKEWAY (POP)***619 *93-035***06910*CMA*****0****	Pre Eng	0	0	20,000	0	0	0	20,000
Constr	0	0	300,000	0	0	0	0	300,000
Total	0	0	320,000	0	0	0	0	320,000
19 PEDESTRIAN/BIKE KING ON STEEL BRIDGE (CITY OF PORTLAND)***620 *93-040***06911*CMA9361*1W*****0****	Pre Eng	198,400	51,600	0	0	0	0	250,000
Rt-of-Way	0	0	40,000	0	0	0	0	40,000
Constr	0	0	0	0	1,070,000	0	0	1,070,000
Total	198,400	51,600	40,000	0	1,070,000	0	0	1,360,000
20 COLUMBIA SOUTH SHORE TRANSIT DEMO (PORT OF PTLD, TRI-MET)***621 *93-036***06912*CMA*****0****	Constr	0	89,725	0	0	0	0	89,725
Total	0	89,725	0	0	0	0	0	89,725
21 OREGON CITY DOWNTOWN PARK & RIDE (OREGON CITY)***622 *93-032***06913*CMA*****0****	Pre Eng	0	25,405	0	0	0	0	25,405
Rt-of-Way	0	370,000	0	0	0	0	0	370,000
Constr	0	0	125,000	0	0	0	0	125,000
Total	0	395,405	125,000	0	0	0	0	520,405
22 ELECTRIC VEHICLE DEMO (DEQ)***623 *93-043***06914*CMA*****0****	Pre Eng	0	0	26,918	0	0	0	26,918
Constr	0	0	40,376	0	0	0	0	40,376
Total	0	0	67,294	0	0	0	0	67,294
23 REGIONAL PUBLIC EDUCATION (DEQ)***625 *93-044***06916*CMA*****0****	Pre Eng	448,625	0	0	0	0	0	448,625
Total	448,625	0	0	0	0	0	0	448,625
24 MAX BIKE LOCKERS/BUS SHELTERS (MULTNOMAH, CITY OF GRESHAM)***627 *93-060***06917*CMA*****0****	Pre Eng	0	12,000	0	0	0	0	12,000
Rt-of-Way	0	4,000	0	0	0	0	0	4,000
Constr	0	48,000	0	0	0	0	0	48,000
Total	0	64,000	0	0	0	0	0	64,000
25 EASTSIDE BIKEWAY/TRAIL LOOP (SPRINGWATER-MILWAUKIE) (MILW/METRO)***628 *93-147***07260*CMA*****0****	Pre Eng	0	91,200	0	0	0	0	91,200
Total	0	91,200	0	0	0	0	0	91,200
26 EASTSIDE BIKEWAY TRAIL LOOP (OMSI-SPRINGWATER)***629 *****CMA*****0****	Constr	0	0	0	584,000	0	0	584,000
Total	0	0	0	584,000	0	0	0	584,000
27 STRAWBERRY LANE BIKE LANE (CLACKAMAS)***633 *****CMA*****0****	Pre Eng	0	0	20,000	0	0	0	20,000
Rt-of-Way	0	0	0	209,600	0	0	0	209,600
Total	0	0	20,000	209,600	0	0	0	229,600
28 COLUMBIA SLOUGH INTERMODAL EXPANSION BRIDGE (PORT OF PORTLAND)***635 *****DEMO*****0****	Constr	0	0	0	1,000,000	0	0	1,000,000
Total	0	0	0	1,000,000	0	0	0	1,000,000
29 HIGHWAY 217 CORRIDOR BIKE/PED FUND (WASHINGTON)***637 *****CMA*****0****	Pre Eng	0	0	53,000	0	0	0	53,000
Rt-of-Way	0	0	0	422,000	0	0	0	422,000
Constr	0	0	0	0	421,000	0	0	421,000
Total	0	0	53,000	422,000	421,000	0	0	896,000

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Project Description	Estimated Expenditures by Federal Fiscal Year					1998	Post 1998	Authorized
	Obligated	1994	1995	1996	1997			
REGIONAL CMAQ PROGRAM PROJECTS (Continued)								
30 PORTLAND AREA TELECOMMUTING PROJECT***					641		CMA*****	0****
Constr	0	0	240,463	0	0	0		240,463
Total	0	0	240,463	0	0	0		240,463
31 GRESHAM TRAFFIC SIGNAL COORDINATION & OPTIMIZATION PROJECT***					648		CMA*****	0****
Constr	0	0	300,000	0	0	0		300,000
Total	0	0	300,000	0	0	0		300,000
Total REGIONAL CMAQ PROGRAM	5,660,045	6,338,505	3,612,158	5,110,710	4,361,434	0		25,082,852

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 Approved Program Years

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Interstate Transfer Program

Fiscal Year 1995

METRO
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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		
Total Program								
Pre Eng	50,397,643	-92,615	274,135	0	0	88,298	0	50,667,461
Rt-of-Way	75,290,092	-1,779,214	0	0	0	66,696	0	73,577,574
Constr	362,782,558	-286,844	586,528	1,435,677	0	158,243	0	364,676,162
Non-Hwy Cp	2,863,490	0	3,000,000	0	0	0	0	5,863,490
Operating	2,188,124	-190,527	226,527	0	0	0	0	2,224,125
Reserve	0	631,374	0	0	0	16,525,321	0	17,156,695
Sys Study	0	0	0	0	0	0	0	0
Pre AA	997,050	0	0	0	0	0	0	997,050
Alt Anal	0	987,950	1,600,000	0	0	0	0	2,587,950
Pending	0	0	0	0	0	0	0	0
Total	494,518,958	-729,876	5,687,190	1,435,677	0	16,838,558	0	517,750,507

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 Transportation Improvement Program
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Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 Interstate Transfer Program

Project Description	Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized
	Obligated							

Category I Projects								
1 Finalized Vouchered Projects**	0	00000000	000000	*****	*****	*****	*****	*****
Pre Eng	447,648	0	0	0	0	0	0	447,648
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	7,821,336	0	0	0	0	0	0	7,821,336
2 Completed Projects not Vouchered**	1	00000000	000000	*****	*****	*****	*****	*****
Pre Eng	18,828,687	0	0	0	0	0	0	18,828,687
Rt-of-Way	20,259,158	0	0	0	0	0	0	20,259,158
Constr	128,367,198	0	0	0	0	0	0	128,367,198
Non-Hwy Cp	2,863,490	0	0	0	0	0	0	2,863,490
Reserve	0	0	0	0	0	0	0	0
Pre AA	997,050	0	0	0	0	0	0	997,050
Total	171,315,583	0	0	0	0	0	0	171,315,583
3 RESERVE FOR OREGON DEPARTMENT OF TRANSPORTATION (ODOT)**	107	*00-000*	000000	*VARvar*	na	*****	*****	*****
Reserve	0	0	0	0	1,323,006	0	0	1,323,006
Total	0	0	0	0	1,323,006	0	0	1,323,006
4 BANFIELD TRANSITWAY - HIGHWAY FONDS**	115	*80-900*	000000	*FAP68*	2	*****	*****	*****
Pre Eng	5,506,103	0	0	0	0	0	0	5,506,103
Rt-of-Way	7,929,650	0	0	0	0	0	0	7,929,650
Constr	14,194,021	42	0	0	0	0	0	14,194,064
Total	27,629,774	42	0	0	0	0	0	27,629,817
5 INCIDENT RESPONSE EQUIPMENT**	122	*93-028*	06718*	*FAI*	*****	*****	*****	*****
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**	126	*80-404*	000000	*VARvar*	na	*****	*****	*****
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 MCLOUGHLIN BOULEVARD LRT ALTERNATIVES ANALYSIS AND DEIS(T)**	128	*00-000*	000000	*FAP26*	1E	*****	*****	*****
Alt Anal	0	2,587,950	0	0	0	0	0	2,587,950
Total	0	2,587,950	0	0	0	0	0	2,587,950
8 MCLOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD**	134	*77-159a*	04872*	*FAP26*	1E	*****	*****	*****
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
9 MCLOUGHLIN BLVD PHASE II - TACOMA TO HIGHWAY 224**	136	*77-159b*	04873*	*FAP26*	1E	*****	*****	*****
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
10 BUS PURCHASES (TRI-MET)**	154	*00-000*	000000	*OR*var*	na	*****	*****	*****
Non-Hwy Cp	0	3,000,000	0	0	0	0	0	3,000,000
Total	0	3,000,000	0	0	0	0	0	3,000,000
11 FREEWAY MANAGEMENT OPERATIONS CENTER**	262	*90-006A*	06662*	na	na	*var*	*****	*****
Constr	98,658	-12,408	0	0	0	0	0	86,250
Total	98,658	-12,408	0	0	0	0	0	86,250
12 YEON/ VAUGHN/ NICOLAI/ WARDWAY AND ST HELENS ROAD RECONSTRUCTION**	269	*79-038*	00129*	*VARvar*	726	*****	*****	*****
Pre Eng	1,985,482	0	0	0	0	0	0	1,985,482
Constr	44,322	0	0	0	0	0	0	44,322
Reserve	0	0	0	0	0	0	0	0
Total	2,029,804	0	0	0	0	0	0	2,029,804
13 TRI-MET RIDESHARE PROGRAM**	295	*80-313*	02151*	*VARvar*	na	*****	*****	*****
Operating	1,708,185	226,527	0	0	0	0	0	1,934,713
Total	1,708,185	226,527	0	0	0	0	0	1,934,713

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Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated

	1994	1995	1996	1997	1998	Post 1998	Authorized
Category I Projects (Continued)							
14 BANFIELD LRT CAPITAL GRANT - (FFA)***434 *30-025***00000*FAP68***2*****0****							
Reserve	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
15 METRO TECHNICAL ASSISTANCE***440 *80-404***00000*VARvar**na*****0****							
Operating	65,878	36,000	0	0	0	0	101,878
Total	65,878	36,000	0	0	0	0	101,878
16 NW YEON AVE - NW ST HELENS RD TO NW NICOLAI***733 *79-038***00364*FAP1***2W*****0****							
Rt-of-Way	760,217	0	0	0	0	0	760,217
Constr	9,839,200	211,544	0	0	0	0	10,050,745
Reserve	0	0	0	0	0	0	0
Total	10,599,417	211,544	0	0	0	0	10,810,962
17 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	1,001,675
Total	1,000,912	763	0	0	0	0	1,001,675
18 FRONT - YEON CONNECTION***738 *79-038***00586*FAU9300*726*****0****							
Rt-of-Way	1,003,071	0	0	0	0	0	1,003,071
Constr	4,452,733	- 0	0	0	0	0	4,452,733
Reserve	0	0	0	0	0	0	0
Total	5,455,804	- 0	0	0	0	0	5,455,804
19 REGIONAL RESERVE***755 *00-000***00000*VARvar**na*****0****							
Reserve	0	0	0	11,802	0	0	11,802
Total	0	0	0	11,802	0	0	11,802
20 NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM***802 *84-016***02358*VARvar**726*****0****							
Pre Eng	83,027	59,007	0	0	0	0	142,035
Total	83,027	59,007	0	0	0	0	142,035
21 TRANSIT MALL EXTENSION NORTH - W BURNSIDE ST TO NW IRVING***822 *91-009***06356*FAU9341*726*****0****							
Pre Eng	270,300	0	0	0	0	0	270,300
Constr	3,146,025	0	0	0	0	0	3,146,025
Total	3,416,325	0	0	0	0	0	3,416,325
22 SUNSET HIGHWAY RAMP METERING***827 *10231***02235*FAP27***47*****67****							
Pre Eng	32,848	7,152	0	0	0	0	40,000
Constr	693,105	36,895	0	0	0	0	730,000
Total	725,953	44,047	0	0	0	0	770,000
23 I-205 BUSLANES WITHDRAWAL RESERVE(T)***907 *00-000***00000*TRA205**64*****18****							
Reserve	0	0	0	14,341,283	0	0	14,341,283
Total	0	0	0	14,341,283	0	0	14,341,283
Total Category I	252,236,529	7,820,506	0	15,676,091	0	0	275,733,127

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 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

City of Portland Projects

Project Description	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized

24 Finaled 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

25 Completed Projects not Vouchered***								
Pre Eng	1,327,693	0	0	0	0	0	0	1,327,693
Rt-of-Way	708,133	0	0	0	0	0	0	708,133
Constr	20,783,695	0	0	0	0	0	0	20,783,695
Operating	32,519	0	0	0	0	0	0	32,519
Total	22,852,040	0	0	0	0	0	0	22,852,040

26 I-5 - GREELEY/I-5 CONNECTION - LANDSCAPING***								
Constr	92,898	0	0	0	0	0	0	92,899
Total	92,898	0	0	0	0	0	0	92,899

27 M'LOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION***								
Pre Eng	19,043	0	0	0	0	0	0	19,043
Constr	0	0	0	0	0	0	0	0
Total	19,043	0	0	0	0	0	0	19,043

28 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	0	0	0	0	0	0	1,646,620
Total	2,421,283	0	0	0	0	0	0	2,421,284

29 ST HELENS ROAD RECONSTRUCTION - WEST CITY LIMITS TO NW KITTRIDGE***								
Pre Eng	62,165	-11,012	0	0	0	0	0	51,153
Rt-of-Way	0	256	0	0	0	0	0	256
Constr	156,182	-147,649	0	0	0	0	0	8,533
Total	218,347	-158,405	0	0	0	0	0	59,942

30 NORTHWEST PORTLAND TRANSPORTATION STUDY***								
Pre Eng	28,804	0	0	0	0	0	0	28,804
Total	28,804	0	0	0	0	0	0	28,804

31 MARINE DR WIDENING TO FOUR LANE - I-5 TO RIVERGATE (COP)***								
Pre Eng	2,394,082	16	0	0	0	0	0	2,394,098
Rt-of-Way	5,525,000	-2,380,000	0	0	0	0	0	3,145,000
Constr	8,079,313	-2,678,903	0	0	0	0	0	5,400,410
Total	15,998,395	-5,058,887	0	0	0	0	0	10,939,508

32 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	20,094	0	0	0	0	0	2,482,191
Total	2,986,322	20,094	0	0	0	0	0	3,006,417

33 SW TERWILLIGER BLVD - BARBUR BLVD TO TAYLORS FERRY RD***								
Pre Eng	525,897	218	0	0	0	0	0	526,115
Rt-of-Way	23,477	0	0	0	0	0	0	23,477
Constr	1,598,900	-58,312	0	0	0	0	0	1,540,588
Total	2,148,274	-58,094	0	0	0	0	0	2,090,180

34 SW BERTHA BLVD - SW VERMONT TO BARBUR BLVD***								
Pre Eng	183,880	-1,527	0	0	0	0	0	182,353
Rt-of-Way	16,150	0	0	0	0	0	0	16,150
Constr	1,334,549	6,581	0	0	0	0	0	1,341,130
Total	1,534,579	5,054	0	0	0	0	0	1,539,633

35 NW 23RD AVE / BURNSIDE***								
Pre Eng	188,500	92,767	0	0	0	0	0	281,267
Rt-of-Way	206,125	-94,681	0	0	0	0	0	111,444
Constr	0	443,079	0	0	0	0	0	443,079
Total	394,625	441,165	0	0	0	0	0	835,790

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Project Description	Estimated Expenditures by Federal Fiscal Year					1998	Post 1998	Authorized
	Obligated	1994	1995	1996	1997			
City of Portland Projects (Continued)								
36 NW 21ST/22ND - THURMAN TO FRONT***630 *10126***00743*FAU9317*726*****0****								
Pre Eng	54,230	0	0	0	0	0	0	54,230
Total	54,230	0	0	0	0	0	0	54,230
37 NW INTERSECTION IMPROVEMENTS - 22 LOCATIONS***631 *10017***00545*VARvar**726*****0****								
Pre Eng	33,000	67,117	0	0	0	0	0	100,117
Constr	137,253	12,382	0	0	0	0	0	149,636
Total	170,253	79,499	0	0	0	0	0	249,753
38 CITYWIDE SIGNAL SYSTEM ANALYSIS***660 *89-027***05128*VARvar**726*****0****								
Pre Eng	1,039,873	46,143	0	0	0	0	0	1,086,016
Constr	2,849,392	-41,882	0	0	0	0	0	2,807,510
Total	3,889,265	4,260	0	0	0	0	0	3,893,526
39 COLUMBIA BLVD - DELAWARE TO CHAUTAUQUA RRKINGS***712 *10131***00768*FAU9956*726*****0****								
Pre Eng	116,429	0	0	0	0	0	0	116,429
Total	116,429	0	0	0	0	0	0	116,429
40 BANFIELD FIRE LINE***724 *80-900***00000*FAP68**2*****0****								
Pre Eng	15,842	-15,842	0	0	0	0	0	0
Total	15,842	-15,842	0	0	0	0	0	0
41 SW VERMONT STREET - 30TH AVENUE TO OLESON ROAD***726 *10133***02013*FAU9398*726*****0****								
Pre Eng	123,318	0	0	0	0	0	0	123,318
Total	123,318	0	0	0	0	0	0	123,318
42 MARQUAM RAMP ST IMPROVEMENTS - SE WATER, YAMHILL, TAYLOR, CLAY***727 *10132***01412*FAU9366*726*****0****								
Pre Eng	102,834	0	0	0	0	0	0	102,834
Constr	871,736	0	0	0	0	0	0	871,736
Total	974,570	0	0	0	0	0	0	974,570
43 82ND AVENUE - DIVISION TO CRYSTAL SPRINGS - UNITS 1 & 2***730 *79-049b**00700*FAU9713*68*****4****								
Pre Eng	637,048	-158,481	0	0	0	0	0	478,567
Rt-of-Way	830,003	31,372	0	0	0	0	0	861,375
Constr	1,073,393	159,433	0	0	0	0	0	1,232,827
Total	2,540,445	32,323	0	0	0	0	0	2,572,769
44 NW FRONT AVE - GLISAN TO COUCH (EVERETT-FRONT CONNECTOR)***751 *10140***01250*FAU9300*726*****0****								
Pre Eng	291,123	-24,540	0	0	0	0	0	266,583
Constr	2,024,513	0	0	0	0	0	0	2,024,513
Total	2,315,636	-24,540	0	0	0	0	0	2,291,096
45 BANFIELD FREEWAY - CITY BRIDGE REPAIR WORK***808 *80-900***00000*FAI84**2*****0****								
Constr	149,405	-149,405	0	0	0	0	0	0
Total	149,405	-149,405	0	0	0	0	0	0
46 SIGNAL MODIFICATIONS(3) - NORTH PORTLAND***840 *84-001***02362*VARvar**726*****0****								
Pre Eng	53,850	-49,958	0	0	0	0	0	3,892
Constr	0	49,958	0	0	0	0	0	49,958
Total	53,850	0	0	0	0	0	0	53,850
47 SIGNAL REPLACEMENTS(22)***842 *84-002***02364*VARvar**726*****0****								
Pre Eng	32,689	0	0	0	0	0	0	32,689
Constr	680,957	-300	0	0	0	0	0	680,657
Total	713,646	-300	0	0	0	0	0	713,346
48 NE LOMBARD / COLUMBIA BLVD VIA NE 60TH AVENUE***854 *80-011***00835*FAU9917*123*****9****								
Pre Eng	212,925	-92,070	0	0	0	0	0	120,855
Total	212,925	-92,070	0	0	0	0	0	120,855
49 NE GERTZ/13TH - VANCOUVER WAY TO MERRITT/FAZIO***857 *84-051***02464*FAU9961*726*****0****								
Pre Eng	169,856	0	0	0	0	0	0	169,856
Constr	1,094,681	0	0	0	0	0	0	1,094,681
Total	1,264,537	0	0	0	0	0	0	1,264,538
50 AIRPORT WAY UNIT DESIGN - I-205 TO 181ST AVE***858 *84-022***02355*FAU9964*726*****0****								
Pre Eng	1,805,245	-1	0	0	0	0	0	1,805,244
Total	1,805,245	-1	0	0	0	0	0	1,805,244

Approved Program Years

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 Transportation Improvement Program
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Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 Interstate Transfer Program

Project Description	Estimated Expenditures by Federal Fiscal Year						Post 1998	Authorized
	Obligated	1994	1995	1996	1997	1998		
City of Portland Projects (Continued)								
51 AIRPORT WAY EMBANKMENT (2/5)***859 *84-022b**04112*FAU9964*726*****0****								
Pre Eng	47,557	-47,557	0	0	0	0	0	0
Constr	2,596,641	-201,520	0	0	0	0	0	2,395,121
Total	2,644,198	-249,077	0	0	0	0	0	2,395,121
52 AIRPORT WAY - I-205 TO 138TH AVENUE (1/5)***860 *84-022a**05001*FAU9964*726*****0****								
Pre Eng	71,784	-71,784	0	0	0	0	0	0
Constr	4,685,646	66,562	0	0	0	0	0	4,752,208
Total	4,757,430	-5,222	0	0	0	0	0	4,752,208
53 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE(5/5)***861 *84-022e**05002*FAU9964*726*****0****								
Constr	7,209,916	-255,772	0	0	0	0	0	6,954,144
Pending	0	0	0	0	0	0	0	0
Total	7,209,916	-255,772	0	0	0	0	0	6,954,144
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	0	102,850
Constr	0	0	897,150	0	0	0	0	897,150
Total	102,850	0	897,150	0	0	0	0	1,000,000
55 45TH AVENUE - HARNEY TO GLENWOOD***906 *91-015**06358*FAU9708*726*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
56 AIRPORT WAY - THREE STRUCTURES - 158th AVE TO 181ST AVE(3/5)***918 *84-022c**03384*FAU9964*726*****0****								
Constr	1,762,655	-14,691	0	0	0	0	0	1,747,964
Total	1,762,655	-14,691	0	0	0	0	0	1,747,964
57 AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE TO 181ST AVE(4/5)***920 *84-022d**05598*FAU9964*726*****0****								
Constr	600,660	0	0	0	0	0	0	600,660
Total	600,660	0	0	0	0	0	0	600,660
Total City of Portland	107,143,362	-5,499,910	897,150	0	0	0	0	102,540,602

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 Approved Program Years

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 Interstate Transfer Program

Project Description	Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized
	Obligated							

Multnomah County Projects								
58 Finalized Vouchered Projects***00000000*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
59 Completed Projects not Vouchered***10000000*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
60 257TH AVE IMPROVEMENT & EXTENSION - COLUMBIA HWY TO STARK ST***139 *80-048***00546*FAU9863*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	50,000	0	0	50,000
Total	3,272,030	0	0	0	50,000	0	0	3,322,030
61 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	27,637	0	0	27,637
Total	3,320,444	0	0	0	27,637	0	0	3,348,081
62 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	40,457	0	0	40,457
Total	2,798,792	0	0	0	40,457	0	0	2,839,249
63 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
64 MT HOOD AT BIRSDALE (POWELL/ 190TH INTERSECTION IMPROVEMENT)***293 *77-064***00366*FAP24***26*****10****								
Pre Eng	361,918	0	0	0	-3,248	0	0	358,670
Rt-of-Way	571,693	0	0	0	-3,043	0	0	568,650
Constr	1,404,287	0	0	0	30,540	0	0	1,434,827
Total	2,337,898	0	0	0	24,249	0	0	2,362,147
65 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	65,269	0	0	65,269
Total	1,977,100	0	0	0	65,269	0	0	2,042,369
66 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
67 HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT (#2757C)***506 *84-097***02914*FAU9366*726*****0****								
Constr	1,707,525	292,475	0	0	0	0	0	2,000,000
Total	1,707,525	292,475	0	0	0	0	0	2,000,000
68 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
69 SE STARK STREET - 242ND AVENUE TO 257TH AVENUE***837 *10206***02036*FAU9810*726*****0****								
Pre Eng	16,594	0	0	0	25,906	0	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	25,906	0	0	1,359,020

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Interstate Transfer Program

Project Description	Estimated Expenditures by Federal Fiscal Year					1998	Post 1998	Authorized
	Obligated	1994	1995	1996	1997			
----- Multnomah County Projects (Continued)								
70 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	127,704	0	0	127,704
Total	1,763,256	-161	0	0	127,704	0	0	1,890,799
71 NE SANDY BV TO NE GLISAN ST - 223RD CONNECTOR/207TH (MULTNOMAH)***864 *89-025***05149*FAU9867*726*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Rt-of-Way	106,250	-106,250	0	0	0	0	0	0
Constr	931,476	1,192,113	0	0	0	0	0	2,123,589
Reserve	0	631,374	0	0	0	0	0	631,374
Total	1,037,726	1,717,237	0	0	0	0	0	2,754,963
Total Multnomah County	26,877,614	2,076,250	0	0	361,222	0	0	29,315,087

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Interstate Transfer Program

Project Description	Estimated Expenditures by Federal Fiscal Year					1998	Post 1998	Authorized
	Obligated	1994	1995	1996	1997			
Clackamas County Projects (Continued)								
83 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	676	0	0	676
Total	1,064,036	0	0	0	676	0	0	1,064,712
84 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
85 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	7,082	0	0	7,082
Total	321,482	0	0	0	7,082	0	0	328,564
86 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	0	316,219	0	0	0	0	316,219
Total	140,046	0	316,219	0	0	0	0	456,265
87 HARRISON STREET - HIGHWAY 224 TO 32ND AVENUE***904 *00-000***00000*FAU9714*703*****0****								
Pre Eng	0	0	0	0	50,000	0	0	50,000
Total	0	0	0	0	50,000	0	0	50,000
88 JOHNSON CREEK BV - LINWOOD AV TO 82ND AV (CLACKAMAS)***905 *00-000***00000*FAU9704*703*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Constr	0	0	222,308	0	0	0	0	222,308
Total	0	0	222,308	0	0	0	0	222,308
Total Clackamas County	49,859,483	518,781	538,527	0	388,186	0	0	51,304,978

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 Approved Program Years

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Fiscal Years 1995 to Post 1998
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 Interstate Transfer Program

Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Washington County Projects

89 Finaled Vouchered Projects***00000000*00000*****CLOSED									
Pre Eng	212,501	0	0	0	0	0	0	0	212,501
Rt-of-Way	329,293	0	0	0	0	0	0	0	329,293
Constr	13,056,943	0	0	0	0	0	0	0	13,056,943
Reserve	0	0	0	0	0	0	0	0	0
Total	13,598,737	0	0	0	0	0	0	0	13,598,737
90 Completed Projects not Voucherd***10000000*00000*****									
Pre Eng	2,063,600	0	0	0	0	0	0	0	2,063,600
Rt-of-Way	8,491,620	45,332	0	0	0	0	0	0	8,536,952
Constr	14,911,796	-45,332	0	0	0	0	0	0	14,866,464
Reserve	0	0	0	0	0	0	0	0	0
Total	25,467,016	0	0	0	0	0	0	0	25,467,016
91 ALLEN BLVD RECONSTRUCTION - MURRAY BLVD TO HWY217***93 *80-085***00306*FAU9088*na*****0****									
Constr	-24,000	24,000	0	0	0	0	0	0	0
Total	-24,000	24,000	0	0	0	0	0	0	0
92 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE***121 *79-076***00376*FAP27***144*****69****									
Pre Eng	506,912	0	0	0	0	0	0	0	506,912
Rt-of-Way	1,934,681	0	0	0	0	0	0	0	1,934,681
Constr	6,908,401	36,463	0	0	0	0	0	0	6,944,864
Total	9,349,994	36,463	0	0	0	0	0	0	9,386,457
93 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	0	155,945
Rt-of-Way	159,293	0	0	0	26,007	0	0	0	185,300
Constr	2,586,470	79,000	0	0	0	0	0	0	2,665,471
Total	2,901,708	79,000	0	0	26,007	0	0	0	3,006,716
94 OR8 - TUALATIN VALLEY HIGHWAY AT 185TH STREET***207 *76-027***00350*FAP32***29*****7****									
Pre Eng	183,477	0	0	0	0	0	0	0	183,477
Rt-of-Way	994,422	0	0	0	0	0	0	0	994,422
Constr	953,957	16,909	0	0	0	0	0	0	970,866
Total	2,131,856	16,909	0	0	0	0	0	0	2,148,765
95 FARMINGTON RD CORRIDOR (OR208) TSM - 185TH AVE TO LOMBARD AVE***236 *78-057***02233*FAU9064*142*****8****									
Pre Eng	83,025	-2,108	0	0	0	0	0	0	80,917
Constr	152,280	-943	0	0	0	0	0	0	151,337
Total	235,305	-3,051	0	0	0	0	0	0	232,254
96 OR99W - PACIFIC HIGHWAY WEST AT CANTERBURY LANE***469 *85-006***02933*FAPvar**1W*****10****									
Constr	32,741	-1,615	0	0	0	0	0	0	31,126
Total	32,741	-1,615	0	0	0	0	0	0	31,126
97 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	0	404,643
Constr	2,281,853	0	0	0	127,500	0	0	0	2,409,353
Total	2,686,496	0	0	0	127,500	0	0	0	2,813,996
98 MURRAY BLVD - JENKINS ROAD TO SUNSET HIGHWAY***586 *10059***00549*FAU9067*734*****0****									
Rt-of-Way	39	-39	0	0	0	0	0	0	0
Constr	-42,000	42,000	0	0	0	0	0	0	0
Total	-41,960	41,960	0	0	0	0	0	0	0
99 GREENBURG ROAD AT TIEDEMAN AVENUE - SIGNAL***725 *86-037***04115*FAU9207*734*****1****									
Constr	3,270	-3,270	0	0	0	0	0	0	0
Total	3,270	-3,270	0	0	0	0	0	0	0
*100 HALL BOULEVARD AT BURNHAM STREET - SIGNAL*****728 *85-033***03913*FAU9091*141*****6****									
Constr	1,814	-1,814	0	0	0	0	0	0	0
Total	1,814	-1,814	0	0	0	0	0	0	0
*101 SCHOLLS FERRY ROAD / HALL BOULEVARD INTERSECTION*****829 *85-010***02353*FAU9234*143*****9****									
Pre Eng	131,632	0	0	0	0	0	0	0	131,632
Rt-of-Way	234,432	80,228	0	0	0	0	0	0	314,660
Constr	651,464	-599	0	0	0	0	0	0	650,865
Total	1,017,528	79,629	0	0	0	0	0	0	1,097,157

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 Approved Program Years

METRO
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 Interstate Transfer Program

Project Description	Estimated Expenditures by Federal Fiscal Year					1998	Post 1998	Authorized
	Obligated	1994	1995	1996	1997			
Washington County Projects (Continued)								
*102 HALL BOULEVARD - ALLEN TO GREENWAY*****830 *10237***02354*FAU9091*734*****1****								
Pre Eng	53,260	-53,260	0	0	0	0	0	0
Rt-of-Way	-53,260	53,260	0	0	0	0	0	0
Total	- 0	0	0	0	0	0	0	0
*103 WASHINGTON COUNTY RESERVE*****836 *00-000***00000*VARvar**na*****0****								
Reserve	0	0	0	0	259,349	0	0	259,349
Total	0	0	0	0	259,349	0	0	259,349
*104 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK*****875 *86-077***03290*FAU9234*143*****7****								
Constr	814,937	0	0	0	203	0	0	815,140
Total	814,937	0	0	0	203	0	0	815,140
Total Washington County	58,175,443	268,210	0	0	413,059	0	0	58,856,713

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 Approved Program Years

Project Description	METRO Transportation Improvement Program In Federal Dollars Interstate Transfer Program						Portland Urbanized Area	
	Estimated Expenditures by Federal Fiscal Year Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
Report Total	494,292,431	5,183,840	1,435,677	0	16,838,558	0	0	517,750,507

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 Approved Program Years

DRAFT

Federal Transit Administration Program

Fiscal Year 1995

METRO
 Transportation Improvement Program

Portland Urbanized Area

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In Federal Dollars

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Federal Transit Administration Program

Project Description

Project Description	Estimated Grant Award by		Federal Fiscal Year				Post 1997	Authorized
	Obligated	Anticipated	1994	1995	1996	1997		
Total Program								
Pre Eng	4,618,037	- 1	0	1,246,520	0	0	0	5,864,556
Rt-of-Way	6,394,602	- 0	0	0	0	0	0	6,394,602
Constr	49,352,673	- 0	0	0	3,000,000	0	0	52,352,673
Non-Hwy Cp	367,228,690	-93,254,049	110,513,050	127,243,480	135,526,578	137,764,174	76,672,000	861,693,923
Operating	45,711,694	0	4,388,000	3,510,000	3,510,000	3,510,000	0	60,629,694
Reserve	0	0	0	0	0	1,190,000	1,190,000	2,380,000
Other	7,735,976	0	75,000	0	0	0	0	7,810,977
Supt Serv	190,694	0	0	0	0	0	0	190,694
Alt Anal	1,625,504	0	0	0	0	0	0	1,625,504
Total	482,857,873	-93,254,051	114,976,050	132,000,000	142,036,578	142,464,174	77,862,000	998,942,624

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 Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994

Federal Transit Administration Program

Project Description	Estimated Grant Award by Federal Fiscal Year					Post 1998	Authorized
	Obligated	Anticipated	1995	1996	1997		

Federal Transit Administration-Sect 3

1 Finaled Vouchered Projects**00000000*00000*****							
Constr	381,773	0	0	0	0	0	381,773
Non-Hwy Cp	30,248,883	0	0	0	0	0	30,248,883
Other	133,602	0	0	0	0	0	133,602
Total	30,764,259	0	0	0	0	0	30,764,259
2 Completed Projects not Vouchered**10000000*00000*****							
Pre Eng	212,874	0	0	0	0	0	212,874
Rt-of-Way	280,575	0	0	0	0	0	280,575
Constr	1,888,328	0	0	0	0	0	1,888,328
Non-Hwy Cp	77,864,488	0	0	0	0	0	77,864,488
Other	118,220	0	0	0	0	0	118,221
Supt Serv	11,382	0	0	0	0	0	11,382
Total	80,375,869	0	0	0	0	0	80,375,869
3 BUS PURCHASES (TRI-MET)**154*****var*****00000**OR**03-0047*****							
Non-Hwy Cp	0	2,500,000	0	0	0	0	2,500,000
Total	0	2,500,000	0	0	0	0	2,500,000
4 CITY OF GRESHAM PARK & RIDE**174*****00000**OR**0000*****							
Pre Eng	0	0	375,000	0	0	0	375,000
Constr	0	0	0	3,000,000	0	0	3,000,000
Total	0	0	375,000	3,000,000	0	0	3,375,000
5 BANFIELD STATIONS RETROFIT FOR LFLRVs**192*****00000**TRA**0*****							
Non-Hwy Cp	0	0	5,925,000	0	0	0	5,925,000
Total	0	0	5,925,000	0	0	0	5,925,000
Total Federal Transit Administration-Sect 3							
	111,140,128	2,500,000	6,300,000	3,000,000	0	0	122,940,128

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 Approved Program Years

Fiscal Years 1995 to Post 1998
Effective October 1, 1994

METRO
Transportation Improvement Program

Portland Urbanized Area

In Federal Dollars

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year
Obligated Anticipated

1995 1996 1997 1998 Post 1998 Authorized

Federal Transit Administration-Trade

6 Finaled Vouchered Projects00000000*00000*****									
Non-Hwy Cp	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
7 Completed Projects not Vouchered10000000*00000*****									
Pre Eng	1,070,185	- 1	0	0	0	0	0	0	1,070,183
Rt-of-Way	2,650,933	- 0	0	0	0	0	0	0	2,650,933
Constr	31,952,547	0	0	0	0	0	0	0	31,952,547
Non-Hwy Cp	26,117,806	0	0	0	0	0	0	0	26,117,807
Supt Serv	148,182	0	0	0	0	0	0	0	148,182
Total	61,939,655	- 1	0	0	0	0	0	0	61,939,654
8 PASSENGER SHELTERS380*****00-000***00000**TRA*03-0044*****									
Non-Hwy Cp	612,951	0	0	0	0	0	0	0	612,951
Total	612,951	0	0	0	0	0	0	0	612,951
9 TIGARD PARK-AND-RIDE435*****var*****04821**FAI*03-0035*****									
Pre Eng	44,000	0	0	0	0	0	0	0	44,000
Constr	353,600	0	0	0	0	0	0	0	353,600
Total	397,600	0	0	0	0	0	0	0	397,600
10 TRANSIT TRANSFER PROJECT576*****var*****00000**OR*03-0035*****									
Pre Eng	265,129	0	0	0	0	0	0	0	265,129
Constr	1,189,245	0	0	0	0	0	0	0	1,189,245
Total	1,454,374	0	0	0	0	0	0	0	1,454,374
11 WEST BURNSIDE / MORRISON TSM IMPROVEMENTS600*****9326*****00000**FAU*03-0027*****									
Pre Eng	10,200	0	0	0	0	0	0	0	10,200
Constr	68,040	0	0	0	0	0	0	0	68,040
Total	78,240	0	0	0	0	0	0	0	78,240
12 SUNSET TRANSIT CENTER AND PARK-AND-RIDE STATION702*****var*****00000**OR*03-0027*****									
Pre Eng	960,435	0	0	0	0	0	0	0	960,435
Rt-of-Way	1,902,248	0	0	0	0	0	0	0	1,902,248
Constr	0	0	0	0	0	0	0	0	0
Supt Serv	0	0	0	0	0	0	0	0	0
Total	2,862,683	0	0	0	0	0	0	0	2,862,683
13 WASHINGTON COUNTY TRANSIT TSM IMPROVEMENTS705*****var*****00000**OR*03-0027*****									
Pre Eng	169,917	0	0	0	0	0	0	0	169,917
Rt-of-Way	256,000	0	0	0	0	0	0	0	256,000
Constr	819,547	0	0	0	0	0	0	0	819,547
Total	1,245,464	0	0	0	0	0	0	0	1,245,464
14 SUPPORT SERVICE - RELOCATION & APPRAISAL COSTS / COST ALLOCATION707*****var*****00000**OR*03-0035*****									
Other	584,934	- 0	0	0	0	0	0	0	584,934
Total	584,934	- 0	0	0	0	0	0	0	584,934
15 TRANSIT MALL EXTENSION NORTH - W BURNSIDE ST TO NW IRVING822*****9341*****06356**FAU*03-0035*****									
Pre Eng	730,970	0	0	0	0	0	0	0	730,970
Constr	4,961,280	0	0	0	0	0	0	0	4,961,280
Supt Serv	31,130	0	0	0	0	0	0	0	31,130
Total	5,723,380	0	0	0	0	0	0	0	5,723,380
16 SECTION 3 TRADE CONTINGENCY825*****var*****00000**OR*03-0035*****									
Other	480,583	0	0	0	0	0	0	0	480,584
Total	480,583	0	0	0	0	0	0	0	480,584
17 OLISAN STREET BUS LANE851*****9314*****00000**FAU*03-0035*****									
Pre Eng	6,663	0	0	0	0	0	0	0	6,663
Constr	1	0	0	0	0	0	0	0	1
Total	6,664	0	0	0	0	0	0	0	6,664
18 SPECIAL NEEDS TRANSPORTATION MINI-BUSES897*****var*****00000**OR*03-0041*****									
Non-Hwy Cp	1,413,472	0	0	0	0	0	0	0	1,413,472
Total	1,413,472	0	0	0	0	0	0	0	1,413,472
Total Federal Transit Administration-Trade									
	76,800,001	- 1	0	0	0	0	0	0	76,800,000

Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 Federal Transit Administration Program

Project Description

Project Description	Estimated Grant Award by Federal Fiscal Year						Post 1998	Authorized
	Obligated	Anticipated	1995	1996	1997	1998		

FEDERAL TRANSIT ADMINISTRATION-SEC 3 WSLR

31 INTEGRATED WESTSIDE/HILLSBORO LRT PROJECT***206*****00000**TRA*03-0043*****								
Non-Hwy Cp	175,049,050	0	110,000,000	110,000,000	120,945,950	75,000,000	0	590,995,000
Total	175,049,050	0	110,000,000	110,000,000	120,945,950	75,000,000	0	590,995,000
Total FEDERAL TRANSIT ADMINISTRATION-SEC 3 WSLR								
	175,049,050	0	110,000,000	110,000,000	120,945,950	75,000,000	0	590,995,000

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 Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 Federal Transit Administration Program

Project Description	Estimated Grant Award by Federal Fiscal Year						Post 1998	Authorized
	Obligated	Anticipated	1995	1996	1997	1998		

 Federal Transit Administration - Sec. 20

32DBETRAININGPROGRAM***784*****26-2001**00000**TRA*26-2001*****								
Other	75,000	75,000	0	0	0	0	0	150,000
Total	75,000	75,000	0	0	0	0	0	150,000
Total Federal Transit Administration - Sec. 20								
	75,000	75,000	0	0	0	0	0	150,000

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 Approved Program Years

METRO
 Transportation Improvement Program
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 In Federal Dollars
 Federal Transit Administration Program

Effective October 1, 1994

Project Description
 Estimated Grant Award by Federal Fiscal Year
 Obligated Anticipated 1995 1996 1997 1998 Post 1998 Authorized

Section 3 Formula: Rail Modernization

33 SUPPORT SERVICES - MANAGEMENT ADMINISTRATION - COST ALLOCATION***197 *****03-0049**00000**TRA*03-0049*****									
Other	139,200	0	0	0	0	0	0	0	139,200
Total	139,200	0	0	0	0	0	0	0	139,200
34 CONTINGENCY SEC 3 GRANTS***199 *****03-0049**00000**TRA*03-0049*****									
Other	152,162	0	0	0	0	0	0	0	152,162
Total	152,162	0	0	0	0	0	0	0	152,162
35 BANFIELD RETROFIT - OPERATIONS CONTROL***215 *****var*****00000**OR**03-0049*****									
Non-Hwy Cp	300,000	1,190,000	1,190,000	1,190,000	0	0	0	0	3,870,000
Reserve	0	0	0	0	0	0	0	0	0
Total	300,000	1,190,000	1,190,000	1,190,000	0	0	0	0	3,870,000
36 BANFIELD RETROFIT - DOUBLE TRACKING***217 *****var*****00000**OR**03-0049*****									
Non-Hwy Cp	680,000	0	0	0	0	0	0	0	680,000
Total	680,000	0	0	0	0	0	0	0	680,000
37 BANFIELD RETROFIT - RUBY JUNCTION EXPANSION***218 *****var*****00000**OR**03-0049*****									
Non-Hwy Cp	412,000	0	0	0	0	0	0	0	412,000
Total	412,000	0	0	0	0	0	0	0	412,000
38 RESERVE RAIL MODERNIZATION***283 *****00000**TRA*****									
Reserve	0	0	0	0	1,190,000	1,190,000	0	0	2,380,000
Total	0	0	0	0	1,190,000	1,190,000	0	0	2,380,000
Total Section 3 Formula: Rail Modernization									
	1,683,362	1,190,000	1,190,000	1,190,000	1,190,000	1,190,000	0	0	7,633,362

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 Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 Federal Transit Administration Program

Project Description	Estimated Grant Award by Federal Fiscal Year		1995	1996	1997	1998	Post 1998	Authorized
	Obligated	Anticipated						

Federal Transit Administration-Sect 16

39 VEHICLE ACQUISITION FOR PRIVATE NON-PROFIT***281*****00000**TRA*****								
Non-Hwy Cp	0	160,000	0	0	0	0	0	160,000
Total	0	160,000	0	0	0	0	0	160,000
Total Federal Transit Administration-Sect 16								
	0	160,000	0	0	0	0	0	160,000

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 Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 Federal Transit Administration Program

Project Description
 Estimated Grant Award by Federal Fiscal Year
 Obligated Anticipated 1995 1996 1997 1998 Post 1998 Authorized

Section 3 Descret. WS Systems Completion

40 BANFIELD RETROFIT - OPERATIONS CONTROL***215*****var*****00000**OR**03-0025*****								
Non-Hwy Cp	0	1,409,000	0	0	0	0	0	1,409,000
Total	0	1,409,000	0	0	0	0	0	1,409,000
41 BANFIELD RETROFIT - DOUBLE TRACKING***217*****var*****00000**OR**03-0000*****								
Non-Hwy Cp	0	8,025,000	0	0	0	0	0	8,025,000
Total	0	8,025,000	0	0	0	0	0	8,025,000
42 BANFIELD RETROFIT - RUBY JUNCTION EXPANSION***218*****var*****00000**OR**03-0000*****								
Non-Hwy Cp	0	3,975,000	0	0	0	0	0	3,975,000
Total	0	3,975,000	0	0	0	0	0	3,975,000
Total Section 3 Descret. WS Systems Completion								
	0	13,409,000	0	0	0	0	0	13,409,000

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 Approved Program Years

Project Description	METRO Transportation Improvement Program In Federal Dollars Federal Transit Administration Program							Portland Urbanized Area
	Estimated Grant Award by Federal Fiscal Year							
	Obligated	Anticipated	1995	1996	1997	1998	Post 1998	Authorized
Report Total	482,857,873	21,721,998	132,000,000	142,036,578	142,464,174	77,862,000	0	998,942,624

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 Approved Program Years

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FAU/STP Replacement Program

Fiscal Year 1995

Fiscal Years 1995 to Post 1998

METRO
Transportation Improvement Program

Portland Urbanized Area

Effective October 1, 1994

In Federal Dollars

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Project Description	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
City of Portland Projects								
01 ARTERIAL STREET 3R PROGRAM***43 *89-033***05383*VARvar**726*****0****								
Pre Eng	61,274	28,093	0	0	0	0	0	89,367
Constr	77,716	-77,716	0	0	0	0	0	0
Total	138,990	-49,623	0	0	0	0	0	89,367
02 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
03 MARINE DR WIDENING TO FOUR LANE - I-5 TO RIVERGATE (COP)***298 *79-056***00458*FAU9962*120*****2****								
Constr	-123	1,000,123	0	0	0	0	0	1,000,000
Total	-123	1,000,123	0	0	0	0	0	1,000,000
04 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
05 WILLAMETTE GREENWAY TRAIL PROGRAM***575 *10018***00240*VARvar**726*****0****								
Pre Eng	-61,500	0	0	0	61,500	0	0	0
Constr	0	0	0	0	330,000	0	0	330,000
Total	-61,500	0	0	0	391,500	0	0	330,000
06 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE(5/5)***861 *84-022a**05002*FAU9964*726*****0****								
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
07 NW 9TH AVENUE IMPROVEMENTS - GLISAN TO FRONT***868 *89-020***05123*FAU9983*726*****0****								
Constr	2,233	5,463	0	0	0	0	0	7,696
Total	2,233	5,463	0	0	0	0	0	7,696
08 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS - OLESON RD TO BARBUR BLVD***869 *89-022***05127*FAU9404*726*****0****								
Pre Eng	12,195	-11,060	0	0	0	0	0	1,135
Rt-of-Way	0	0	0	0	0	0	0	0
Constr	138,272	-57,500	0	0	0	0	0	80,772
Total	150,467	-68,560	0	0	0	0	0	81,907
09 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	-33,911	33,911	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0
Total	-33,911	57,536	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****								
Pre Eng	-18,113	18,113	0	0	0	0	0	0
Constr	305,694	29,488	0	0	0	0	0	335,182
Total	287,580	47,601	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	89,320	0	0	0	0	0	89,320
Total	0	89,320	0	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	-1,167	1,167	0	0	0	0	0	0
Total	-1,167	1,167	0	0	0	0	0	0
15 DEVELOPMENT RESERVE***919 *00-000***00000*FAUvar**726*****0****								
Reserve	0	0	0	0	606,013	0	0	606,013
Total	0	0	0	0	606,013	0	0	606,013

Approved Program Years

METRO
 Transportation Improvement Program
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 In Federal Dollars

FAU/STP REPLACEMENT PROGRAM

Project Description	Estimated Expenditures by Federal Fiscal Year					1998	Post 1998	Authorized
	Obligated	1994	1995	1996	1997			
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	676,547	0	0	676,547
Total	0	0	0	0	676,547	0	0	676,547
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
Constr	-9,879	9,879	0	0	0	0	0	0
Total	-9,879	9,879	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
Constr	0	0	0	0	0	0	0	0
Total	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
Constr	0	223,800	0	0	0	0	0	223,800
Total	0	223,800	0	0	0	0	0	223,800
20 HW 13TH AVENUE INTERSECTIONS IMPROVEMENT***933 *00-000**00000*FAUvar**726*****0****								
Constr	0	0	0	0	0	0	0	0
Total	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	1,016,091	0	0	0	0	0	0	1,016,091
Total	1,016,091	0	0	0	0	0	0	1,016,091
22 FY 92-93 SIGNAL SAFETY REMODELS***941 *0*****0*****FSTVAR*****0****								
Pre Eng	0	30,000	0	0	0	0	0	30,000
Constr	0	258,768	0	0	0	0	0	258,768
Total	0	288,768	0	0	0	0	0	288,768
Total City of Portland	1,492,873	1,618,392	0	0	1,674,060	0	0	4,785,326

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 Approved Program Years
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FAU/STP REPLACEMENT PROGRAM

Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Clackamas County Projects									
24 LOWER BOONES FERRY RD - MADRONA TO SW JEAN (CLACKAMAS)***68 *80-104***00677*FAU9473*703*****0****									
Pre Eng	0	16,238	0	0	0	0	0	0	16,238
Rt-of-Way	-38,694	248,770	0	0	0	0	0	0	210,076
Constr	1,119,154	97,455	0	0	0	0	0	0	1,216,609
Total	1,080,460	362,463	0	0	0	0	0	0	1,442,923
25 RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I***553 *10037***00705*FAU9702*ns*****0****									
Constr	-50	50	0	0	0	0	0	0	0
Total	-50	50	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	0	86,993
Constr	61,550	-61,550	0	0	0	0	0	0	0
Total	61,550	25,443	0	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	0	184,866
Total	0	184,866	0	0	0	0	0	0	184,866
28 BEAVERCREEK RD EXT(RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE***855 *10249***02375*FAU9742*703*****0****									
Constr	0	0	147,547	0	0	0	0	0	147,547
Total	0	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	0	100,000
Reserve	0	0	0	0	833,000	0	0	0	833,000
Total	0	100,000	0	0	833,000	0	0	0	933,000
Total Clackamas County									
	1,141,960	672,822	147,547	0	833,000	0	0	0	2,795,329

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METRO
 Transportation Improvement Program
 In Federal Dollars
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 FAU/STP REPLACEMENT PROGRAM

Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Washington County Projects

30 Completed Projects not Vouchered***10000000*00000*****									
Constr	-78,028	78,028	0	0	0	0	0	0	0
Total	-78,028	78,028	0	0	0	0	0	0	0
31 BVTH/TUALATIN HWY AT SW BRIDGEPORT - SIGNAL/CHANNELIZE***395 *10251***02089*FAU9091*141*****8****									
Constr	0	0	0	0	142	0	0	0	142
Total	0	0	0	0	142	0	0	0	142
32 HALL / MCDONALD INTERSECTION IMPROVEMENTS***396 *85-024***03719*FAU9091*141*****6****									
Rt-of-Way	0	0	0	0	293	0	0	0	293
Constr	6,462	-6,462	0	0	0	0	0	0	0
Total	6,462	-6,462	0	0	293	0	0	0	293
33 E STREET - PACIFIC AVENUE TO 23RD AVENUE***572 *86-020***02426*FAU9012*734*****0****									
Constr	0	0	0	0	1,948	0	0	0	1,948
Total	0	0	0	0	1,948	0	0	0	1,948
34 WASHINGTON COUNTY RESERVE***836 *00-000***00000*VARvar**na*****0****									
Reserve	0	0	0	0	67,392	0	0	0	67,392
Total	0	0	0	0	67,392	0	0	0	67,392
35 MAPLE STREET AT TUALATIN VALLEY HIGHWAY - SIGNAL***866 *89-016***04622*FAU9032*734*****0****									
Constr	0	0	0	0	5,183	0	0	0	5,183
Total	0	0	0	0	5,183	0	0	0	5,183
Total Washington County									
	-71,566	71,566	0	0	74,958	0	0	0	74,958

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 Approved Program Years
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METRO
Transportation Improvement Program
In Federal Dollars
FAU/STP REPLACEMENT PROGRAM
Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994

Project Description	Estimated Expenditures by Federal Fiscal Year					1998	Post 1998	Authorized
	Obligated	1994	1995	1996	1997			

Tri-Met Projects								
36 TRI-MET RIDESHARE PROGRAM***					102	*80-043***00000*VARvar**na*****		0****
Operating	-62,958	116,136	0	0	0	0	0	53,178
Total	-62,958	116,136	0	0	0	0	0	53,178
37 LIGHT RAIL VEHICLE PURCHASE (T)***					695	*00-000***00000*QR*var**na*****		0****
Non-Hwy Cp	850,000	0	0	0	0	0	0	850,000
Total	850,000	0	0	0	0	0	0	850,000
Total Tri-Met	787,041	116,136	0	0	0	0	0	903,178

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 Approved Program Years

METRO
Transportation Improvement Program
In Federal Dollars
FAU/STP REPLACEMENT PROGRAM
Portland Urbanized Area

Fiscal Years 1995 to Post 1998
Effective October 1, 1994

Project Description
Estimated Expenditures by Federal Fiscal Year
Obligated

	1994	1995	1996	1997	1998	Post 1998	Authorized
Highway Division Projects							
38 STATE STREET CORRIDOR (OR43) - TERWILLIGER TO LADD***133 *77-068***00359*FAU9565*3*****6****							
Constr	0	0	0	22,000	0	0	22,000
Total	0	0	0	22,000	0	0	22,000
39 OR210 - SCHOLLS HWY AT 135TH AVE - SIGNAL/REALIGNMENT***390 *80-112***00046*FAU9234*143*****7****							
Constr	0	0	0	28,451	0	0	28,451
Total	0	0	0	28,451	0	0	28,451
40 US26 - MT HOOD HWY AT PALMQUIST/ORIENT RD - GRADE/PAVE/SIGNAL***397 *10234***01470*FAP9873*26*****14****							
Constr	0	0	0	11,470	0	0	11,470
Total	0	0	0	11,470	0	0	11,470
41 HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING***853 *10252***00976*FAU9565*3*****11****							
Constr	0	0	0	1,353	0	0	1,353
Total	0	0	0	1,353	0	0	1,353
42 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO PANNO CREEK***875 *86-077***03290*FAU9234*143*****7****							
Constr	-21,384	21,384	0	203	0	0	203
Total	-21,384	21,384	0	203	0	0	203
Total Highway Division	-21,384	21,384	0	63,477	0	0	63,477

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 Approved Program Years

DRAFT

Federal Aid Urban System Program

Fiscal Year 1995

METRO
 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

Project Description	Estimated Expenditures by Federal Fiscal Year						Post 1997	Authorized
	Obligated	1993	1994	1995	1996	1997		
Total Program								
Pre Eng	5,695,347	0	0	0	0	0	0	5,695,347
Rt-of-Way	1,703,933	0	0	0	0	0	0	1,703,933
Constr	26,693,545	0	0	0	0	0	0	26,693,545
Non-Hwy Cp	257,950	0	0	0	0	0	0	257,950
Operating	1,055,135	0	0	0	0	0	0	1,055,135
Reserve	0	0	0	0	0	0	0	0
Pending	0	0	0	0	0	0	0	0
Total	35,405,910	0	0	0	0	0	0	35,405,910

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 Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 Portland Urbanized Area
 Federal Aid Urban System Program

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994

Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

City of Portland Projects

Project Description	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
1 Final Vouchered Projects								
Pre Eng	1,573,743	0	0	0	0	0	0	1,573,743
Rt-of-Way	401,968	0	0	0	0	0	0	401,968
Constr	6,376,238	0	0	0	0	0	0	6,376,238
Non-Hwy Cp	131,555	0	0	0	0	0	0	131,555
Operating	217,108	0	0	0	0	0	0	217,108
Pending	0	0	0	0	0	0	0	0
Total	8,700,612	0	0	0	0	0	0	8,700,612
2 Completed Projects not Vouchered								
Pre Eng	693,478	0	0	0	0	0	0	693,478
Constr	873,842	0	0	0	0	0	0	873,842
Total	1,567,320	0	0	0	0	0	0	1,567,320
3 ARTERIAL STREET 3R PROGRAM								
Pre Eng	17,369	0	0	0	0	0	0	17,369
Constr	812,997	0	0	0	0	0	0	812,997
Reserve	0	0	0	0	0	0	0	0
Total	830,366	0	0	0	0	0	0	830,366
4 CITY OF PORTLAND FAU CONTINGENCY								
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
5 COLUMBIA BLVD (BNRR) BRIDGE #9685 EMERGENCY REPAIRS								
Pre Eng	4,238	0	0	0	0	0	0	4,238
Constr	346,351	0	0	0	0	0	0	346,351
Total	350,589	0	0	0	0	0	0	350,589
6 WILLAMETTE GREENWAY TRAIL PROGRAM								
Pre Eng	61,500	0	0	0	0	0	0	61,500
Rt-of-Way	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0
Total	61,500	0	0	0	0	0	0	61,500
7 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE(5/5)								
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
8 NW 9TH AVENUE IMPROVEMENTS - GLISAN TO FRONT								
Pre Eng	0	0	0	0	0	0	0	0
Constr	372,304	0	0	0	0	0	0	372,304
Total	372,304	0	0	0	0	0	0	372,304
9 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS - OLESON RD TO BARBUR BLVD								
Pre Eng	104,465	0	0	0	0	0	0	104,465
Rt-of-Way	0	0	0	0	0	0	0	0
Constr	695,099	0	0	0	0	0	0	695,099
Total	799,564	0	0	0	0	0	0	799,564
10 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS - 9TH AVE TO 82ND AVE								
Pre Eng	99,575	0	0	0	0	0	0	99,575
Rt-of-Way	116,671	0	0	0	0	0	0	116,671
Constr	241,469	0	0	0	0	0	0	241,469
Total	457,715	0	0	0	0	0	0	457,715
11 INTERSECTION IMPROVEMENT PROGRAM								
Pre Eng	11,059	0	0	0	0	0	0	11,059
Constr	87,990	0	0	0	0	0	0	87,990
Total	99,049	0	0	0	0	0	0	99,049
12 CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM								
Pre Eng	38,552	0	0	0	0	0	0	38,552
Constr	0	0	0	0	0	0	0	0
Total	38,552	0	0	0	0	0	0	38,552
13 DOWNTOWN MALL REHABILITATION PROGRAM								
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

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 Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 Federal Aid Urban System Program

Project Description	Estimated Expenditures by Federal Fiscal Year					1998	Post 1998	Authorized
	Obligated	1994	1995	1996	1997			
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
Total	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	231,160
Total	231,160	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
Total	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	180,372
Constr	567,057	0	0	0	0	0	0	567,057
Total	747,429	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
Constr	0	0	0	0	0	0	0	0
Total	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	37,200
Constr	0	0	0	0	0	0	0	0
Total	37,200	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
Total	0	0	0	0	0	0	0	0
Total City of Portland	14,293,360	0	0	0	0	0	0	14,293,360

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 Approved Program Years

METRO
Transportation Improvement Program
In Federal Dollars
Federal Aid Urban System Program
Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994

Project Description	Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized
	Obligated							

Multnomah County Projects								
21 Finalized Vouchered Projects***00000000*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***10000000*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

METRO
 Transportation Improvement Program
 In Federal Dollars
 Federal Aid Urban System Program

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 Project Description

Portland Urbanized Area

Estimated Expenditures by Federal Fiscal Year

Project Description	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
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Clackamas County Projects

24 Finaled Vouchered Projects***0 0000000*00000*****CLOSED								
Pre Eng	248,064	0	0	0	0	0	0	248,064
Rt-of-Way	74,366	0	0	0	0	0	0	74,366
Constr	2,449,968	0	0	0	0	0	0	2,449,968
Reserve	0	0	0	0	0	0	0	0
Total	2,772,398	0	0	0	0	0	0	2,772,398
25 Completed Projects not Vouchered***1 0000000*00000*****								
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 (CLACKAMAS)***68 *80-104***00677*FAU9473*703*****0****								
Pre Eng	333,762	0	0	0	0	0	0	333,762
Rt-of-Way	339,924	0	0	0	0	0	0	339,924
Constr	659,470	0	0	0	0	0	0	659,470
Total	1,333,156	0	0	0	0	0	0	1,333,156
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	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
31 MCLOUGHLIN 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	5,205,573	0	0	0	0	0	0	5,205,573

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 Approved Program Years

METRO
 Transportation Improvement Program
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 In Federal Dollars
 Federal Aid Urban System Program

Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Washington County Projects

Project Description	1994	1995	1996	1997	1998	Post 1998	Authorized
32 Final Vouchered Projects***00000000*00000*****CLOSED							
Pre Eng	513,692	0	0	0	0	0	513,692
Rt-of-Way	184,602	0	0	0	0	0	184,602
Constr	975,404	0	0	0	0	0	975,404
Reserve	0	0	0	0	0	0	0
Total	1,673,698	0	0	0	0	0	1,673,698
33 Completed Projects not Vouchered***10000000*00000*****							
Pre Eng	507,907	0	0	0	0	0	507,907
Constr	1,459,569	0	0	0	0	0	1,459,569
Reserve	0	0	0	0	0	0	0
Total	1,967,476	0	0	0	0	0	1,967,476
34 BVIN/TUALATIN HWY AT SW BRIDGEPORT - SIGNAL/CHANNELIZE***395 *10251****02089*FAU9091*141*****8****							
Constr	169,868	0	0	0	0	0	169,868
Total	169,868	0	0	0	0	0	169,868
35 HALL / MCDONALD INTERSECTION IMPROVEMENTS***396 *85-024****03719*FAU9091*141*****6****							
Rt-of-Way	2,232	0	0	0	0	0	2,232
Constr	112,475	0	0	0	0	0	112,475
Total	114,707	0	0	0	0	0	114,707
36 E STREET - PACIFIC AVENUE TO 23RD AVENUE***572 *86-020****02426*FAU9012*734*****0****							
Constr	178,052	0	0	0	0	0	178,052
Total	178,052	0	0	0	0	0	178,052
37 WASHINGTON COUNTY RESERVE***836 *00-000****00000*VARvar**na*****0****							
Reserve	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
38 MAPLE STREET AT TUALATIN VALLEY HIGHWAY - SIGNAL***866 *89-016****04622*FAU9032*734*****0****							
Constr	73,892	0	0	0	0	0	73,892
Total	73,892	0	0	0	0	0	73,892
Total Washington County	4,177,693	0	0	0	0	0	4,177,693

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 Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 Federal Aid Urban System Program

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 Portland Urbanized Area

Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Tri-Met Projects

39 Finaled Vouchered Projects***0 0000000*00000*****CLOSED									
Constr	1,110,747	0	0	0	0	0	0	0	1,110,747
Non-Rwy Cp	126,395	0	0	0	0	0	0	0	126,395
Total	1,237,142	0	0	0	0	0	0	0	1,237,142
40 TRI-MET RIDESHARE PROGRAM***102 *80-043***00000*VARvar**na*****0****									
Operating	838,027	0	0	0	0	0	0	0	838,027
Total	838,027	0	0	0	0	0	0	0	838,027
41 LIGHT RAIL VEHICLE PURCHASE (T)***695 *00-000***00000*OR*var**na*****0****									
Non-Rwy Cp	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
Total Tri-Met	2,075,169	0	0	0	0	0	0	0	2,075,169

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 Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 Federal Aid Urban System Program

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 Portland Urbanized Area

Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Metro Region and Reserve Projects

48 Finaled Vouchered Projects***	00000000	000000	*****	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***	114	*00-000*	00000*	VARvar**na*	*****	0****		
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

METRO
Transportation Improvement Program
In Federal Dollars
Portland Urbanized Area
Fiscal Years 1995 to Post 1998
Effective October 1, 1994
Federal Aid Urban System Program

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
	Obligated	1994	1995	1996	1997	1998	Post 1998	
Metro Region Total	21,112,550	0	0	0	0	0	0	21,112,550
Report Total	35,405,910	0	0	0	0	0	0	35,405,910

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 Approved Program Years

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State Highway Program

Fiscal Year 1995

METRO
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal and State Dollars

Effective October 1, 1993

State Highway Program (Federal Aid, NHS, STP, AOH, et. al.)

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
	Obligated	1993	1994	1995	1996	1997	Post 1997	
Total Program								
Pre Eng	5,011,694	338,000	777,680	351,120	1,957,793	0	543,000	8,979,287
Rt-of-Way	4,053,686	-10,525	439,925	14,574,570	0	0	49,261,770	68,319,426
Constr	111,205,677	3,178,100	22,861,837	31,693,881	91,126,581	17,774,820	48,195,004	326,035,900
Non-Hwy Cp	0	0	0	1,248,017	22,992,000	15,759,983	0	40,000,000
Reserve	0	0	0	0	11,000,000	3,190,000	2,000,000	16,190,000
Env Study	0	0	0	0	922,000	0	0	922,000
Sys Study	1,100,000	0	0	0	0	0	0	1,100,000
Total	121,371,057	3,505,575	24,079,442	47,867,588	127,998,374	36,724,803	99,999,774	461,546,613

Approval Program Years

Fiscal Years 1995 to Post 1998

METRO
Transportation Improvement Program

Portland Urbanized Area

Effective October 1, 1994

In Federal Dollars

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Highway Bridge Replacement Projects

Project Description	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
Highway Bridge Replacement Projects								
1 I-5 - SEISMIC RETROFIT FIVE BRIDGES - PHASE 1**220 *92-001***06467*FAIS***1*****302*****								
Constr	832,000	0	0	0	0	0	0	832,000
Total	832,000	0	0	0	0	0	0	832,000
2 US-30B - ST JOHNS BRIDGE JOINT REPAIR**245 *00-000***06022*FAU9966*123*****1*****								
Constr	0	0	0	0	0	1,160,000	0	1,160,000
Total	0	0	0	0	0	1,160,000	0	1,160,000
3 UPRR (N. PORTLAND RD.) BR. #51C06**260 *93-108***06334*FAU9962*120*****0*****								
Pre Eng	0	90,400	0	0	0	0	0	90,400
Rt-of-Way	0	16,000	0	0	0	0	0	16,000
Constr	0	2,093,600	0	0	0	0	0	2,093,600
Total	0	2,200,000	0	0	0	0	0	2,200,000
4 ROCK CREEK (NW 216TH AVENUE) BR. #671325**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
5 TUALATIN RIVER OVERFLOW (GOLF COURSE RD) BR. #671244**265 *93-027***06336*HBRA678*734*****0*****								
Constr	0	473,600	0	0	0	0	0	473,600
Total	0	473,600	0	0	0	0	0	473,600
6 HAWTHORNE BRIDGE(#2757E) PHASE II - SERVICE LIFE EXTENSION**407 *85-037a***04069*FAU9366*726*****0*****								
Pre Eng	95,960	0	0	0	0	0	0	95,960
Constr	1,240,000	0	0	0	0	0	0	1,240,000
Total	1,335,960	0	0	0	0	0	0	1,335,960
7 HAWTHORNE BRIDGE EAST APPROACH RAMPS 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
8 I-5 - W MARQUAM INTCHG TO MARQUAM BRIDGE - RETROFIT CONNECTIONS**925 *90-057***05745*FAIS***1*****300*****								
Constr	7,392,000	0	0	0	0	0	0	7,392,000
Total	7,392,000	0	0	0	0	0	0	7,392,000
9 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR**928 *90-053***04340*VARVAR**var*****0*****								
Constr	896,000	0	0	0	0	0	0	896,000
Total	896,000	0	0	0	0	0	0	896,000
Total Highway Bridge Replacement Projects	10,704,200	4,044,000	0	0	0	1,160,000	0	15,908,200

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Hazard Elimination System Projects

10 SE WOODSTOCK BLVD. @ SE 39TH AVENUE***	176	*89-038**	*07152*	HES9699*****	0*****	0*****
Pre Eng	0	0	14,400	0	0	14,400
Constr	0	0	149,400	0	0	149,400
Total	0	0	163,800	0	0	163,800
11 OR213 - CASCADE HWY SO - ABERNETHY RD TO BEAVERCREEK RD***	203	*91-001**	*05821*	FAP78**	160*****	0*****
Constr	549,000	0	0	0	0	549,000
Total	549,000	0	0	0	0	549,000
12 SE STARK STREET AT SE 202ND AVENUE - SIGNAL UPGRADE***	209	*91-011**	*06366*	FAU9810*726*****	0*****	0*****
Pre Eng	18,000	0	0	0	0	18,000
Constr	176,400	0	0	0	0	176,400
Total	194,400	0	0	0	0	194,400
13 BEAVERTON TUALATIN HWY @ SW WASHINGTON DRIVE***	211	*86-088**	*03611*	FAU9091*141*****	4*****	0*****
Rt-of-Way	0	0	31,500	0	0	31,500
Constr	0	0	207,000	0	0	207,000
Total	0	0	238,500	0	0	238,500
14 OR-99E - PACIFIC HIGHWAY EAST AT LOMBARD (PORTLAND)***	259	*****	*06581*	FAP26**	1E*****	4*****
Constr	0	360,000	0	0	0	360,000
Total	0	360,000	0	0	0	360,000
15 NE KILLINGSWORTH STREET @ NE 60TH AVENUE***	276	*93-065**	*07046*	HES*****	0*****	0*****
Pre Eng	0	30,000	0	0	0	30,000
Constr	0	123,000	0	0	0	123,000
Total	0	153,000	0	0	0	153,000
16 NORTH INTERSTATE AVENUE & NORTH BUFFALO STREET***	278	*93-066**	*07047*	HES*****	0*****	0*****
Pre Eng	0	40,000	0	0	0	40,000
Constr	0	158,000	0	0	0	158,000
Total	0	198,000	0	0	0	198,000
17 NW GLENCOE ROAD @ ZION CHURCH/SCOTCH CHURCH ROAD***	279	*93-029**	*06719*	*****	685*****	0*****
Constr	500,000	0	0	0	0	500,000
Total	500,000	0	0	0	0	500,000
18 NW ZION CHURCH @ NW SUSBAUER RD INTERSECTION***	280	*93-108**	*07247*	HES*****	734*****	0*****
Pre Eng	0	15,000	0	0	0	15,000
Constr	0	102,000	0	0	0	102,000
Total	0	117,000	0	0	0	117,000
19 SE ORIENT DRIVE @ SE 282ND AVENUE***	288	*93-083**	*07135*	HES*****	0*****	0*****
Constr	0	348,300	0	0	0	348,300
Total	0	348,300	0	0	0	348,300
20 SE STARK STREET @ SE 174TH AVENUE***	289	*93-082**	*07137*	HES*****	0*****	0*****
Pre Eng	0	9,000	0	0	0	9,000
Rt-of-Way	0	3,600	0	0	0	3,600
Constr	0	115,000	0	0	0	115,000
Total	0	127,600	0	0	0	127,600
21 SE BELMONT STREET @ SE 11TH AVENUE***	291	*93-077**	*07058*	HES*****	0*****	0*****
Pre Eng	0	16,200	0	0	0	16,200
Total	0	16,200	0	0	0	16,200
22 SE FOSTER ROAD @ SE 72ND AVENUE***	292	*93-079**	*07132*	HES*****	0*****	0*****
Pre Eng	0	18,000	0	0	0	18,000
Total	0	18,000	0	0	0	18,000
23 SE BELMONT STREET @ SE 20TH AVENUE***	297	*93-078**	*07133*	HES*****	0*****	0*****
Pre Eng	0	16,200	0	0	0	16,200
Total	0	16,200	0	0	0	16,200
24 PACIFIC HWY EAST PEDESTRIAN REFUGE ISLAND***	300	*93-059**	*06712*	HES26**	1E*****	8*****
Constr	0	346,500	0	0	0	346,500
Total	0	346,500	0	0	0	346,500

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	Obligated	1994	1995	1996	1997		
----- Hazard Elimination System Projects (Continued) -----							
25 BEAVERTON/TUALATIN HWY AT SW OAK - SIGNAL/LEFT TURN LANES***414 *84-066***00764*FAU9091*141*****4*****							
Constr	190,000	0	0	0	0	0	190,000
Total	190,000	0	0	0	0	0	190,000
26 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000***522 *93-080***07057*VARvar**var*****0*****							
Pre Eng	0	4,500	0	0	0	0	4,500
Constr	0	225,000	0	0	0	0	225,000
Total	0	229,500	0	0	0	0	229,500
27 SW WALKER ROAD @ MAYFIELD AVENUE***524 *93-188***08040*HES*****0*****							
Constr	0	240,000	0	0	0	0	240,000
Total	0	240,000	0	0	0	0	240,000
28 OR210 - SCHOLLS HWY AT SW JAMIESON ROAD - LT TURN REFUGE***677 *86-112***03916*FAU9234*143*****12*****							
Constr	144,000	0	0	0	0	0	144,000
Total	144,000	0	0	0	0	0	144,000
29 NE HALSEY STREET AT NE 148TH AVE - SIGNAL UPGRADE***909 *89-040***05825*FAU9858*726*****0*****							
Constr	109,800	0	0	0	0	0	109,800
Total	109,800	0	0	0	0	0	109,800
Total Hazard Elimination System Projects	1,687,200	2,170,300	402,300	0	0	0	4,259,800

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Project Description
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 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

State Modernization Projects

30 OR-43 - TAYLOR'S FERRY ROAD TO I-205 (MACS)***226 *00-000***05853*FAU3565*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	0	1,390,400
31 US-30B - SANDY BLVD METROPOLITAN AREA CORRIDOR STUDY***230 *00-000***06239*FAU9326*59*****0*****	Constr	0	0	3,969,000	0	0	0	0	3,969,000
Total	0	0	3,969,000	0	0	0	0	0	3,969,000
32 I-205 - COLUMBIA BLVD SOUTHBOUND ON-RAMP***233 *00-000***05861*FAI205**64*****24*****	Constr	0	0	0	394,812	0	0	0	394,812
Total	0	0	0	394,812	0	0	0	0	394,812
33 OR-8 TUALATIN VALLEY HWY - BEAV/TIGARD HWY TO 117TH***240 *00-000***06131*FAP32***29*****3*****	Constr	0	0	0	0	2,700,000	0	0	2,700,000
Total	0	0	0	0	2,700,000	0	0	0	2,700,000
34 US-26 - CEDAR HILLS BLVD INTERCHANGE TO SW 76TH AVENUE***247 *88-033d**06597*FAP27***47*****68*****	Constr	30,800,000	0	0	0	0	0	0	30,800,000
Total	30,800,000	0	0	0	0	0	0	0	30,800,000
35 US-26 - SW 82ND PLACE (GOLF CREEK ACCESS ROAD)***250 *88-033i**06596*FAP27***47*****69*****	Constr	950,000	0	0	0	0	0	0	950,000
Total	950,000	0	0	0	0	0	0	0	950,000
36 US-26 - HIGHLANDS (ZOO) INTERCHANGE***251 *88-033e**06015*FAP27***47*****72*****	Constr	7,130,000	0	0	0	0	0	0	7,130,000
Total	7,130,000	0	0	0	0	0	0	0	7,130,000
37 US-26 - SYLVAN INTERCHANGE TO HIGHLANDS INTERCHANGE***253 *88-033f**06016*FAP27***47*****71*****	Constr	0	9,870,000	0	0	0	0	0	9,870,000
Total	0	9,870,000	0	0	0	0	0	0	9,870,000
38 US-26 - CAMELOT INTERCHANGE TO SYLVAN INTERCHANGE***254 *88-033g**06017*FAP27***47*****68*****	Constr	0	6,000,000	0	35,000,000	0	0	0	41,000,000
Total	0	6,000,000	0	35,000,000	0	0	0	0	41,000,000
39 US-26 - BEAVERTON/TIGARD HIGHWAY TO CAMELOT INTERCHANGE***255 *88-033h**06018*FAP27***47*****69*****	Constr	0	0	0	0	0	6,029,856	6,029,856	6,029,856
Total	0	0	0	0	0	0	6,029,856	6,029,856	6,029,856
40 OR-217 - SUNSET HIGHWAY TO TUALATIN VALLEY HIGHWAY***258 *****06598*FAP79***144*****0*****	Constr	11,900,000	0	0	0	0	0	0	11,900,000
Total	11,900,000	0	0	0	0	0	0	0	11,900,000
41 METRO ADVANCE WARNING SIGNS - VAR HWYS - CLACK/MULT & WASH CTYS***270 *87-015**02514*NHS*****var*****0*****	Constr	0	0	0	1,209,200	0	0	0	1,209,200
Total	0	0	0	1,209,200	0	0	0	0	1,209,200
42 METRO AREA FREEWAYS DETECTION SYSTEM - VARIOUS HWYS - MULT CTY***272 *92-040**06234*NHS*****var*****0*****	Constr	0	0	0	1,430,000	0	0	0	1,430,000
Total	0	0	0	1,430,000	0	0	0	0	1,430,000
43 MOTORIST INFORMATION SYSTEM***273 *92-039**06235*NHS*****var*****0*****	Constr	0	0	0	1,100,000	0	0	0	1,100,000
Total	0	0	0	1,100,000	0	0	0	0	1,100,000
44 MACS STUDIES (TWO)***330 *00-000**6240*FAU*****0*****	Constr	0	0	0	0	2,979,000	0	0	2,979,000
Total	0	0	0	0	0	2,979,000	0	0	2,979,000
45 TSM INITIATIVES (ATMS)***331 *00-000**6238*FAU*****0*****	Constr	0	0	693,000	0	0	0	0	693,000
Total	0	0	693,000	0	0	0	0	0	693,000
46 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING (III)***386 *10143c**01892*FAP27***47*****72*****	Constr	0	0	1,345,950	0	0	0	0	1,345,950
Total	0	0	1,345,950	0	0	0	0	0	1,345,950

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	Obligated	1994	1995	1996	1997	1998	Post 1998	
State Modernization Projects (Continued)								
47 OR-47: COUNCIL CREEK-QUINCE (HWY 47 BYPASS)***441*****MOD*****0*****								
Constr	0	0	0	0	0	7,130,000	0	7,130,000
Total	0	0	0	0	0	7,130,000	0	7,130,000
48 COLUMBIA SLOUGH INTERMODAL EXPANSION BRIDGE (PORT OF PORTLAND)***635*****DEMO*****0*****								
Pre Eng	0	538,380	0	0	0	0	0	538,380
Constr	0	0	0	3,307,039	0	0	0	3,307,039
Total	0	538,380	0	3,307,039	0	0	0	3,845,419
49 TUALATIN VALLEY HWY - HILLSBORO SIGNALS(13 LOCATIONS)***878 *84-034**03334*FAP32**29*****13*****								
Constr	686,400	0	0	0	0	0	0	686,400
Total	686,400	0	0	0	0	0	0	686,400
50 OR217 BEAV/TIG HWY - SUNSET HWY TO I-5 - RAMP METERING***915 *90-056A**06231*FAP79**144*****7*****								
Constr	540,000	0	0	0	0	0	0	540,000
Total	540,000	0	0	0	0	0	0	540,000
51 OR213 CASCADE SOUTH - E PORTLAND FREEWAY TO HOLCOMB BOULEVARD***921 *90-001**05625*FAP78**160*****0*****								
Constr	750,000	0	0	0	0	0	0	750,000
Total	750,000	0	0	0	0	0	0	750,000
52 REGIONAL RAMP METERING, TRAFFIC LOOP REPAIR, AND MESSAGE SIGNING***927 *90-022**05278*VARvar**var*****0*****								
Constr	3,125,840	0	0	0	0	0	0	3,125,840
Total	3,125,840	0	0	0	0	0	0	3,125,840
53 OR208 - 209TH AVENUE TO 167TH (WASHINGTON)***934 *00-000**00000*FAU9064*142*****8*****								
Pre Eng	709,000	0	0	0	0	0	0	709,000
Rt-of-Way	0	0	5,175,000	0	0	0	0	5,175,000
Constr	0	0	0	0	0	0	0	0
Total	709,000	0	5,175,000	0	0	0	0	5,884,000
54 OR208 - 167TH AVENUE TO MURRAY***944 *86-060B**06508*FAU9064*142*****5*****								
Pre Eng	1,619,000	0	0	0	0	0	0	1,619,000
Rt-of-Way	0	0	3,350,000	0	0	0	0	3,350,000
Constr	0	0	0	5,110,000	0	0	0	5,110,000
Total	1,619,000	0	3,350,000	5,110,000	0	0	0	10,079,000
Total State Modernization Projects	58,210,240	16,408,380	15,923,350	47,551,051	5,679,000	7,130,000	6,029,856	156,931,877

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State Operations Projects

55 US30BY - ST JOHNS BRIDGE PAINTING***202 *91-010***05797*FAU9966*123*****1*****	Constr	2,822,000	0	0	0	0	0	0	2,822,000
Total		2,822,000	0	0	0	0	0	0	2,822,000
56 BEAVERTON TUALATIN HWY & SW WASHINGTON DRIVE***211 *86-088***03611*FAU9091*141*****4*****	Pre Eng	0	0	43,820	0	0	0	0	43,820
Total		0	0	43,820	0	0	0	0	43,820
57 I-84 - HALSEY STREET UNDERCROSSING BRIDGE #13516***221 *92-009***00000*FAI2*****2*****6*****	Constr	0	315,000	0	0	0	0	0	315,000
Total		0	315,000	0	0	0	0	0	315,000
58 OR-99W - SW HAMILTON TO BEAVERTON/HILLSDALE HWY JCT - GUARDRAIL***224 *****06020*FAP9*****1W*****2*****	Constr	0	0	610,130	0	0	0	0	610,130
Total		0	0	610,130	0	0	0	0	610,130
59 OR-8 - TUALATIN VALLEY OVERLAY - 110TH TO 160TH***234 *00-000***05859*FAP32*****29*****3*****	Pre Eng	0	0	0	0	543,000	0	0	543,000
Constr	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	543,000	0	0	543,000
60 OR-8 - TUALATIN VALLEY HWY AT MARKET CENTRE ENTRANCE***257 *****06579*FAP32*****29*****8*****	Constr	567,000	0	0	0	0	0	0	567,000
Total		567,000	0	0	0	0	0	0	567,000
61 PACIFIC HWY WEST & MEINECKE ROAD - PACIFIC HIGHWAY WEST***266 *91-002***05634*FAP9*****1W*****16*****	Constr	0	462,000	0	0	0	0	0	462,000
Total		0	462,000	0	0	0	0	0	462,000
62 BEAVERTON HILLSDALE HIGHWAY @ 217***268 *92-035***06014*FAP*****144*****1*****	Constr	0	0	0	0	870,000	0	0	870,000
Total		0	0	0	0	870,000	0	0	870,000
63 STATE FINANCED PROJECTS AT OR UNDER \$100,000***412 *79-049c***00000*VARvar**var*****0*****	Pre Eng	0	25,000	0	0	0	0	0	25,000
Constr	0	290,000	0	0	0	0	0	0	290,000
Total		0	315,000	0	0	0	0	0	315,000
64 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000***522 *88-043***04955*VARvar**var*****0*****	Constr	0	195,700	0	0	0	0	0	195,700
Total		0	195,700	0	0	0	0	0	195,700
65 SW WALKER ROAD & MAYFIELD AVENUE***524 *93-188***08040*HES*****0*****0*****	Constr	0	135,633	0	0	0	0	0	135,633
Total		0	135,633	0	0	0	0	0	135,633
66 WILLAMETTE RIVER BRIDGES ACCESS STUDY (MULTNOMAH)***604 *93-034***06899*CMA*****0*****0*****	Pre Eng	0	40,000	0	0	0	0	0	40,000
Total		0	40,000	0	0	0	0	0	40,000
67 HALL BOULEVARD AT BURNHAM STREET - SIGNAL***728 *85-033***03913*FAU9091*141*****6*****	Constr	130,000	0	0	0	0	0	0	130,000
Total		130,000	0	0	0	0	0	0	130,000
68 OR8 TV HWY - CANYON LANE TO WALKER ROAD - TRAFFIC SIGNALS***912 *90-007***04401*FAP32*****29*****0*****	Constr	270,000	0	0	0	0	0	0	270,000
Total		270,000	0	0	0	0	0	0	270,000
69 OR217 BEAV/TIG HWY - SUNSET HWY TO I-5 - RAMP METERING***915 *90-056***01497*FAP79*****144*****7*****	Constr	450,000	0	0	0	0	0	0	450,000
Total		450,000	0	0	0	0	0	0	450,000
70 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR***928 *90-051***05624*VARvar**var*****0*****	Constr	200,000	0	0	0	0	0	0	200,000
Total		200,000	0	0	0	0	0	0	200,000
71 REGIONAL GUARDRAIL IMPROVEMENTS***929 *90-030***05323*VARvar**var*****0*****	Constr	0	1,700,000	0	0	0	0	0	1,700,000
Total		0	1,700,000	0	0	0	0	0	1,700,000
Total State Operations Projects		4,439,000	3,163,333	653,950	0	0	1,413,000	0	9,669,283

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Bikeways Projects								
72 OR-43 OSWEGO HWY RETAINING WALL/BIKEWAY - MCVEY TO BURNHAM***231 *92-022**06130*FAU9565*3*****7*****								
Constr	0	0	440,000	0	0	0	0	440,000
Total	0	0	440,000	0	0	0	0	440,000
73 BV/TUALATIN HWY: 99W - SW MCDONALD ST. (BIKEWAY)***366 *10169a**04640*BIK9091*141*****5*****								
Constr	0	0	390,000	0	0	0	0	390,000
Total	0	0	390,000	0	0	0	0	390,000
74 BARBUR BLVD.: HAMILTON/MILES BIKEWAY***367 *****06027*BIK*****1W*****0*****								
Constr	0	0	1,500,000	0	0	0	0	1,500,000
Total	0	0	1,500,000	0	0	0	0	1,500,000
75 BV/TUALATIN HWY; LOWER BOONES FERRY RD.-TUALATIN/SHERWOOD BIKEWAY***368 *92-043**06029*BIK9091*141*****9*****								
Constr	0	0	240,000	0	0	0	0	240,000
Total	0	0	240,000	0	0	0	0	240,000
Total Bikeways Projects	0	0	2,570,000	0	0	0	0	2,570,000

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Access Oregon Highway Projects

76 MCLOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD***134 *77-159a**04872*FAP26***1E*****4*****								
Constr	9,500,000	0	0	0	0	0	0	9,500,000
Total	9,500,000	0	0	0	0	0	0	9,500,000
77 PACIFIC HIGHWAY WEST AT EDY / SCHOLLS - SIX CORNERS***463 *88-040***04358*FAP9***1W*****15*****								
Rt-of-Way	2,000,000	0	0	0	0	0	0	2,000,000
Constr	2,800,000	0	0	0	0	0	0	2,800,000
Total	4,800,000	0	0	0	0	0	0	4,800,000
78 WESTERN BYPASS - PHASE I - SUNSET HWY TO PACIFIC HWY***720 *88-011***05124*VARTbd**734*****0*****								
Pre Eng	0	0	0	0	0	0	0	0
Sys Study	1,100,000	0	0	0	0	0	0	1,100,000
Total	1,100,000	0	0	0	0	0	0	1,100,000
Total Access Oregon Highway Projects								
	15,400,000	0	0	0	0	0	0	15,400,000

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 Approved Program Years

Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Federal Aid Interstate Maintenance (FAI/FAI-4R) Projects

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

80 I-5 - EAST MARQUAM INTERCHANGE GRAND AVE/ML KING AVE RAMPS (III)***320 *76-011***00597*FAI5***1*****301*****								
Rt-of-Way	0	0	0	0	0	49,261,770	0	49,261,770
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	49,261,770	0	49,261,770

81 I-5 - NB CONNECTION TO SB I-405(8958E) - DECK RESTORATION***336 *10217***01489*FAI5***1*****303*****								
Constr	0	0	0	0	1,420,188	0	0	1,420,188
Total	0	0	0	0	1,420,188	0	0	1,420,188

82 I-5 - E MARQUAM INTCHG (SE WATER AVE RAMPS) - (I)***345 *76-011***05697*FAI5***1*****301*****								
Constr	0	0	1,659,600	0	0	15,254,100	0	16,913,700
Total	0	0	1,659,600	0	0	15,254,100	0	16,913,700

83 I-5 - TERWILLIGER BLVD INTERCHANGE OVERCROSSING/RAMPS***360 *84-055***01945*FAU9383*1*****297*****								
Constr	11,868,000	0	0	0	0	0	0	11,868,000
Total	11,868,000	0	0	0	0	0	0	11,868,000

84 I-84 - NE 181ST AVE TO 223RD AVE - WIDEN, NEW INTCHGS***372 *84-023a**00787*FAI84***2*****13*****								
Pre Eng	1,132,646	0	0	0	0	0	0	1,132,646
Constr	0	0	19,830,330	0	0	0	0	19,830,330
Total	1,132,646	0	19,830,330	0	0	0	0	20,962,976

85 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	6,801,534	0	0	0	0	6,801,534
Total	2,658,404	129,000	6,801,534	0	0	0	0	9,588,938

86 I-5 - GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSIDENCE MP287***472 *85-008***02910*FAI5***1*****287*****								
Constr	0	0	690,921	0	0	0	0	690,921
Total	0	0	690,921	0	0	0	0	690,921

87 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	360,000	0	0	0	0	0	0	360,000
Total	398,548	0	0	0	0	0	0	398,548

88 I-5 - UPPER BOONES FERRY TO I-205 INTERCHANGE***876 *84-127***02499*FAI5***1*****289*****								
Pre Eng	309,825	0	0	0	0	0	0	309,825
Constr	3,128,000	0	0	0	0	0	0	3,128,000
Total	3,437,825	0	0	0	0	0	0	3,437,825

89 I-5 - AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION***893 *86-056***03277*FAI5***1*****292*****								
Rt-of-Way	0	0	4,983,604	0	0	0	0	4,983,604
Constr	0	0	0	0	12,023,820	0	0	12,023,820
Total	0	0	4,983,604	0	12,023,820	0	0	17,007,424

90 I-84 - UPRR (GRAHAM ROAD) BRIDGE #6967 REPLACEMENT***911 *87-017***03342*FAU9883*2*****18*****								
Constr	2,631,200	0	0	0	0	0	0	2,631,200
Total	2,631,200	0	0	0	0	0	0	2,631,200

91 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE***922 *84-023b**04738*FAI68***2*****15*****								
Pre Eng	0	0	1,957,793	0	0	0	0	1,957,793
Rt-of-Way	10,525	0	0	0	0	0	0	10,525
Constr	0	0	22,220,200	0	0	0	0	22,220,200
Total	10,525	0	24,177,993	0	0	0	0	24,188,518

Total Federal Aid Interstate Maintenance (FAI/FAI-4R) Projects	22,597,148	129,000	14,135,659	44,008,323	12,023,820	1,420,188	64,515,870	158,830,008

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 Approved Program Years

METRO
 Transportation Improvement Program
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 In Federal Dollars
 State Highway Program

Project Description	Estimated Expenditures by Federal Fiscal Year						Authorized
	Obligated	1994	1995	1996	1997	1998	
State Surface Transportation Program Projects							
**92BUS PURCHASES (TRI-MET)							
Non-Hwy Cp	0	0	0	992,000	15,759,983	0	16,751,983
Total	0	0	0	992,000	15,759,983	0	16,751,983
**93 INTEGRATED WESTSIDE/HILLSBORO LRT PROJECT							
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
**94 I-84 - I-84 AT 82ND AVENUE PARK AND RIDE LOT							
Constr	0	0	179,460	0	0	0	179,460
Total	0	0	179,460	0	0	0	179,460
**95 I-84 - ARGAY DOWNS SOUNDWALL (PORTLAND)							
Pre Eng	42,412	0	0	0	0	0	42,412
Rt-of-Way	9,220	0	0	0	0	0	9,220
Constr	119,860	0	0	0	0	0	119,860
Total	171,492	0	0	0	0	0	171,492
**96 I-84 - GATEWAY PARK AND RIDE LOT							
Constr	0	0	861,408	0	0	0	861,408
Total	0	0	861,408	0	0	0	861,408
**97 I-205 - I-205 @ GLISAN NORTHBOUND; @ NE GLISAN S.BOUND (SAFETY)							
Constr	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
**98 OR-210 - SCHOLLS AT BEEF BEND ROAD - LEFT TURN REFUGE							
Constr	0	0	580,800	0	0	0	580,800
Total	0	0	580,800	0	0	0	580,800
**99 US26 - SUNSET HIGHWAY OVERLAY - STOREY CREEK TO 185TH							
Constr	0	0	2,252,223	0	0	0	2,252,223
Total	0	0	2,252,223	0	0	0	2,252,223
**100 I-205 - WILLAMETTE RIVER BRIDGE ICE DETECTORS							
Constr	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
**101 I-405 EAST FREMONT BRIDGE APPROACH							
Constr	0	0	1,256,220	0	0	0	1,256,220
Total	0	0	1,256,220	0	0	0	1,256,220
**102 I-405 - FREMONT BRIDGE/RAMPS DECK RESTORATION AND JOINT REPAIR							
Constr	1,247,177	0	0	0	0	0	1,247,177
Total	1,247,177	0	0	0	0	0	1,247,177
**103 REGIONAL 2040 RESERVE							
Non-Hwy Cp	0	0	0	0	0	0	0
Reserve	0	0	0	9,000,000	0	0	9,000,000
Total	0	0	0	9,000,000	0	0	9,000,000
**104 ALTERNATIVE MODE CONSTRUCTION RESERVE							
Reserve	0	0	0	2,000,000	3,190,000	2,000,000	7,190,000
Total	0	0	0	2,000,000	3,190,000	2,000,000	7,190,000
**105 US26 - SUNSET / NW 185TH AVE INTERCHANGE							
Constr	5,427,000	0	0	0	0	0	5,427,000
Total	5,427,000	0	0	0	0	0	5,427,000
**106 OR210 - FANNO CR TO BEAVERTON/TIGARD HWY; TIGARD (SAFETY)							
Rt-of-Way	30,000	0	0	0	0	0	30,000
Constr	792,000	0	0	0	0	0	792,000
Total	822,000	0	0	0	0	0	822,000
**107 OR43 - OSWEGO HIGHWAY @ JOLIE POINTE ROAD (SAFETY)							
Constr	0	400,000	0	0	0	0	400,000
Total	0	400,000	0	0	0	0	400,000

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 Approved Program Years

METRO
 Transportation Improvement Program
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994
 In Federal Dollars
 State Highway Program

Project Description	Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized
----- State Surface Transportation Program Projects (Continued)								
*108 SPECIAL NEEDS TRANSPORTATION MINI-BUSES*****								
Non-Rwy Cp	0	0	1,248,017	0	0	0	0	1,248,017
Total	0	0	1,248,017	0	0	0	0	1,248,017
*109 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR*****								
Constr	522,000	0	0	0	0	0	0	522,000
Total	522,000	0	0	0	0	0	0	522,000
Total State Surface Transportation Program Projects	8,189,669	400,000	6,378,128	33,992,000	18,949,983	2,000,000	0	69,909,780

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 Portland Urbanized Area

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 Effective October 1, 1994
 In Federal Dollars
 State Highway Program

Project Description
 Estimated Expenditures by Federal Fiscal Year
 Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

TRANSPORTATION ENHANCEMENT FUND Projects

*110 HISTORIC COLUMBIA RIVER HWY INTERPRETATIVE PANESL (MULT/ODOT)*****274 *93-023***06762*TE*****2*****0*****								
Constr	0	0	48,000	0	0	0	0	48,000
Total	0	0	48,000	0	0	0	0	48,000
*111 OREGON ELECTRIC RIGHT OF WAY (WASHINGTON)*****275 *93-021***06760*TE*****0*****0*****								
Pre Eng	14,000	0	0	0	0	0	0	14,000
Rt-of-Way	0	78,000	0	0	0	0	0	78,000
Constr	0	0	43,000	0	0	0	0	43,000
Total	14,000	78,000	43,000	0	0	0	0	135,000
*112 SOUTH TROLLEY EXTENSION PROJECT (LAKE OSWEGO)*****277 *93-016***06755*TE*****744*****0*****								
Rt-of-Way	0	0	598,466	0	0	0	0	598,466
Constr	0	0	199,190	0	0	0	0	199,190
Total	0	0	797,656	0	0	0	0	797,656
*113 MCLOUGHLIN BLVD.-PALMBLAD RD/SPRINGWTR CORRIDOR (CITY OF PTLD)*****284 *93-018***06757*TE*****na*****0*****								
Pre Eng	80,800	103,200	0	0	0	0	0	184,000
Rt-of-Way	0	218,400	0	0	0	0	0	218,400
Constr	0	0	1,757,200	0	0	0	0	1,757,200
Total	80,800	321,600	1,757,200	0	0	0	0	2,159,600
*114 FANNO CREEK BIKEPATH (BEAVERTON)*****287 *93-019***06758*TE*****na*****0*****								
Pre Eng	48,800	800	0	0	0	0	0	49,600
Rt-of-Way	0	113,400	0	0	0	0	0	113,400
Constr	0	0	137,000	0	0	0	0	137,000
Total	48,800	114,200	137,000	0	0	0	0	300,000
*115 EASTBANK BIKE/PED WAY/BRIDGES, OMSI (CITY OF PORTLAND)*****302 *****TE*****0*****								
Pre Eng	0	0	284,900	0	0	0	0	284,900
Rt-of-Way	0	0	128,000	0	0	0	0	128,000
Constr	0	0	0	1,176,000	0	0	0	1,176,000
Total	0	0	412,900	1,176,000	0	0	0	1,588,900
*116 COMPLETE CEDAR CREEK TRAIL (SHERWOOD)*****311 *****TE*****0*****								
Constr	0	0	0	83,000	0	0	0	83,000
Total	0	0	0	83,000	0	0	0	83,000
*117 SPRINGWATER TRAIL - BORING CONNECTION (CLACKAMAS)*****312 *****TE*****0*****								
Rt-of-Way	0	0	120,000	0	0	0	0	120,000
Total	0	0	120,000	0	0	0	0	120,000
*118 ROCK CREEK BIKE/PED PATHWAY (HILLSBORO)*****316 *****TE*****0*****								
Constr	0	0	0	266,000	0	0	0	266,000
Total	0	0	0	266,000	0	0	0	266,000
*119 INTERMODAL TRANSFER PARK (TROUTDALE)*****318 *****TE*****0*****								
Pre Eng	0	0	8,000	0	0	0	0	8,000
Constr	0	0	0	0	72,000	0	0	72,000
Total	0	0	8,000	0	72,000	0	0	80,000
*120 112TH LINEAR PARK PATHWAY (WASHINGTON)*****321 *****TE*****0*****								
Rt-of-Way	0	0	188,000	0	0	0	0	188,000
Constr	0	0	120,000	0	0	0	0	120,000
Total	0	0	308,000	0	0	0	0	308,000
Total TRANSPORTATION ENHANCEMENT FUND Projects								
	143,600	513,800	3,631,756	1,525,000	72,000	0	0	5,886,156

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 Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 State Highway Program
 Portland Urbanized Area

Fiscal Years 1995 to Post 1998
 Effective October 1, 1994

Project Description

Estimated Expenditures by Federal Fiscal Year

Project Description	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
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National Highway System Program Projects

*121 US-26 - MURRAY ROAD TO HIGHWAY 217*****256 *00-000***06021*FAP27***47*****67*****								
Constr	0	0	0	0	0	0	0	0
Env Study	0	0	0	922,000	0	0	0	922,000
Total	0	0	0	922,000	0	0	0	922,000
*122 I-205 - COLUMBIA RIVER TO NE FAILING GRADING/LNDSCPG*****334 *87-009***02511*FAI205**64*****23*****								
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
*123 I-5 - BOONES FERRY RD TO COMMERCE CIRCLE (WILSONVILLE)*****406 *86-061a**06023*fas*****0*****286*****								
Constr	0	756,204	0	0	0	0	0	756,204
Total	0	756,204	0	0	0	0	0	756,204
*124 OR8 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO*****828 *79-085b**05024*FAP32***29*****11*****								
Constr	0	0	4,172,445	0	0	0	0	4,172,445
Total	0	0	4,172,445	0	0	0	0	4,172,445
*125 I-205 - E PORTLAND FREEWAY AT SUNNYBROOK INTERCHANGE*****865 *86-082***03346*FAI205**64*****14*****								
Constr	0	0	0	0	0	16,330,860	0	16,330,860
Total	0	0	0	0	0	16,330,860	0	16,330,860
Total National Highway System Program Projects	0	756,204	4,172,445	922,000	0	16,330,860	0	22,181,509

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 Approved Program Years

SECTION 3: APPENDICES

APPENDIX A:

CONSOLIDATED PROJECT FUNDING BY METRO ID #

Metropolitan Service District
 Transportation Improvement Program
 Obligations Through 06/01/94

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	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
1 RESERVE FOR OREGON DEPARTMENT OF TRANSPORTATION (ODOT)**107 *00-000***00000*VARvar**na*****0****								
				Federal-Aid Interstate Transfer				
Reserve	0	0	0	0	1,323,006	0	0	1,323,006
Total	0	0	0	0	1,323,006	0	0	1,323,006
2 UNALLOCATED FEDERAL-AID URBAN FUNDS**114 *00-000***00000*VARvar**na*****0****								
				FAU/STP TRANSFER PROGRAM				
Reserve	0	0	0	0	92,685	0	0	92,685
Total	0	0	0	0	92,685	0	0	92,685
				Federal-Aid Urban				
Reserve	0	0	0	0	0	0	0	0
Pending	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Project	0	0	0	0	92,685	0	0	92,685
3 METRO PLANNING**126 *0*****00000*VARvar**na*****0****								
				FAU/STP TRANSFER PROGRAM				
Pre Eng	0	86,000	0	0	0	0	0	86,000
Total	0	86,000	0	0	0	0	0	86,000
				Federal Transit Administration-Sect 9				
Pre Eng	533,664	0	0	0	0	0	0	533,664
Total	533,664	0	0	0	0	0	0	533,664
				Federal-Aid Interstate Transfer				
Pre Eng	2,314,004	44,075	0	0	0	0	0	2,358,079
Reserve	0	0	0	0	0	0	0	0
Total	2,314,004	44,075	0	0	0	0	0	2,358,079
				Federal-Aid Urban				
Pre Eng	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
				REGIONAL SURFACE TRANSPORTATION PROGRAM				
Pre Eng	3,148,812	0	325,000	0	0	0	0	3,473,812 *
Total	3,148,812	0	325,000	0	0	0	0	3,473,812
				State Operations				
Pre Eng	273,949	135,065	0	0	0	0	0	409,014
Total	273,949	135,065	0	0	0	0	0	409,014
Project	6,270,429	265,140	325,000	0	0	0	0	6,860,569
4 BUS PURCHASES (TRI-MET)**154 *00-000***00000*OR*var**na*****0****								
				Federal Transit Administration-Sect 3				
Non-Hwy Cp	11,688,618	2,500,000	0	0	0	0	0	14,188,618 *
Supt Serv	11,382	0	0	0	0	0	0	11,382
Total	11,700,000	2,500,000	0	0	0	0	0	14,200,000
				Federal Transit Administration-Sect 9				
Non-Hwy Cp	12,865,149	0	0	4,679,200	10,021,224	0	0	27,565,573
Total	12,865,149	0	0	4,679,200	10,021,224	0	0	27,565,573
				Federal Transit Administration-Trade				
Non-Hwy Cp	25,643,897	0	0	0	0	0	0	25,643,898
Supt Serv	148,182	0	0	0	0	0	0	148,182
Total	25,792,080	0	0	0	0	0	0	25,792,080
				Federal-Aid Interstate Transfer				
Non-Hwy Cp	0	3,000,000	0	0	0	0	0	3,000,000
Reserve	0	0	0	0	0	0	0	0
Total	0	3,000,000	0	0	0	0	0	3,000,000
				REGIONAL CMAQ PROGRAM				
Non-Hwy Cp	3,768,000	3,589,450	0	0	0	0	0	7,357,450
Total	3,768,000	3,589,450	0	0	0	0	0	7,357,450
				REGIONAL SURFACE TRANSPORTATION PROGRAM				
Non-Hwy Cp	0	0	0	0	9,000,000	0	0	9,000,000
Total	0	0	0	0	9,000,000	0	0	9,000,000
				State Surface Transportation Program				
Non-Hwy Cp	0	0	0	992,000	15,759,983	0	0	16,751,983
Total	0	0	0	992,000	15,759,983	0	0	16,751,983
Project	54,125,229	9,089,450	0	5,671,200	34,781,207	0	0	103,667,086

Metropolitan Service District
 Transportation Improvement Program
 Obligations Through 06/01/94

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	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized	

5 92ND AVENUE - IDLEMAND TO COUNTY LINE (CLACKAMAS)**160 *93-134**07187*STP*****0****									
REGIONAL SURFACE TRANSPORTATION PROGRAM									
Pre Eng	0	0	150,000	0	0	0	0	150,000	
Total	0	0	150,000	0	0	0	0	150,000	
6 CITY OF GRESHAM PARK & RIDE**174 *0*****00000*OR*****0****									
Federal Transit Administration-Sect 3									
Pre Eng	0	0	375,000	0	0	0	0	375,000	
Constr	0	0	0	3,000,000	0	0	0	3,000,000	
Total	0	0	375,000	3,000,000	0	0	0	3,375,000	
7 SE WOODSTOCK BLVD. @ SE 39TH AVENUE**176 *89-038**07152*HES9699*****0****									
Hazard Elimination System									
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	
8 BANFIELD STATIONS RETROFIT FOR LFLRVs**192 *00-000**00000*TRA*****na*****0****									
Federal Transit Administration-Sect 3									
Non-Hwy Cp	0	0	5,925,000	0	0	0	0	5,925,000	
Total	0	0	5,925,000	0	0	0	0	5,925,000	
9 INTEGRATED WESTSIDE/HILLSBORO LRT PROJECT**206 *00-000**00000*TRA*****na*****0****									
FEDERAL TRANSIT ADMINISTRATION-SEC 3 WSLR									
Non-Hwy Cp	175,049,050	0	110,000,000	110,000,000	120,945,950	75,000,000	0	590,995,000	*
Total	175,049,050	0	110,000,000	110,000,000	120,945,950	75,000,000	0	590,995,000	
Federal Transit Administration-Sect 9									
Pre Eng	550,000	0	871,520	0	0	0	0	1,421,520	*
Non-Hwy Cp	0	0	10,128,480	17,000,000	2,000,000	0	0	29,128,480	
Total	550,000	0	11,000,000	17,000,000	2,000,000	0	0	30,550,000	
REGIONAL SURFACE TRANSPORTATION PROGRAM									
Non-Hwy Cp	0	11,000,000	11,000,000	0	0	0	0	22,000,000	
Total	0	11,000,000	11,000,000	0	0	0	0	22,000,000	
State Surface Transportation Program									
Non-Hwy Cp	0	0	0	22,000,000	0	0	0	22,000,000	
Total	0	0	0	22,000,000	0	0	0	22,000,000	
Project	175,599,050	11,000,000	132,000,000	149,000,000	122,945,950	75,000,000	0	665,545,000	
10 BEAVERTON TUALATIN HWY @ SW WASHINGTON DRIVE**211 *86-088**03611*FAU9091*141*****4****									
Hazard Elimination System									
Rt-of-Way	0	0	31,500	0	0	0	0	31,500	07/92
Constr	0	0	207,000	0	0	0	0	207,000	08/92
Total	0	0	238,500	0	0	0	0	238,500	
State Operations									
Pre Eng	0	0	43,820	0	0	0	0	43,820	
Total	0	0	43,820	0	0	0	0	43,820	
Project	0	0	282,320	0	0	0	0	282,320	
11 BANFIELD RETROFIT - OPERATIONS CONTROL**215 *00-000**00000*OR*var**na*****0****									
Section 3 Descret. WS Systems Completion									
Non-Hwy Cp	0	1,409,000	0	0	0	0	0	1,409,000	
Total	0	1,409,000	0	0	0	0	0	1,409,000	
Section 3 Formula: Rail Modernization									
Non-Hwy Cp	300,000	1,190,000	1,190,000	1,190,000	0	0	0	3,870,000	
Reserve	0	0	0	0	0	0	0	0	
Total	300,000	1,190,000	1,190,000	1,190,000	0	0	0	3,870,000	
Project	300,000	2,599,000	1,190,000	1,190,000	0	0	0	5,279,000	

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12 I-84 - I-84 AT 82ND AVENUE PARK AND RIDE LOT***222 *****06243*FAI84***2*****5****								
			State Surface Transportation Program					
Constr	0	0	179,460	0	0	0	0	179,460
Total	0	0	179,460	0	0	0	0	179,460
13 OR-99W - SW HAMILTON TO BEAVERTON/HILLSDALE HWY JCT - GUARDRAIL***224 *****06020*FAP9***1W*****2****								
			State Operations					
Constr	0	0	610,130	0	0	0	0	610,130
Total	0	0	610,130	0	0	0	0	610,130
14 I-84 - GATEWAY PARK AND RIDE LOT***225 *92-045***06241*FAI84***2*****6****								
			State Surface Transportation Program					
Constr	0	0	861,408	0	0	0	0	861,408
Total	0	0	861,408	0	0	0	0	861,408
15 OR-43 OSWEGO HWY RETAINING WALL/BIKEWAY - MCVEY TO BURNHAM***231 *92-022***06130*FAU9565*3*****7****								
			Bikeways					
Constr	0	0	440,000	0	0	0	0	440,000
Total	0	0	440,000	0	0	0	0	440,000
16 OR-210 - SCHOLLS AT BEEF BEND ROAD - LEFT TURN REFUGE***232 *90-014***04440*FAU9234*143*****5****								
			State Surface Transportation Program					
Constr	0	0	580,800	0	0	0	0	580,800
Total	0	0	580,800	0	0	0	0	580,800
17 I-205 - COLUMBIA BLVD SOUTHBOUND ON-RAMP***233 *00-000***05861*FAI205**64*****24****								
			State Modernization					
Constr	0	0	0	394,812	0	0	0	394,812
Total	0	0	0	394,812	0	0	0	394,812
18 OR-8 - TUALATIN VALLEY OVERLAY - 110TH TO 160TH***234 *00-000***05859*FAP32***29*****3****								
			State Operations					
Pre Eng	0	0	0	0	0	543,000	0	543,000
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	543,000	0	543,000
19 OR-8 TUALATIN VALLEY HWY - BEAV/TIGARD HWY TO 117TH***240 *00-000***06131*FAP32***29*****3****								
			State Modernization					
Constr	0	0	0	0	2,700,000	0	0	2,700,000
Total	0	0	0	0	2,700,000	0	0	2,700,000
20 US-26 - SYLVAN INTERCHANGE TO HIGHLANDS INTERCHANGE***253 *88-033f**06016*FAP27***47*****71****								
			State Modernization					
Constr	0	9,870,000	0	0	0	0	0	9,870,000
Total	0	9,870,000	0	0	0	0	0	9,870,000
21 US-26 - CAMELOT INTERCHANGE TO SYLVAN INTERCHANGE***254 *88-033g**06017*FAP27***47*****68****								
			State Modernization					
Constr	0	6,000,000	0	35,000,000	0	0	0	41,000,000
Total	0	6,000,000	0	35,000,000	0	0	0	41,000,000
22 US-26 - BEAVERTON/TIGARD HIGHWAY TO CAMELOT INTERCHANGE***255 *88-033h**06018*FAP27***47*****69****								
			State Modernization					
Constr	0	0	0	0	0	0	6,029,856	6,029,856
Total	0	0	0	0	0	0	6,029,856	6,029,856

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23 US-26 - MURRAY ROAD TO HIGHWAY 217***					256	*00-000***06021*	FAP27***47*****	67****
			National Highway System Program					
Constr	0	0	0	0	0	0	0	0
Env Study	0	0	0	922,000	0	0	0	922,000
Total	0	0	0	922,000	0	0	0	922,000

24 US26 - SUNSET HIGHWAY OVERLAY - STORRY CREEK TO 185TH***					267	*78-086***00000*	FAP27***47*****	60****CLOSED
			Federal-Aid Interstate Transfer					
Constr	1,391,603	0	0	0	0	0	0	1,391,603
Total	1,391,603	0	0	0	0	0	0	1,391,603
			State Surface Transportation Program					
Constr	0	0	2,252,223	0	0	0	0	2,252,223 05/94
Total	0	0	2,252,223	0	0	0	0	2,252,223
Project	1,391,603	0	2,252,223	0	0	0	0	3,643,826

25 BEAVERTON HILLSDALE HIGHWAY @ 217***					268	*92-035***06014*	FAP*****144*****	1****
			State Operations					
Constr	0	0	0	0	0	870,000	0	870,000
Total	0	0	0	0	0	870,000	0	870,000

26 METRO ADVANCE WARNING SIGNS - VAR HWYS - CLACK/MULT & WASH CTYS***					270	*87-015***02514*	NHS*****var*****	0****
			State Modernization					
Constr	0	0	0	1,209,200	0	0	0	1,209,200
Total	0	0	0	1,209,200	0	0	0	1,209,200

27 METRO AREA FREEWAYS DETECTION SYSTEM - VARIOUS HWYS - MULT CTY***					272	*92-040***06234*	NHS*****var*****	0****
			State Modernization					
Constr	0	0	0	1,430,000	0	0	0	1,430,000
Total	0	0	0	1,430,000	0	0	0	1,430,000

28 MOTORIST INFORMATION SYSTEM***					273	*92-039***06235*	NHS*****var*****	0****
			State Modernization					
Constr	0	0	0	1,100,000	0	0	0	1,100,000
Total	0	0	0	1,100,000	0	0	0	1,100,000

29 HISTORIC COLUMBIA RIVER HWY INTERPRETATIVE PANESL (MULT/ODOT)***					274	*93-023***06762*	TE*****2*****	0****
			TRANSPORTATION ENHANCEMENT FUND					
Constr	0	0	48,000	0	0	0	0	48,000
Total	0	0	48,000	0	0	0	0	48,000

30 OREGON ELECTRIC RIGHT OF WAY (WASHINGTON)***					275	*93-021***06760*	TE*****0*****	0****
			TRANSPORTATION ENHANCEMENT FUND					
Pre Eng	14,000	0	0	0	0	0	0	14,000
Rt-of-Way	0	78,000	0	0	0	0	0	78,000
Constr	0	0	43,000	0	0	0	0	43,000
Total	14,000	78,000	43,000	0	0	0	0	135,000

31 SOUTH TROLLEY EXTENSION PROJECT (LAKE OSWEGO)***					277	*93-016***06755*	TE*****744*****	0****
			TRANSPORTATION ENHANCEMENT FUND					
Rt-of-Way	0	0	598,466	0	0	0	0	598,466
Constr	0	0	199,190	0	0	0	0	199,190
Total	0	0	797,656	0	0	0	0	797,656

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32 VEHICLE ACQUISITION FOR PRIVATE NON-PROFIT***281 *00-000***00000*TRA*****0****								
Federal Transit Administration-Sect 16								
Non-Hwy Cp	0	160,000	0	0	0	0	0	160,000
Total	0	160,000	0	0	0	0	0	160,000
33 RESERVE RAIL MODERNIZATION***283 *00-000***00000*TRA*****0****								
Section 3 Formula: Rail Modernization								
Reserve	0	0	0	0	1,190,000	1,190,000	0	2,380,000
Total	0	0	0	0	1,190,000	1,190,000	0	2,380,000
34 M'CLOUGHLIN BLVD.-PALMBLAD RD/SPRINGWTR CORRIDOR (CITY OF PTLD)***284 *93-018***06757*TR*****na*****0****								
TRANSPORTATION ENHANCEMENT FUND								
Pre Eng	80,800	103,200	0	0	0	0	0	184,000
Rt-of-Way	0	218,400	0	0	0	0	0	218,400
Constr	0	0	1,757,200	0	0	0	0	1,757,200
Total	80,800	321,600	1,757,200	0	0	0	0	2,159,600
35 FANNO CREEK BIKEPATH (BEAVERTON)***287 *93-019***06758*TR*****na*****0****								
TRANSPORTATION ENHANCEMENT FUND								
Pre Eng	48,800	800	0	0	0	0	0	49,600
Rt-of-Way	0	113,400	0	0	0	0	0	113,400
Constr	0	0	137,000	0	0	0	0	137,000
Total	48,800	114,200	137,000	0	0	0	0	300,000
36 MARINE DR WIDENING TO FOUR LANE - I-5 TO RIVERGATE (COP)***298 *79-056***00458*FAU9962*120*****2****								
FAU/STP TRANSFER PROGRAM								
Constr	-123	1,000,123	0	0	0	0	0	1,000,000 *04/93
Total	-123	1,000,123	0	0	0	0	0	1,000,000
Federal-Aid Interstate Transfer								
Pre Eng	2,394,082	16	0	0	0	0	0	2,394,098
Rt-of-Way	5,525,000	-2,380,000	0	0	0	0	0	3,145,000
Constr	8,079,313	-2,678,903	0	0	0	0	0	5,400,410 *04/93
Reserve	0	0	0	0	0	0	0	0
Total	15,998,395	-5,058,887	0	0	0	0	0	10,939,508
REGIONAL SURFACE TRANSPORTATION PROGRAM								
Constr	0	1,700,000	0	0	0	0	0	1,700,000 0
Total	0	1,700,000	0	0	0	0	0	1,700,000
State Modernization								
Constr	0	6,405,000	0	0	0	0	0	6,405,000
Total	0	6,405,000	0	0	0	0	0	6,405,000
Project	15,998,272	4,046,235	0	0	0	0	0	20,044,508
37 EASTBANK BIKE/PED WAY/BRIDGES, OMSI (CITY OF PORTLAND)***302 *****TR*****0****								
TRANSPORTATION ENHANCEMENT FUND								
Pre Eng	0	0	284,900	0	0	0	0	284,900
Rt-of-Way	0	0	128,000	0	0	0	0	128,000
Constr	0	0	0	1,176,000	0	0	0	1,176,000
Total	0	0	412,900	1,176,000	0	0	0	1,588,900
38 COMPLETE CEDAR CREEK TRAIL (SHERWOOD)***311 *****TR*****0****								
TRANSPORTATION ENHANCEMENT FUND								
Constr	0	0	0	83,000	0	0	0	83,000
Total	0	0	0	83,000	0	0	0	83,000
39 SPRINGWATER TRAIL - BORING CONNECTION (CLACKAMAS)***312 *****TR*****0****								
TRANSPORTATION ENHANCEMENT FUND								
Rt-of-Way	0	0	120,000	0	0	0	0	120,000
Total	0	0	120,000	0	0	0	0	120,000

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40 ROCK CREEK BIKE/PED PATHWAY (HILLSBORO)***									0****
				TRANSPORTATION ENHANCEMENT FUND					
Constr	0	0	0	266,000	0	0	0	266,000	
Total	0	0	0	266,000	0	0	0	266,000	

41 INTERMODAL TRANSFER PARK (TROUTDALE)***									0****
				TRANSPORTATION ENHANCEMENT FUND					
Pre Eng	0	0	8,000	0	0	0	0	8,000	
Constr	0	0	0	0	72,000	0	0	72,000	
Total	0	0	8,000	0	72,000	0	0	80,000	

42 112TH LINEAR PARK PATHWAY (WASHINGTON)***									0****
				TRANSPORTATION ENHANCEMENT FUND					
Rt-of-Way	0	0	188,000	0	0	0	0	188,000	
Constr	0	0	120,000	0	0	0	0	120,000	
Total	0	0	308,000	0	0	0	0	308,000	

43 MACS STUDIES (TWO)***									0****
				State Modernization					
Constr	0	0	0	0	2,979,000	0	0	2,979,000	
Total	0	0	0	0	2,979,000	0	0	2,979,000	

44 TSM INITIATIVES (ATMS)***									0****
				State Modernization					
Constr	0	0	693,000	0	0	0	0	693,000	
Total	0	0	693,000	0	0	0	0	693,000	

45 I-5 - E MARQUAM INTCHG (SE WATER AVE RAMP) - (I)***									301****
				Federal Aid Interstate Maintenance (FAI/FAI-4R)					
Constr	0	0	1,659,600	0	0	0	15,254,100	16,913,700	
Total	0	0	1,659,600	0	0	0	15,254,100	16,913,700	

46 BV/TUALATIN HWY: 99W - SW MCDONALD ST. (BIKEWAY)***									5****
				Bikeways					
Constr	0	0	390,000	0	0	0	0	390,000	
Total	0	0	390,000	0	0	0	0	390,000	

47 BARBUR BLVD.: HAMILTON/MILES BIKEWAY***									0****
				Bikeways					
Constr	0	0	1,500,000	0	0	0	0	1,500,000	
Total	0	0	1,500,000	0	0	0	0	1,500,000	

48 BV/TUALATIN HWY; LOWER BOONES FERRY RD.-TUALATIN/SHERWOOD BIKEWAY***									9****
				Bikeways					
Constr	0	0	240,000	0	0	0	0	240,000	
Total	0	0	240,000	0	0	0	0	240,000	

49 I-84 - NE 181ST AVE TO 223RD AVE - WIDEN, NEW INTCHGS***									13****
				Federal Aid Interstate Maintenance (FAI/FAI-4R)					
Pre Eng	1,132,646	0	0	0	0	0	0	1,132,646	
Constr	0	0	0	19,830,330	0	0	0	19,830,330	05/93
Total	1,132,646	0	0	19,830,330	0	0	0	20,962,976	

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50 I-405 EAST FREMONT BRIDGE APPROACH***376 *86-118c**05856*FAI405**61*****4****									
State Surface Transportation Program									
Constr	0	0	1,256,220	0	0	0	0	1,256,220	
Total	0	0	1,256,220	0	0	0	0	1,256,220	
51 REGIONAL 2040 RESERVE***381 *00-000**00000*STP*****0****									
REGIONAL SURFACE TRANSPORTATION PROGRAM									
Reserve	0	0	0	11,217,092	0	0	0	11,217,092	
Total	0	0	0	11,217,092	0	0	0	11,217,092	
State Surface Transportation Program									
Non-Hwy Cp	0	0	0	0	0	0	0	0	
Reserve	0	0	0	9,000,000	0	0	0	9,000,000	
Total	0	0	0	9,000,000	0	0	0	9,000,000	
Project	0	0	0	20,217,092	0	0	0	20,217,092	
52 ALTERNATIVE MODE CONSTRUCTION RESERVE***382 *00-000**00000*STP*****0****									
State Surface Transportation Program									
Reserve	0	0	0	2,000,000	3,190,000	2,000,000	0	7,190,000	
Total	0	0	0	2,000,000	3,190,000	2,000,000	0	7,190,000	
53 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING(III)***386 *10143c**01892*FAP27**47*****72****									
State Modernization									
Constr	0	0	1,345,950	0	0	0	0	1,345,950	10/93
Total	0	0	1,345,950	0	0	0	0	1,345,950	
54 I-5 - STAFFORD INTERCHANGE***403 *86-061**03271*FAI5**1*****286****									
Federal Aid Interstate Maintenance (FAI/FAI-4R)									
Pre Eng	654,463	129,000	0	0	0	0	0	783,463	07/92
Rt-of-Way	2,003,941	0	0	0	0	0	0	2,003,941	
Constr	0	0	6,801,534	0	0	0	0	6,801,534	11/94
Total	2,658,404	129,000	6,801,534	0	0	0	0	9,588,938	
55 OR-47: COUNCIL CREEK-QUINCE (HWY 47 BYPASS)***441 *****MOD*****0****									
State Modernization									
Constr	0	0	0	0	0	7,130,000	0	7,130,000	
Total	0	0	0	0	0	7,130,000	0	7,130,000	
56 I-5 - GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSIDENCE MP287***472 *85-008**02910*FAI5**1*****287****									
Federal Aid Interstate Maintenance (FAI/FAI-4R)									
Constr	0	0	690,921	0	0	0	0	690,921	03/93
Total	0	0	690,921	0	0	0	0	690,921	
57 WILLAMETTE GREENWAY TRAIL PROGRAM***575 *10018**00240*VARvar**726*****0****									
FAU/STP TRANSFER PROGRAM									
Pre Eng	-61,500	0	0	0	61,500	0	0	0	
Constr	0	0	0	0	330,000	0	0	330,000	
Total	-61,500	0	0	0	391,500	0	0	330,000	
Federal-Aid Urban									
Pre Eng	61,500	0	0	0	0	0	0	61,500	
Rt-of-Way	0	0	0	0	0	0	0	0	
Constr	0	0	0	0	0	0	0	0	ch
Total	61,500	0	0	0	0	0	0	61,500	
Project	0	0	0	0	391,500	0	0	391,500	

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58 RESERVE***						0000	0000	CMA*****0****
				REGIONAL CMAQ PROGRAM				
Reserve	0	0	0	-1,446,344	1,475,434	0	0	29,090
Total	0	0	0	-1,446,344	1,475,434	0	0	29,090

59 NEIGHBORHOOD RIDE SHARE (CITY OF PORTLAND)***						93-039	06898	CMA*****0****
				REGIONAL CMAQ PROGRAM				
Pre Eng	0	35,890	35,890	0	0	0	0	71,780
Total	0	35,890	35,890	0	0	0	0	71,780

60 WILLAMETTE RIVER BRIDGES ACCESS STUDY (MULTNOMAH)***						93-034	06899	CMA*****0****
				REGIONAL CMAQ PROGRAM				
Pre Eng	0	80,000	0	0	0	0	0	80,000
Rt-of-Way	0	0	0	500,000	0	0	0	500,000
Constr	0	0	0	0	500,000	0	0	500,000
Total	0	80,000	0	500,000	500,000	0	0	1,080,000
				State Operations				
Pre Eng	0	40,000	0	0	0	0	0	40,000
Total	0	40,000	0	0	0	0	0	40,000
Project	0	120,000	0	500,000	500,000	0	0	1,120,000

61 PEDESTRIAN TO TRANSIT ACCESS STUDY (CITY OF PORTLAND)***						93-051	06901	CMA*****0****
				REGIONAL CMAQ PROGRAM				
Pre Eng	0	80,000	0	0	0	0	0	80,000
Rt-of-Way	0	0	80,000	0	0	0	0	80,000
Constr	0	0	0	1,000,000	0	0	0	1,000,000
Total	0	80,000	80,000	1,000,000	0	0	0	1,160,000

62 PORTLAND REGIONAL TRANSPORTATION MNGT ASSOC (DEQ)***						93-042	06896	CMA*****0****
				REGIONAL CMAQ PROGRAM				
Pre Eng	0	397,250	500,000	0	0	0	0	897,250
Total	0	397,250	500,000	0	0	0	0	897,250

63 TRANSIT ORIENTED DEVELOPMENT PROJECT (DEQ)***						93-041	06902	CMA*****0****
				REGIONAL CMAQ PROGRAM				
Pre Eng	0	565,889	34,111	0	0	0	0	600,000
Rt-of-Way	0	0	1,450,000	0	0	0	0	1,450,000
Constr	0	0	0	1,431,454	0	0	0	1,431,454
Total	0	565,889	1,484,111	1,431,454	0	0	0	3,481,454

64 PEDESTRIAN ENHANCEMENT FAC/TRANSIT ACCESS STUDY (WASHINGTON)***						93-033	06903	CMA*****0****
				REGIONAL CMAQ PROGRAM				
Pre Eng	0	30,000	0	0	0	0	0	30,000
Constr	0	0	170,000	0	0	0	0	170,000
Total	0	30,000	170,000	0	0	0	0	200,000

65 SUNSET T.C. PEDESTRIAN & BICYCLE BRIDGE (TRI-MET)***						93-167	07968	CMA*****0****
				REGIONAL CMAQ PROGRAM				
Pre Eng	0	0	55,400	0	0	0	0	55,400
Rt-of-Way	0	0	0	20,000	0	0	0	20,000
Constr	0	0	0	0	395,000	0	0	395,000
Total	0	0	55,400	20,000	395,000	0	0	470,400

66 PORTLAND REGIONAL RIDESHARE/TDM PROGRAM (TRI-MET)***						93-031	06905	CMA*****0****
				REGIONAL CMAQ PROGRAM				
Pre Eng	535,000	1,556	0	0	0	0	0	536,556
Constr	0	0	0	700,000	0	0	0	700,000
Total	535,000	1,556	0	700,000	0	0	0	1,236,556

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67 NE KILLINGSWORTH - SE FLAVEL (CITY OF PORTLAND)***614 *93-037**06906*CMA*****0****									
				REGIONAL CMAQ PROGRAM					
Pre Eng	0	49,492	0	0	0	0	0	49,492	
Constr	0	0	51,000	0	0	0	0	51,000	
Total	0	49,492	51,000	0	0	0	0	100,492	
68 PEDESTRIAN/BIKE ACCESS FOR MAX (MULTNOMAH)***615 *93-048**06907*CMA*****0****									
				REGIONAL CMAQ PROGRAM					
Pre Eng	64,000	0	0	0	0	0	0	64,000	
Rt-of-Way	0	0	0	500,000	0	0	0	500,000	
Constr	0	0	0	0	500,000	0	0	500,000	
Total	64,000	0	0	500,000	500,000	0	0	1,064,000	
69 CENTRAL CITY BIKEWAY FACILITIES (CITY OF PORTLAND)***617 *93-038**06908*CMA*****0****									
				REGIONAL CMAQ PROGRAM					
Pre Eng	0	20,000	0	0	0	0	0	20,000	
Rt-of-Way	0	0	70,000	0	0	0	0	70,000	
Constr	0	0	0	190,000	0	0	0	190,000	
Total	0	20,000	70,000	190,000	0	0	0	280,000	
70 KELLY PT PK RD - N. RIVERGATE BLVD/N LOMBARD BIKEWAY (POP)***619 *93-035**06910*CMA*****0****									
				REGIONAL CMAQ PROGRAM					
Pre Eng	0	0	20,000	0	0	0	0	20,000	
Constr	0	0	300,000	0	0	0	0	300,000	
Total	0	0	320,000	0	0	0	0	320,000	
71 PEDESTRIAN/BIKE XING ON STEEL BRIDGE (CITY OF PORTLAND)***620 *93-040**06911*CMA9361*1W*****0****									
				REGIONAL CMAQ PROGRAM					
Pre Eng	198,400	51,600	0	0	0	0	0	250,000	
Rt-of-Way	0	0	40,000	0	0	0	0	40,000	
Constr	0	0	0	0	1,070,000	0	0	1,070,000	
Total	198,400	51,600	40,000	0	1,070,000	0	0	1,360,000	
72 OREGON CITY DOWNTOWN PARK & RIDE (OREGON CITY)***622 *93-032**06913*CMA*****0****									
				REGIONAL CMAQ PROGRAM					
Pre Eng	0	25,405	0	0	0	0	0	25,405	
Rt-of-Way	0	370,000	0	0	0	0	0	370,000	
Constr	0	0	125,000	0	0	0	0	125,000	
Total	0	395,405	125,000	0	0	0	0	520,405	
73 ELECTRIC VEHICLE DEMO (DEQ)***623 *93-043**06914*CMA*****0****									
				REGIONAL CMAQ PROGRAM					
Pre Eng	0	0	26,918	0	0	0	0	26,918	
Constr	0	0	40,376	0	0	0	0	40,376	
Total	0	0	67,294	0	0	0	0	67,294	
74 EASTSIDE BIKEWAY TRAIL LOOP (GMSI-SPRINGWATER)***629 *****CMA*****0****									
				REGIONAL CMAQ PROGRAM					
Constr	0	0	0	584,000	0	0	0	584,000	
Total	0	0	0	584,000	0	0	0	584,000	
75 STRAWBERRY LANE BIKE LANE (CLACKAMAS)***633 *****CMA*****0****									
				REGIONAL CMAQ PROGRAM					
Pre Eng	0	0	20,000	0	0	0	0	20,000	
Rt-of-Way	0	0	0	209,600	0	0	0	209,600	
Total	0	0	20,000	209,600	0	0	0	229,600	

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	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
76 COLUMBIA SLOUGH INTERMODAL EXPANSION BRIDGE (PORT OF PORTLAND)***635 *****DEMO*****0****								
				REGIONAL CMAQ PROGRAM				
Constr	0	0	0	1,000,000	0	0	0	1,000,000
Total	0	0	0	1,000,000	0	0	0	1,000,000
				State Modernization				
Pre Eng	0	538,380	0	0	0	0	0	538,380
Constr	0	0	0	3,307,039	0	0	0	3,307,039
Total	0	538,380	0	3,307,039	0	0	0	3,845,419
Project	0	538,380	0	4,307,039	0	0	0	4,845,419
77 HIGHWAY 217 CORRIDOR BIKE/PED FUND (WASHINGTON)***637 *****CMA*****0****								
				REGIONAL CMAQ PROGRAM				
Pre Eng	0	0	53,000	0	0	0	0	53,000
Rt-of-Way	0	0	0	422,000	0	0	0	422,000
Constr	0	0	0	0	421,000	0	0	421,000
Total	0	0	53,000	422,000	421,000	0	0	896,000
78 PORTLAND AREA TELECOMMUTING PROJECT***641 *****CMA*****0****								
				REGIONAL CMAQ PROGRAM				
Constr	0	0	240,463	0	0	0	0	240,463
Total	0	0	240,463	0	0	0	0	240,463
79 GRESHAM TRAFFIC SIGNAL COORDINATION & OPTIMIZATION PROJECT***648 *****CMA*****0****								
				REGIONAL CMAQ PROGRAM				
Constr	0	0	300,000	0	0	0	0	300,000
Total	0	0	300,000	0	0	0	0	300,000
80 REGIONAL RESERVE***755 *00-000***00000*VARvar**na*****0****								
				Federal-Aid Interstate Transfer				
Reserve	0	0	0	0	11,802	0	0	11,802
Total	0	0	0	0	11,802	0	0	11,802
81 SECTION 9 OPERATING PROGRAM***824 *00-000***00000*OR*var**na*****0****								
				Federal Transit Administration-Sect 9				
Operating	45,711,694	4,388,000	3,510,000	3,510,000	3,510,000	0	0	60,629,694 *
Total	45,711,694	4,388,000	3,510,000	3,510,000	3,510,000	0	0	60,629,694
82 OR8 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO***828 *79-85a***00691*FAP32***29*****11****								
				Federal-Aid Interstate Transfer				
Rt-of-Way	1,195,100	0	0	0	0	0	0	1,195,100
Constr	0	0	0	0	0	0	0	0
Total	1,195,100	0	0	0	0	0	0	1,195,100
				National Highway System Program				
Constr	0	0	4,172,445	0	0	0	0	4,172,445 07/92
Total	0	0	4,172,445	0	0	0	0	4,172,445
				State Modernization				
Pre Eng	474,033	0	0	0	0	0	0	474,033
Total	474,033	0	0	0	0	0	0	474,033
Project	1,669,133	0	4,172,445	0	0	0	0	5,841,578
83 WASHINGTON COUNTY RESERVE***836 *00-000***00000*VARvar**na*****0****								
				FAU/STP TRANSFER PROGRAM				
Reserve	0	0	0	0	67,392	0	0	67,392
Total	0	0	0	0	67,392	0	0	67,392
				Federal-Aid Interstate Transfer				
Reserve	0	0	0	0	259,349	0	0	259,349
Total	0	0	0	0	259,349	0	0	259,349
				Federal-Aid Urban				
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Project	0	0	0	0	326,741	0	0	326,741

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	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized	
84 BEAVERCREEK RD EXT (RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE***855 *10249****02375*FAU9742*703*****0****									
FAU/STP TRANSFER PROGRAM									
Constr	0	0	147,547	0	0	0	0	147,547	08/94
Total	0	0	147,547	0	0	0	0	147,547	
Federal-Aid Interstate Transfer									
Pre Eng	140,046	0	0	0	0	0	0	140,046	
Rt-of-Way	0	0	0	0	0	0	0	0	
Constr	0	0	316,219	0	0	0	0	316,219	08/94
Total	140,046	0	316,219	0	0	0	0	456,265	
Federal-Aid Urban									
Constr	0	25,383	0	0	0	0	0	25,383	08/94
Total	0	25,383	0	0	0	0	0	25,383	
Project	140,046	25,383	463,766	0	0	0	0	629,195	
85 NE SANDY BV TO NE GLISAN ST - 223RD CONNECTOR/207TH (MULTNOMAH)***864 *89-025***05149*FAU9867*726*****0****									
Federal-Aid Interstate Transfer									
Pre Eng	0	0	0	0	0	0	0	0	
Rt-of-Way	106,250	-106,250	0	0	0	0	0	0	
Constr	931,476	1,192,113	0	0	0	0	0	2,123,589	11/93
Reserve	0	631,374	0	0	0	0	0	631,374	
Total	1,037,726	1,717,237	0	0	0	0	0	2,754,963	
Federal-Aid Urban									
Reserve	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	
REGIONAL SURFACE TRANSPORTATION PROGRAM									
Constr	0	1,825,257	2,533,621	0	0	0	0	4,358,878	
Total	0	1,825,257	2,533,621	0	0	0	0	4,358,878	
Project	1,037,726	3,542,494	2,533,621	0	0	0	0	7,113,841	
86 I-205 - E PORTLAND FREEWAY AT SUNNYBROOK INTERCHANGE***865 *86-082***03346*FAI205**64*****14****									
Federal-Aid Urban									
Pre Eng	0	0	0	0	0	0	0	0	11/93
Total	0	0	0	0	0	0	0	0	
National Highway System Program									
Pre Eng	520,949	54,251	0	0	0	0	0	575,200	
Constr	0	0	0	0	0	16,330,860	0	16,330,860	
Total	520,949	54,251	0	0	0	16,330,860	0	16,906,060	
Project	520,949	54,251	0	0	0	16,330,860	0	16,906,060	
87 M'CLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD***892 *90-063***05651*FAP26***1R*****6****									
FAU/STP TRANSFER PROGRAM									
Pre Eng	0	100,000	0	0	0	0	0	100,000	nl
Reserve	0	0	0	0	833,000	0	0	833,000	nl
Total	0	100,000	0	0	833,000	0	0	933,000	
Federal-Aid Urban									
Pre Eng	0	0	0	0	0	0	0	0	nl
Reserve	0	0	0	0	0	0	0	0	nl
Total	0	0	0	0	0	0	0	0	
Project	0	100,000	0	0	833,000	0	0	933,000	
88 I-5 - AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION***893 *86-056***03277*FAI5***1*****292****									
Federal Aid Interstate Maintenance (FAI/FAI-4R)									
Pre Eng	438,600	0	0	0	0	0	0	438,600	
Rt-of-Way	0	2,454,000	4,983,604	0	0	0	0	7,437,604	11/93
Constr	0	0	0	0	12,023,820	0	0	12,023,820	11/93
Total	438,600	2,454,000	4,983,604	0	12,023,820	0	0	19,900,024	

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	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized

89 LIGHT RAIL VEHICLES - AIR CONDITIONING RETROFIT***896 *00-000***00000*OR*var**var*****0****								
Federal Transit Administration-Sect 9								
Non-Hwy Cp	0	0	0	0	2,320,000	1,672,000	0	3,992,000
Total	0	0	0	0	2,320,000	1,672,000	0	3,992,000
90 SPECIAL NEEDS TRANSPORTATION MINI-BUSES***897 *00-000***00000*OR*var**na*****0****								
Federal Transit Administration-Sect 9								
Non-Hwy Cp	0	0	0	2,657,378	2,477,000	0	0	5,134,378
Total	0	0	0	2,657,378	2,477,000	0	0	5,134,378
Federal Transit Administration-Trade								
Non-Hwy Cp	1,413,472	0	0	0	0	0	0	1,413,472
Total	1,413,472	0	0	0	0	0	0	1,413,472
State Surface Transportation Program								
Non-Hwy Cp	0	0	1,248,017	0	0	0	0	1,248,017
Total	0	0	1,248,017	0	0	0	0	1,248,017
Project	1,413,472	0	1,248,017	2,657,378	2,477,000	0	0	7,795,867
91 JOHNSON CREEK BLVD - 32ND AVENUE TO 45TH AVENUE***902 *91-014***06357*FAU9704*703*****0****								
Federal-Aid Interstate Transfer								
Pre Eng	102,850	0	0	0	0	0	0	102,850 07/93
Constr	0	0	897,150	0	0	0	0	897,150 07/93
Total	102,850	0	897,150	0	0	0	0	1,000,000
92 HARRISON STREET - HIGHWAY 224 TO 32ND AVENUE***904 *00-000***00000*FAU9714*703*****0****								
Federal-Aid Interstate Transfer								
Pre Eng	0	0	0	0	50,000	0	0	50,000
Total	0	0	0	0	50,000	0	0	50,000
93 JOHNSON CREEK BV - LINWOOD AV TO 82ND AV (CLACKAMAS)***905 *00-000***00000*FAU9704*703*****0****								
Federal-Aid Interstate Transfer								
Pre Eng	0	0	0	0	0	0	0	0
Constr	0	0	222,308	0	0	0	0	222,308
Total	0	0	222,308	0	0	0	0	222,308
REGIONAL SURFACE TRANSPORTATION PROGRAM								
Constr	0	0	249,218	0	0	0	0	249,218
Total	0	0	249,218	0	0	0	0	249,218
Project	0	0	471,526	0	0	0	0	471,526
94 I-205 BUSLANES WITHDRAWAL RESERVE(T)***907 *00-000***00000*TRA205**64*****18****								
Federal Aid Interstate Maintenance (FAI/FAI-4R)								
Reconn	0	1,134,000	0	0	0	0	0	1,134,000
Total	0	1,134,000	0	0	0	0	0	1,134,000
Federal-Aid Interstate Transfer								
Reserve	0	0	0	0	14,341,283	0	0	14,341,283
Pre AA	0	0	0	0	0	0	0	0
Total	0	0	0	0	14,341,283	0	0	14,341,283
Project	0	1,134,000	0	0	14,341,283	0	0	15,475,283
95 DEVELOPMENT RESERVE***919 *00-000***00000*FADvar**726*****0****								
FAU/STP TRANSFER PROGRAM								
Reserve	0	0	0	0	606,013	0	0	606,013
Total	0	0	0	0	606,013	0	0	606,013
Federal-Aid Urban								
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Project	0	0	0	0	606,013	0	0	606,013

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	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized	

96 AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE to 181ST AVE(4/5)***920 *0*****0*****FAU9964*726*****0****									
				FAU/STP TRANSFER PROGRAM					
Reserve	0	0	0	0	676,547	0	0	676,547	10/92
Total	0	0	0	0	676,547	0	0	676,547	
				Federal-Aid Interstate Transfer					
Constr	600,660	0	0	0	0	0	0	600,660	*10/92
Total	600,660	0	0	0	0	0	0	600,660	
Project	600,660	0	0	0	676,547	0	0	1,277,207	

97 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE***922 *84-023b**04738*FAI68***2*****15****									
				Federal Aid Interstate Maintenance (FAI/FAI-4R)					
Pre Eng	0	0	0	1,957,793	0	0	0	1,957,793	03/94
Rt-of-Way	10,525	4,688,000	0	0	0	0	0	4,698,525	*08/92
Constr	0	0	0	22,220,200	0	0	0	22,220,200	07/94
Total	10,525	4,688,000	0	24,177,993	0	0	0	28,876,518	

98 OR208 - 209TH AVENUE TO 167TH (WASHINGTON)***934 *00-000***00000*FAU9064*142*****8****									
				REGIONAL SURFACE TRANSPORTATION PROGRAM					
Pre Eng	0	0	1,000,000	0	0	0	0	1,000,000	07/92
Total	0	0	1,000,000	0	0	0	0	1,000,000	
				State Modernization					
Pre Eng	709,000	649,600	0	0	0	0	0	1,358,600	*
Rt-of-Way	0	0	5,175,000	0	0	0	0	5,175,000	
Constr	0	0	0	0	0	0	0	0	
Total	709,000	649,600	5,175,000	0	0	0	0	6,533,600	
Project	709,000	649,600	6,175,000	0	0	0	0	7,533,600	

99 OR208 - 167TH AVENUE TO MURRAY***944 *86-060B**06508*FAU9064*142*****5****									
				State Modernization					
Pre Eng	1,619,000	0	0	0	0	0	0	1,619,000	*
Rt-of-Way	0	0	3,350,000	0	0	0	0	3,350,000	
Constr	0	0	0	5,110,000	0	0	0	5,110,000	
Total	1,619,000	0	3,350,000	5,110,000	0	0	0	10,079,000	

Report Total	312,390,288	62,993,816	194,961,409	286,362,754	211,202,988	104,735,860	21,283,956	1,193,931,071	

APPENDIX B:

PROJECT DESCRIPTIONS BY METRO ID #

**DESCRIPTION OF PROJECTS
PROGRAMMED TO OBLIGATE SIGNIFICANT FUNDS
IN FISCAL YEARS 1995 - 1997
ORGANIZED BY METRO ID NO.**

100

REGIONAL STP RESERVE

The Surface Transportation Program (STP) is a new block grant type program that may be used by the states and localities for any roads (including NHS) that are not functionally classified as local or rural minor collectors. Transit capital projects are also eligible under this program. The Regional STP Reserve is currently at a \$0 balance. However, an \$11 million balance of expected FY 96 and 97 funds are being held in a new Region 2040 Reserve to implement projects appropriate to implementation of the Region 2040 land form decision expected in the summer of FY 94.

107

ODOT E4 RESERVE

These are funds allocated to ODOT Region 1 for application to prioritized projects meeting eligibility for use of this class of federal funds (limited largely to road related projects). The current balance is anticipated to be transferred to meet State obligations for the City of Portland Marine Drive widening project that is nearing completion.

126

METRO PLANNING

This project covers funding used by Metropolitan Service District's Transportation planning activity. Objectives and work descriptions are described in detail in the FY 1995 Unified Work Program.

141

CITY OF PORTLAND FY 93-94 ROAD REHABILITATION

These projects will improve road surfaces for safety (vehicle control and fuel economy). These routes are identified, at existing levels of use, in the Arterial Street Classification portion of the City of Portland's Comprehensive Plan.

Arterial streets deteriorate as a result of traffic use and heavy loads. This deterioration consists of alligatored pavement, rutting in the wheel tracks, pot holes, and base and sub-base failure. Timely repair is necessary to prevent the damage from becoming more extensive and the necessitation of more expensive repairs and reconstruction.

The proposed solutions are to cold plane the street surface, restore crown and construct overlay. Prior to overlaying, reconstruct failed base and sub-base and repair and seal cracks. In some cases, this reconstruction has not been performed in time, thus complete replacement of the base and repair of the sub-base is required. Curb replacement may be necessary as part of this reconstruction, where curbs have cracked or settled and no longer form an effective barrier to water entering the base and sub-base.

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154

BUS PURCHASES (TRI-MET)

Tri-Met must continue to replace its buses for optimum service. Tri-Met anticipates replacement of its buses as described in Tri-Met's Capital Improvement Program. Tri-Met's scheduled bus replacement program had been to purchase and replace buses on a continuing and ongoing basis in order to completely replace the fleet every ten years. The average age of the bus fleet is now approximately 7 to 7 and 1/2 years. This compares favorably to a transit industry average fleet age of approximately 7 years. The buses are standard 40 foot size and all lift equipped.

160

92ND AVE - IDLEMAN TO COUNTY LINE (CLACKAMAS)

Preliminary engineering funds to widen this facility and to add sidewalks and bicycle facilities.

174

CITY OF GRESHAM Park and ride

This project will provide up to 600 park and ride spaces in Gresham at the Gresham Central Station. Secure bicycle parking and bicycle commuter amenities will also be provided. The need for additional park and ride spaces is supported by current overflow parking levels at the two existing Gresham lots and by demand studies showing a shortfall of up to 600 spaces in the next 15 years. Planning, environmental work and preliminary engineering will be locally funded and will be complete in early 1994. Construction will occur in 1995 to 1997.

176

SE WOODSTOCK BLVD. @ SE 39TH AVENUE

This is an ODOT Hazard Elimination System project. These are projects meeting several stringent criteria including that they cost less than \$500,000 and are considered categorically exempt with respect to environmental issues under NEPA (e.g., no capacity increases, air pollutant impacts, wetland impacts, etc.)

192

BANFIELD STATIONS RETROFIT FOR LFLRVs

In order to comply with the requirements of the ADA, transit operators must provide modifications to facilities which accommodate differently abled patrons. Consequently, Tri-Met has signed contracts for ten (10) Banfield and twenty nine (29) Westside "low floor vehicles". This project raises stations platforms of the existing Banfield light rail transit MAX line two inches to enable differently abled patrons access to the new "low floor" light rail vehicles.

206

INTEGRATED WESTSIDE/HILLSBORO LRT PROJECT

This project represents combined funding for construction of the Westside LRT to 185th and the planned extension of the Westside LRT to Hillsboro. The FTA has recently approved an

Project Descriptions

FY 95-97

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amendment of the Westside Full Funding Grant Agreement to incorporate the Extension project as part of the Westside program. This has cleared the way for Tri-Met to begin expenditure of local funds with assurance that these funds will be reimbursed by the FTA at a future date.

215

BANFIELD RETROFIT - OPERATIONS CONTROL

In order to complete the Banfield light rail project from Downtown Portland to Gresham, several system components were deferred. One of these projects was final work on an Operations Control Center that will provide the electronic equipment to improve coordination of Eastside train operations with the Westside light rail system currently under construction.

217

BANFIELD RETROFIT - DOUBLE TRACKING

In order to complete the Banfield light rail project from downtown Portland to Gresham, several system components were deferred. One of those projects was the installation of double tracking from Ruby Junction to Cleveland station. This project includes bridge structures, relocation of a utility pole; and additional platform at the Gresham Transit Center station; reconstruction of grade crossings; construction of the second track for 2.4 miles; with the necessary electrification and signal systems. Completion of this work will improve coordination of the Eastside train operations with the Westside light rail system currently under construction.

218

BANFIELD RETROFIT - RUBY JUNCTION EXPANSION

This project is necessary to complete the Banfield light rail project from Downtown to Gresham, several system components were deferred. One of these projects was the expansion of the Ruby Junction Maintenance facility. This project includes two additional yard storage tracks; an addition to the existing maintenance facility for maintenance of way activities and storage; shop modifications necessary for servicing low floor light rail vehicles ; and expansion of the non-revenue vehicle maintenance facility. These modifications are necessary for start-up and operation of the light rail system extended to the Westside.

222

I-84 AT N AVE PARK AND RIDE LOT

Tri-Met's light rail line provides frequent, all day service to the site. The n Ave MAX LRT station is located on the eastside of n and Wasco (signalized), immediately adjacent to the Banfield. Vehicular access to the site would therefore be excellent. Additionally, park and ride patrons could walk to the site using the n Ave overpass without having to cross a street.

225

I-84 - GATEWAY PARK AND RIDE LOT

Project Descriptions

FY 95-97

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Currently, 565 park and ride spaces exist at the Gateway Park and Ride lot. Approximately 475 of those spaces are being used. Usage has been increasing rapidly. Tri-Met estimates that there will be a shortage of 60 spaces in 1996 and 275 spaces short in 2005. The purpose of this project is to purchase approximately three acres and develop it as a 300 space Park and Ride lot.

231

OR-43 OSWEGO HWY RETAINING WALL/BIKEWAY - MCVEY TO BURNHAM

This narrow, steep section of highway has no shoulder forcing bicyclists to use a six foot sidewalk for two way traffic. The sidewalk is shared with pedestrians. Proposal: Add a shoulder to the uphill (SB) lane by building a retaining wall against the hillside.

232

OR-210 - SCHOLLS AT BEEF BEND ROAD - LEFT TURN REFUGE

234

OR-8 - TUALATIN VALLEY OVERLAY - 117TH TO 160TH

Tualatin Valley Highway through downtown Beaverton suffers from deteriorating pavement, curbs and sidewalks. Many intersections are lacking handicapped ramps. This results in inconvenient and unsafe conditions for motorists, bicyclists and pedestrians. Improvements that are necessary includes replacing curbs, sidewalks, add handicapped accessibility, add bike lanes, overlay some sections with 2" AC cold plane pavement, removal 2" and adding 4" AC 10" CTB & 8" AC in widening areas. Similar improvements are being or have been completed from 21st in Hillsboro to 160th Avenue.

240

OR-8 TUALATIN VALLEY HWY - BEAV/TIGARD HWY TO 117TH

253

US-26 - SYLVAN INTERCHANGE TO HIGHLANDS INTERCHANGE

The main arterial existing between downtown Portland and the western suburbs is the Sunset Highway and Highway 217. Traffic is at or above capacity now and is expected to increase in the coming years. Substandard ramp design locations cause cueing and weaving problems. This leads to unacceptable service on these mainline freeways. This project is one of six projects devoted to joint transit and highway improvements. This project will: build a soundwall in the vicinity of the Elm Lane neighborhood, realign SW Montgomery, rebuild intersections at Westgate/Montgomery & Skyline, 58th & Montgomery, and Westgate & Canyon Court, widen Sunset Highway westbound to accommodate fourth lane (truck lane) from the Zoo to Sylvan Interchange, remove existing viaducts, grind and overlay entire width of highway between westbound zoo off ramp and Sylvan Interchange, reconstruct and realign Canyon Court from Highland Road to Westgate Drive, mitigation to circulation and parking at French-American School: Improve north driveway as exit only and fourth leg of Montgomery/58th intersection; develop parking/bus circulation on the south side of the street.

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254

US-26 - CAMELOT INTERCHANGE TO SYLVAN INTERCHANGE

This project is one of six projects in the Sunset and Highway 217 corridors. It was broken into two phases as part of the State TIP reduction process undertaken in FY 94. The approved first phase will address westbound weave and merge safety problems by reconstruction of the Sylvan overcrossing and construction of an off-system collector-distributor road network. Preservation work on the mainline will also be undertaken. Upon completion of all work identified in the EIS the following improvements are anticipated:

Widen the fwy WB from Camelot Ct to Sylvan Interchange to three lanes. Widen Sunset EB from Camelot Ct to Sylvan Interchange to three lanes. Replace Sunset o'xing of Canyon Rd WB exit ramp. Replace structure at Camelot crossing to accommodate hwy widening. Build C-D system EB/WB from Camelot crossing to Sylvan Interchange. Construct new ramps at Sylvan, Canyon Road, and Camelot Court to tie into C-D system. Improvements & channelization on Canyon Rd and Canyon Ln. Realignment & channelization imprvmts on Scholls Fy & Skyline Blvd w/replacement of structure o'xing Sunset Hwy. Shift Raab Rd to the south, connect w/Scholls Fy south of existing connection. Realign Humphrey Blvd and connect it w/ Scholls Fy at new Raab Road Intersection. Shift Canyon Ct to the north and rebuild to west to Skyline Blvd. Build a new ramp structure over Canyon Rd for Eastbound C-D road. Construct a bicycle facility along the Sunset Hwy from Sylvan Interchange to Camelot Ct, including a new structure across West Sylvan Crk and wetlands. Cul-de-sac Canyon Dr at the Canyon Rd EB on-ramp to Sunset Hwy. Realign Camelot Ct to connect along Canyon Rd north of existing connection to improve approach road access spacing. Build soundwalls in the vicinities of Raab Rd and Camelot to Canyon on the south side of Sunset, and near Canyon Ct to SW 66th on the north side. Build a new structure for Raab Rd across East Sylvan Crk.

255

US-26 - BEAVERTON/TIGARD HIGHWAY TO CAMELOT INTERCHANGE

Construction of this project has been deferred to post-1998. It will add a third lane of capacity on the eastbound merge of Hwy 217 to US 26 in addition various right-of-way improvements including sound walls and reconstruction and widening of overpass structures.

256

US-26 - MURRAY ROAD TO HIGHWAY 217

EIS funding is allocated to this project in the current three-year approved program period. Extremely heavy congestion in a rapidly growing area of Washington County. Congestion will worsen with growth & location of a Westside Lightrail park and ride and station at the 217 interchange. The purpose of the project is to add a sixth lane to this limited access highway with ten foot inside and outside shoulders. Modify the SW Cedar Hills Blvd. structures. Widen 2 RCBC. Build soundwalls where needed. The braided ramps needed for an adequate design between Cedar Hills Blvd and 217 will also be constructed.

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267

US26 - SUNSET HIGHWAY OVERLAY - STOREY CREEK TO 185TH

This project consists of a 3" overlay and a half inch leveling course (class "B" a.c.) throughout the entire length of the project. Cold plane pavement removal will be required in areas specified by the engineer. Bike path shoulders will be provided throughout the entire length of the project.

268

BEAVERTON HILLSDALE HIGHWAY @ 217

Currently this section between the north and southbound ramps of OR 217 is five lanes with left turn lanes sharing the length. There are signals at both ramp terminals. Traffic volumes have increased such that demand for left turns from the highway exceed existing storage. Vehicles wait in the left through lanes before making turns. During peak periods vehicles queue back onto the off ramps; unsafe maneuvers, then, occur.

This project would widen the highway to six lanes between the ramps with tapers on either side. The six lane section will give each turn lane storage for the full distance between the north and southbound ramps doubling the storage capacity. If possible a bike lane will be added.

270

METRO ADVANCE WARNING SIGNS - VAR HWYS - CLACK/MULT & WASH CTYS

These are funds reserved by ODOT to implement various system management rather than capacity enhancement solutions to congestion of significant state facility corridors. During the STIP reduction process concluded in FY 94, these funds were reallocated to a reserve for implementation of capital investment recommendations contained in the Portland Area Advanced Traffic Management System (ATMS) Study.

272

METRO AREA FREEWAYS DETECTION SYSTEM - VARIOUS HWYS - MULT CTY

These are funds reserved by ODOT to implement various system management rather than capacity enhancement solutions to congestion of significant state facility corridors. During the STIP reduction process concluded in FY 94, these funds were reallocated to a reserve for implementation of capital investment recommendations contained in the Portland Area Advanced Traffic Management System (ATMS) Study.

273

MOTORIST INFORMATION SYSTEM

These are funds reserved by ODOT to implement various system management rather than capacity enhancement solutions to congestion of significant state facility corridors. During the STIP reduction process concluded in FY 94, these funds were reallocated to a reserve for implementation of capital investment recommendations contained in the Portland Area Advanced Traffic Management System (ATMS) Study.

274

HISTORIC COLUMBIA RIVER HWY INTERPRETATIVE PANELS (MULT/ODOT)

Built over a ten year period (1913-1922) at the dawn of the automobile age, the Columbia River Highway was a remarkable technical and civil achievement of its time; a successful mix of sensitivity to magnificent Columbia River Gorge landscape and ambitious engineering.

Few visitors have an opportunity to appreciate the significance of the highway and the surrounding attractions because of the lack of interpretative information along the highway. This project seeks to fill this information gap by constructing a series of 30 panels long the highway in Multnomah and Hood River Counties to interpret the outstanding cultural, historical and natural resources.

275

OREGON ELECTRIC RIGHT OF WAY (WASHINGTON)

This project is identified as an abandoned railroad right of way located in eastern Washington County, Oregon. It is located between SW Oleson Road and SW 92nd Avenue as shown on the attached site location map. The right of way as shown is divided into three sections. The Park District owns, operates and maintains the easterly and westerly most sections. The third parcel makes up the center and final section of this proposed linear park.

The intent of this project application is to dedicate Interim Enhancement Program funds with a local 20% match to acquire and develop the final section of this abandoned railroad right of way to create a pedestrian/bicycle path system to serve the regions residents.

This project goes above and beyond normal or customary transportation activities by providing (completing) a pedestrian/bicycle system that: 1. Replaces an unsafe and potentially life threatening situation on the street path system in the area. 2. Preserves a historic railroad right of way that played a critical role in the development of the economy and culture of Washington County. 3. Services the current day needs of the area by providing non-vehicular access to commercial centers.

277

SOUTH TROLLEY EXTENSION PROJECT (LAKE OSWEGO)

During the past three years of operation, the viability of the trolley operation has been threatened by the poorly located terminal stations. The purpose of this project is to complete the improvements needed to finish the south end of the trolley line, and thus ensure its successful operation and enhancement. The extension will bring the trolley near the focal point of pedestrian activity, and adjacent to the proposed Tri-Met bus transit center, and a potential passenger railroad corridor that is included in the regional rail plan.

The project consists of two main elements: 1) construction of a station, trackage, siding and platform, and 2) construction of a car barn.

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Regarding the station, the original purchase agreement with Southern Pacific provided only for the extension of the track into Lake Oswego, with no provision of station facilities. This project would provide the following: A) Buy back the original station site and B) Construct station trackage, including a siding and platforms.

The operation of the line with historic trolley equipment, up to 80 years old, makes it essential to provide an enclosed site where these vehicles can be stored, protected, and maintained out of the weather. Several sites have been identified. This project will accomplish: 1) Acquisition of the site. 2) Grading and trackwork. 3) Construct the car barn.

281

VEHICLE ACQUISITION FOR PRIVATE NON-PROFIT

This project is required by the Oregon Department of Transportation's Community Transportation Program. This new state program combines the discretionary portions of state cigarette tax money, FTA Section 18 and FTA Section 16(b). The grant application combines Tri-Met projects with projects submitted by private providers such as Volunteer Transportation, Inc. The project applications have been prioritized through a local review process which meets the requirements of the Community Transportation Program Handbook. The grant application contains a five-year projection of needs.

The Community Transportation Program Handbook requires that all projects be identified in an "approved transportation plan" preferably a regional plan. All projects included in the application are consistent with Tri-Met and regional planning priorities and documents, such as Tri-Met's ADA Complementary Paratransit Plan and draft Strategic Plan.

Volunteer Transportation, Inc. (VTI) is a private non-profit corporation organized to support and maintain effective and efficient volunteer transportation programs in Multnomah, Washington and Clackamas counties. VTI has received and reviewed applications for equipment from the following providers (listed in order of VTI's priorities): American Red Cross, Portland Impact, Mt. Hood Community Mental Health Center/Mt. Hood Medical Center/Powell Vista Manor, Clackamas Senior Transportation Consortium, Friendly House, Inc., Providence ElderPlace, Tualatin Valley Mental Health Center, and Seniors Ala Cart.

283

RESERVE RAIL MODERNIZATION

These funds are necessary to provide for capitals needs not identified, however anticipated in the Tri-Met Capital Improvement Program and Transportation Development Program related to upgrading of the region's LRT system..

284

MCLOUGHLIN BLVD.-PALMBLAD RD/SPRINGWTR CORRIDOR (CITY OF PTLD)

The Springwater Corridor is an abandoned rail corridor that extends 16.5 miles through southeast Portland from SE McLoughlin east to the community of Boring. The Corridor was

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also known as the Portland Traction Company line and the Bellrose line. It was acquired by the City of Portland Park Bureau in February of 1990 and will complete the southern portion of the 40 Mile Loop. The corridor connects directly with the I-205 bike path as well as Tideman Johnson Park, Beggar's Tick Marsh, Powell Butte Nature Park and Gresham Main City Park.

The SCORP notes that 41% of the state's bicyclists reside in the Portland region with only 14% of the designated bikeways. In recreational surveys in both Portland and Gresham, 70% of adjacent residences favored development of the Corridor for recreation. Of those that did not favor development, 90% said that they would still use the Corridor if developed.

The existing gravel railbed will be surfaced to serve a wide variety of users. This multi-purpose trail will be twelve feet wide with gravel shoulders. Ten existing trestles will be decked and handrailed for increased public safety. Land will be acquired and developed to provide eight trailhead facilities, half of which will have equestrian accommodations. A separate equestrian trail will be built. Six major road crossings will have pedestrian activated cross walks installed and all minor intersections will be signed.

By constructing the trail within the existing right-of-way, the trail will preserve the linear integrity of this open space and not damage the surrounding wetland areas. Interpretive signage and informational kiosks will refer to the environmental, cultural, and historical amenities adjacent to the Corridor.

287

FANNO CREEK BIKEPATH (BEAVERTON)

The city plans to provide an extension of the Fanno Creek Bikeway system between Highway 217 and Scholls Ferry Road. This would be a continuation of the path system that begins on the south in the City of Tigard and extends nearly two miles north into Beaverton. This segment of new pathway is unique in the respect that it will provide both a continuation of the pathway along the Fanno Creek Greenway Trail and a potential alternative transportation corridor. It would provide a new pathway and transportation link between SW Allen Blvd. and Denney Road, and, it would provide an alternative to travelling SW Denney Road, east of Highway 217 (which is presently hazardous due to its narrow width and lack of full shoulders), between Highway 217 and Scholls Ferry Road.

This project provides pathway facilities for both pedestrian and bicyclists. It provides both scenic and natural qualities as well as an opportunity to provide new wetland features as a part of project mitigation. There is also an opportunity to convert a portion of railroad right-of-way into trail use. This project would include the acquisition of property, constructions of pathways, wetland/resource mitigation elements and the construction of two wood bridges spanning Fanno Creek.

295

TRI-MET RIDESHARE PROGRAM

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This on-going project uses Federal-Aid Urban funds. The FY92-93 program includes several components: Further development of on-site transportation programs that encourage major employers to take part in transportation solutions. Continued park and ride development and promotion. Working with the State Transportation Demand Management Committee to develop TDM measures for the Metro area. Select and purchase new computer software to replace the 10 year old carpool match program. Adding address geocoding to the carpool matching program to provide quicker, more accurate carpool matches. Continued distribution of carpool promotional material. Development and distribution of Rideshare. Awareness Public Service Announcements (PSA's).

298

MARINE DRIVE WIDENING TO FOUR LANES

Marine Drive/N Portland Road serves as a principal route for employees and truck traffic from Rivergate Industrial District and adjacent North Portland industrial areas to I-5 at the Union/Marine Drive interchange, and other major area streets. The multi-phased project using FAIX and Federal-Aid Urban funds provides for a safe, efficient arterial street and truck route from Rivergate to I-5. The proposed facility will be designed to be compatible with the planned bridge over Oregon Slough to West Hayden Island. It will have four travel lanes, turn lanes as needed, bicycle lanes, and curbs, sidewalks, lighting, signalization, storm drainage and landscaping.

The project is broken into two units: Unit 1 will provide embankment work on bridge approaches 6 months prior to start of bridge/roadway construction to allow for settlement of the fill material at these approaches; Unit 2 will provide the construction and upgrade of the facility.

302

EASTBANK BIKE/PED WAY/BRIDGES, OMSI (CITY OF PORTLAND)

Two pedestrian/bicycle path components on the eastbank of the Willamette. The first component is the section between the Steel and Burnside Bridges. The second connects OMSI and the existing esplanade. Funding for these two segments now finalizes a constructed or committed system connecting McCall Waterfront Park across the Steel Bridge south to OMSI and connecting to the Springwater Corridor. These projects are unaffected by "Eastbank" freeway issues.

311

COMPLETE CEDAR CREEK TRAIL (SHERWOOD)

This project would complete 3,550 feet of bicycle/pedestrian trail in a heavily developed area of Sherwood.

312

SPRINGWATER TRAIL - BORING CONNECTION (CLACKAMAS)

The purpose of this project is to acquire one-half mile segment of the Springwater Corridor near Boring.

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316

ROCK CREEK BIKE/PED PATHWAY (HILLSBORO)

This project provides funding for a bicycle/pedestrian path parallel to Rock Creek between Rock Creek Park (just north of Sunset Highway) to Evergreen. At Evergreen, the pathway connects with an existing bikeway.

318

INTERMODAL TRANSFER PARK (TROUTDALE)

Reconstruct Troutdale Community Park to include bicycle/pedestrian access; construct a bus shelter, and provide interpretive information including a kiosk.

321

112TH LINEAR PARK PATHWAY (WASHINGTON)

Funding for a 10-foot bicycle/pedestrian path, with a small bridge, within a linear park paralleling NW 112th south of Cornell Road. Some funds for right-of-way; no funding for park property.

330

MACS STUDIES (TWO)(ATMS)

These are funds reserved by ODOT to implement recommendations of Metropolitan Area Corridor Studies which are geared to system management rather than capacity enhancement solutions to congestion of significant state facility corridors. During the STIP reduction process concluded in FY 94, these funds were reallocated to a reserve for implementation of capital investment recommendations contained in the Portland Area Advanced Traffic Management System (ATMS) Study.

331

TSM INITIATIVES (ATMS)

These are funds reserved by ODOT to implement various system management rather than capacity enhancement solutions to congestion of significant state facility corridors. During the STIP reduction process concluded in FY 94, these funds were reallocated to a reserve for implementation of capital investment recommendations contained in the Portland Area Advanced Traffic Management System (ATMS) Study.

345

I-5 - E MARQUAM INTCHG (SE WATER AVE RAMPS)

This project has been rescheduled from FY 1989. It has been delayed to post-1998 pending final design and reconsideration for approval by the Portland City Council. Development funds have been allocated in the current three-year approved program period.

The project is coupled with other I-5 projects; NB/SB Banfield Access project and the Grand/MLK ramps. This project calls for construction of SB I-5 access at Water Avenue and improved access by NB traffic on I-5. It is expected that the Water Avenue on ramp will

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relieve traffic on the Ross Island Bridge. The result, when all three projects are completed, would ultimately reflect less congestion on Grand and MLK Avenues.

366

BV/TUALATIN HWY: 99W - SW MCDONALD ST.

This route is a designated bikeway in the MSD regional bicycle plan. Existing narrow gravel shoulders are unacceptable for bicycle use. Install 5' bike lanes (minimum allowed) on both sides of the existing travel lanes. Signal loop replacement

367

BARBUR BLVD.: HAMILTON/MILES BIKEWAY

Construction of a bike lane along this segment of Barbur Blvd. Connects existing facilities and provides connection of the upper portion of Barbur Blvd. with Downtown Portland.

368

BV/TUALATIN HWY; LWR BOONES FERRY RD.-TUALATIN/SHERWOOD

SW Lower Boones Ferry Road/Tualatin/Sherwood Highway bike route through Tualatin does not properly separate bikes from motorized traffic. Track crossing is hazardous for bikes and cars. On street parking is not conducive to safe shoulder travel for bicyclists. Striping is inconsistent and/or non-existent. Tualatin River Bridge has substandard curbs with single tube rail in front of pedestrian walk. Upgrade the railroad crossing and the bridge ends. Restripe the roadway to include the bikelane. Eliminate on street parking in Tualatin.

376

I-405 EAST FREMONT BRIDGE APPROACH

This project will reconstruct the joints and restore the decks on the bridge and ramps. This project requires immediate attention because of severe deterioration of the bridge approach structure, including: a) deck shows traverse cracking with efflorescence, top surface shows rebar exposure; b) concrete wearing surface shows serious abrasion, map cracking and popouts; deck joints are banging loudly, the noise suppressors are falling apart.

381

REGIONAL 2040 RESERVE

These are funds which the region has committed to reserve for implementation of road and alternative mode projects found to be consistent with the land form recommendation which is anticipated from the Region 2040 analysis to be concluded in summer of FY 94. It is funded by allocation of Regional STP funds and State STP funds "added back" as a result of the STIP reduction process concluded in FY 94.

382

ALTERNATIVE MODE CONSTRUCTION RESERVE

These funds represent allocation of State STP funds "added back" as a result of the STIP reduction process concluded in FY 94. They are reserved for implementation of Transit

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Oriented Development assistance, regionally significant bike and pedestrian projects and project recommendations resulting from the Congestion Management and Intermodal Management System Plans being prepared pursuant to ISTEA.

386

SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING(III)

Accidents and congestion occur at this location because of the inability of motorists to anticipate conditions inside the tunnel. This project would provide advance warning of hazardous conditions by location of a programmable message sign upstream of the tunnel entrance able to advise motorists to slow or change lanes well prior to entering the tunnel.

403

I-5 - STAFFORD INTERCHANGE

Commercial and industrial development in this area has lowered the level of service of this interchange. Increases in auto traffic are also contributing to the congestion problem as residential and business (employment) development continues. This project will reconstruct the interchange to provide five travel lanes on the overcrossing structure and improve the ramp access to I-5; include loop on-ramps in NW and SE quadrants; relocate each diamond ramp, and widen the structure over I-5. Due to continued development, the commercial and industrial truck traffic has lowered the level of service in the area tremendously. Substantial increases in auto traffic are also contributing to the congestion problem as residential and business (employment) development continues.

The purpose of this project is to reconstruct the interchange to provide five travel lanes on the overcrossing structure and to improve the ramp access to I-5. To include loop on-ramps in NW and SE quadrants, relocate each diamond ramp, and to widen the structure over I-5.

410

US26 - SYLVAN INTERCHANGE TO VISTA RIDGE(ZOO INTERCHANGE)

This is one of several highway projects linked to construction of the Westside LRT. It would provide a truck climbing lane between the Zoo Interchange and the Sylvan Interchange. The climbing lane would segregate slow moving heavy truck traffic from faster smaller vehicles, thereby improving a significant hazard of the existing facility. This project was recommended for delay to post-1998. However, the funds dedicated by ISTEA to construct the project will only be available if obligated by the end of FY 94. In light of this development, the project was advanced for construction.

452

MINIBUSES FOR EXPANDED SERVICE (TRI-MET)

Community based demand-responsive transit vehicles would be purchased for operation in areas which currently have no service. (Tri-Met)

472

I-5 - GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSIDENCE MP287

Geologic subsidence has caused both northbound and southbound roadways to rotate towards the sinking median. Measurements indicate the inside edge of pavement has tilted as much as 18 inches below its design grade. This area of adverse grade frequently causes vehicles to track out of their intended lane. Investigation of storm sewers indicate deformed and settled manholes and pipes, which prevent proper drainage.

Geotechnical interpretation of field survey data yielded a recommendation to remove and replace 500 feet of southbound and 800 feet of northbound surfacing and base. The new pavement and base section will raise the inside lanes to the original design grade. Storm drainage will be replaced.

575

WILLAMETTE GREENWAY TRAIL PROGRAM

The willamette Greenway Trail Program is a major element of the City's Greenway Plan. The pathway will provide public access to the river. About one-third of the pathway on the west bank has been constructed and completion of the balance of the path on the west bank will provide a commuter/recreation bike route between Willamette Park and Downtown Portland. It will provide direct access to Johns Landing, the South Downtown Waterfront Area and the Riverfront Park. A 12 foot wide pathway is proposed with full illumination and structures where needed. Some of the route will cross or parallel railroad tracks; crossing protection may be required for the railroad crossings.

The project has been downscoped and the FAU funding reduced. Further project changes may be required to fit in with the funding noted above.

598

RESERVE 059837 REGIONAL CMAQ PROGRAM RESERVE

The Region has allocated 100 percent of projected CMAQ funds. However, it is expected that projects programmed in FY 96 will require more funds than will be allocated to the region in that year; FY 97 projects will require an equal amount less than projected to be available. In this instance, the overprogrammed project in FY 96 would require ODOT to make additional funds available with the expectation that equal amounts of funding allocated to this region in FY 97 would be used to fund other downstate projects.

603

NEIGHBORHOOD RIDE SHARE (CITY OF PORTLAND)

Local and national surveys have shown that one impediment to increased commuter ridesharing is the discomfort of riding with strangers. This project would test the effectiveness of neighborhood based, rather than employment based, rideshare matching and supporting programs as a way to overcome the barrier of sharing a ride with strangers and increase rideshare participation. A neighborhood cooperative would be established to initiate and operate the program with City of Portland staff assistance.

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The project would last two years, beginning with the selection of a target neighborhood for the demonstration project. After the co-op is established, a baseline survey of the neighborhood would be conducted to determine travel patterns and modal choice. The final product would be a report analyzing effectiveness of the neighborhood co-op, documentation of its effect on vehicle occupancy, and its potential application in other settings.

604

WILLAMETTE RIVER BRIDGES ACCESS STUDY (MULTNOMAH)

Funds for improvements to the Willamette River bridges to enhance access by bicyclists, pedestrians and disabled persons. Specific projects could include reconstruction of bridgeheads to provide sidewalks and bike lanes, and construction of wheelchair/bicycle ramps from the bridges to the street system. (Multnomah Co.)

606

PEDESTRIAN TO TRANSIT ACCESS STUDY (CITY OF PORTLAND)

This is one of three similar projects (one each in the City of Portland, and Washington and Clackamas Counties) to identify and correct impediments to increased pedestrian access to regional transit and LRT facilities. These funds will be used to study, design and construct capital improvements to the public right-of-way that will enhance pedestrian access to transit facilities. Phases I and II (CMAQ Round 1) involve study and design activities, with actual construction occurring during Phase III.

Phase 1 will examine the use of public transit within designated transit corridors, analyzed the factors that influence the choice to use or not use transit facilities, and identify capital improvements to the public right of way that will enhance pedestrian access to transit facilities. Phase 2 will complete design and preliminary engineering for prototype pedestrian-way capital projects that best demonstrate how to increase access to public transit and improve air quality.

608

PORTLAND REGIONAL TRANSPORTATION MNGT ASSOC (DEQ)

The Governor's Task Force on Motor Vehicle Emission Reduction recommended a mandatory employer Trip Reduction Program (TRP). The Transportation Management Association (TMA) funded by this project would provide input in development of the TRP. The TMA would be a public/private partnership established to provide Transportation Demand Management programs and services to employers which will reduce trips to and from worksites. One TMA would be developed to address regional issues and two other localized TMAs would address central city and suburban business environment issues. The TMA will eventually be self-supporting, with a private sector Board of Directors. Public agency representation will continue in a advisory capacity.

609

TRANSIT ORIENTED DEVELOPMENT PROJECT (DEQ)

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The TOD will incorporate new land use designs with increased density, mixed uses, and transit, bike, and pedestrian-friendly amenities and access.

The TOD proposal for CMAQ funding was developed as a means of starting to implement one of the base strategies recommended by the Governor's Task Force on Motor Vehicle Emissions Reductions. The strategy includes pedestrian, bike, and transit friendly land use options for new construction projects. TOD projects are a new concept in the Portland Metropolitan area and represent a departure from typical development approaches commonly found locally. It is clear that developers are skeptical of this type of development and that some public leadership and financial incentives are necessary to accelerate its application.

The TOD projects will involve innovative steps to educate the development community and ultimately achieve the desired development patterns and trends. TODs are designed to incorporate mixed uses, increased density with nearby parks and transit, bike and pedestrian friendly amenities, while reducing single occupant vehicle use and associated emissions common to new development.

Reversing the strong trend of vehicle miles travelled per capita which is negating emission control technology achievements is a critical component of a cost effective strategy to ensure attainment of air quality standards in the Portland area. Promoting Transit Oriented Development offers the general public the opportunity to choose well designed, transit friendly neighborhoods, rather than typical, auto-oriented subdivisions. Implementation of several TODs which will reduce SOV travel through application of land use designs that include increased density, mixed uses, and transit, bike, and pedestrian friendly amenities.

610

PEDESTRIAN ENHANCEMENT FACILITIES/TRANSIT ACCESS STUDY

(WASHINGTON) This is one of three similar projects (one each in the City of Portland, and Washington and Multnomah Counties) to identify and correct impediments to increased pedestrian access to regional transit and LRT facilities. Currently, within developed portions of unincorporated Washington County, there are gaps in the existing sidewalk system. These gaps frequently are located in areas with potentially heavy pedestrian traffic. Such gaps in the pedestrian system create an unsafe and inconvenient pedestrian environment, discouraging the movement of pedestrians between developments and providing an obstacle to residents wishing to use transit.

This first round of funding would be used to identify critical gaps in the existing sidewalk system serving pedestrian access to regional transit facilities. In particular, opportunities would be identified to improve safety, convenience and comfort of pedestrian transit users, including enhancement of street crossings and linkages to and between residential and commercial areas. This phase would also provide design and preliminary engineering of suitable candidate projects. Funds to be allocated from FY 95, 96 and 97 CMAQ appropriations would be used to implement construction of highest priority projects.

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612

SUNSET TRANSIT CENTER PEDESTRIAN & BICYCLE BRIDGE (TRI-MET)

This project would provide a bicycle/pedestrian connection between the Sunset Transit Center and the Cedar Hills shopping center. The bridge would span the Sunset Highway, a distance of 320 feet. (Tri-Met)

613

PORTLAND REGIONAL RIDESHARE/TDM PROGRAM (TRI-MET)

The identified funds would support a substantial expansion of Tri-Met's current Transportation Demand Management (TDM) program and enable Tri-Met to actively develop and promote several key TDM initiatives. An Employer Outreach Program would initially focus on Downtown Portland commuter patterns and then expand to suburban job centers. The program would better identify rideshare service needs. It would also enhance the current Employee Transportation Coordinator (ETC) program which encourages creation of worksite alternative mode commute coordinators in medium and large firms. The ETC is a proven ingredient in successful efforts to increase non-SOV commuter travel. Tri-Met's Carpool Matching services would be expanded to facilitate two-person matches (rather than the current requirement of three-person matches). Other TDM services would also be enhanced including increased verification of the central city discount carpool program, employer incentives to develop guaranteed ride home programs and additional support for park and ride and park and pool lots. This project would also support Tri-Met participation in the Regional TMA program.

614

NE KILLINGSWORTH - SE FLAVEL (CITY OF PORTLAND)

The traffic signals on 82nd Avenue in Portland have not been retimed in many years. The current timing pattern is outdated relative to current travel conditions which causes unnecessary stops and delay and excessive vehicular emissions. Of particular concern is the intersection of 82nd and Division which is identified as a CO "hotspot".

The proposed project includes retiming of the 27 signals on 82nd Avenue from NE Webster (exit to Portland Airport), south to SE Flavel (6.31 miles). Also included is installation of five loop count stations for monitoring traffic flows on 82nd Avenue and improved traffic detection at the 82nd and Division intersection.

615

PEDESTRIAN/BIKE ACCESS FOR MAX (MULTNOMAH)

This is one of three similar projects (one each in the City of Portland, and Washington and Multnomah Counties) to identify and correct impediments to increased pedestrian access to regional transit and LRT facilities.

The station area pedestrian environment is a critical element for the success of the regional light rail program. This project produces an action program that responds to long term goals for a supportive pedestrian environment in the MAX corridor and that addresses key

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requirements of the State Transportation Planning Rule. This project aims to increase the pedestrian/bicycle mode of access to MAX, reduce vehicle miles traveled, among both current transit riders (park and ride plus kiss and ride) including future riders.

The project will identify a program for construction of pedestrian and bicycle facilities within the vicinity of twelve light rail stations. The project will identify those improvement strategies, packages of improvements, or station areas where the program can most effectively improve and maintain air quality.

617

CENTRAL CITY BIKEWAY FACILITIES (CITY OF PORTLAND)

This project is to: identify, refurbish and equip selected building sites to serve as bicycle commuter destination centers to attract additional bike ridership. City policies aim at increasing the modal share of bicycle travel to 10% over the next twenty years. One method to achieve this goal would be to provide facilities and amenities which would encourage bicycling.

Surveys done by the bicycling community support bicycle commuter destination centers. According to the survey twenty-one percent, of the respondents, indicated that lack of end trip facilities dissuades them from riding to the Central City. This project would reduce congestion, parking demand and improve air quality.

619

KELLY PT PK RD - N. RIVERGATE BLVD/N LOMBARD BIKEWAY (POP)

The Rivergate industrial area is experiencing a high number of trucks on North Lombard Street; truck traffic constitutes approximately 20% of the total traffic coming through North Lombard Street to Rivergate. A separated bicycle path will create a safer facility for bicycle users moving along North Lombard. The proposed bike path will be 12 feet wide and will connect the entrance of Rivergate with the entrance to Kelly Point Park (approximately 8,600 feet). No additional right-of-way is required to create this facility.

The separated bike facility will provide convenient bike access from the surrounding residential neighborhoods to the industrial and recreational areas located within the Rivergate area. This project will implement the transportation element of the Comprehensive Plan by providing a bike facility.

620

PEDESTRIAN/BIKE XING ON STEEL BRIDGE

This project proposes to implement one element of the River Access and Transportation Program. The River Access and Transportation Program contains a number of elements that work together to unite the east and west banks of the Willamette River for pedestrians and bicyclist.

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The pedestrian/bicycle crossing on the Steel Bridge will provide an essential barrier-free connection between downtown, Old Town, the Union Station area, and Tom McCall Waterfront Park on the west and the Oregon Convention Center, Arena, and Lloyd District on the east.

The pedestrian/bicycle crossing will begin on the west at the northernmost end of the Waterfront Park, crossing the Willamette on the lower level of the Steel Bridge. The crossing will be a cantilevered wood plank system on the upstream side of the bridge and will ramp up and over the Union Pacific Railroad and connect to a river overlook on the east shoreline.

The pedestrian/bicycle crossing on the Steel Bridge and a water taxi system (the water taxi system is a separate project and to be funded with public and private dollars) will provide a vital pedestrian/bicycle connections linking activity areas on the west and east sides of the river.

621

COLUMBIA SOUTH SHORE TRANSIT DEMO (PORT OF PTLD, TRI-MET)

The CMAQ funds will be used to assist Tri-Met in purchasing two new shuttle buses to provide enhanced transit service to the Columbia Corridor area. Operating assistance is not requested. Tri-Met is studying "innovative transit" options in the Columbia South Shore area to meet the needs of the present and continued industrial development. Transit service is not available to various employment centers located within the Columbia Corridor area. It is projected that the Columbia South Shore will ultimately accommodate approximately 100,000 employees and it will emerge as one of the major employment centers in Portland.

Therefore, a need has been recognized to analyze a variety of transit alternatives to develop transit service which will eventually serve this area in the most efficient way.

Decreasing auto dependency for access to work is one of the main objectives of this project. The estimated reduction of 2.02 kg/day of HC and 10.05 kg/day of CO is anticipated.

622

OREGON CITY DOWNTOWN Park and ride (OREGON CITY)

The project will have a measurable air quality and reduced per capita vehicle miles travelled benefit by placing vehicles out of the business core and shuttling people to their destinations. This will eliminate the constant moving of vehicles in short term parking areas which are needed for short term shopping and visitors to the historic downtown district.

This project is consistent with the City's Transportation Master Plan and the recommendation of the City's Parking Advisory Committee. With the increasing centralization of County government in the downtown area, the need for this project is critical.

The Parking Advisory Committee has developed a parking program which will generate the revenue to operate and cover the City's requirement of matching funds. However, a project

Project Descriptions

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of this size, serving the residents of the Tri-Cities and Clackamas County areas could not become a reality without CMAQ funding.

The City's parking program will discourage the park and re-park cycle and encourage the use of mass transit through the development of the downtown shuttle program.

623

ELECTRIC VEHICLE DEMO (DEQ)

Construction of bike lanes on Strawberry Lane from Webster Road to I-205. The project would connect existing bike lanes on Webster to the bike path paralleling I-205. (Clack. Co.)

629

EASTSIDE BIKEWAY TRAIL LOOP (OMSI-SPRINGWATER)

Construction of a major urban bikeway/pedestrian trail in four segments. This segment would connect the Springwater Corridor trail to the Eastbank Esplanade. (Metro/Portland Parks)

633

STRAWBERRY LANE BIKE LANE (CLACKAMAS)

Construction of bike lanes on Strawberry Lane from Webster Road to I-205. The project would connect existing bike lanes on Webster to the bike path paralleling I-205. (Clack. Co.)

635

COLUMBIA SLOUGH INTERMODAL EXPANSION BRIDGE (PORT OF PORTLAND)

This intermodal expansion rail bridge would span the Columbia Slough waterway and connect North and South Rivergate, allowing rail movement to terminals without going through congested inner-city rail yards and neighborhoods. (Port of Portland)

637

HIGHWAY 217 CORRIDOR BIKE/PED FUND (WASHINGTON)

Phase I would focus on evaluation and prioritization of links needed to complete a continuous bike route parallel to Highway 217 in Washington County. The bike route generally follows Cedar Hills Blvd. and Hall Blvd. from the Sunset Highway to the I-5/I-205 interchange. Phase II would involve construction of high priority bike lanes identified in Phase I. (Washington Co.)

641

PORTLAND AREA TELECOMMUTING PROJECT

Funds to assist public agencies and private employers in the Portland area to develop and implement telecommuting programs. (ODOE)

648

GRESHAM TRAFFIC SIGNAL COORDINATION & OPTIMIZATION PROJECT

Development and installation of an integrated traffic signal interconnection and operation system. The system would coordinate traffic signal phasing to reduce travel times and improve traffic flow. (Gresham)

755 REGIONAL RESERVE

784

DBE TRAINING PROGRAM

Tri-Met has been awarded funding for a Disadvantaged Business Enterprise (DBE) Training Program to enable DBE's to participate in contracting opportunities available through the Westside Light Rail Project. The training program will be designed to provide DBE's information on contracting opportunities and the procurement process, bonding, and required certification. The program will include workshops conducted locally and at other locations within the region as well a production of a videotape to be distributed throughout the nation. The goal is to provide technical assistance to DBE's to increase their participation in Westside contraction opportunities.

824 SECTION 9 OPERATING PROGRAM

Section 9 funds may be used for both captical acquisition and operating. However, operating funds are limited by the federal government to a portion of all Section 9 revenues on an annual basis. In addition to Section 9 funds, Tri-Met relies on general revenues to fully fund operational needs of the agency.

828

OR8 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO

This highway lacks left turn lanes causing severe congestion and a very high accident rate. The Environmental Impact Study has been completed. Right-of-way has been purchased. This is the second unit of the Main Street to 21st Avenue project. The Main Street - Shute Park unit was recently constructed, but requires hazard materials monitoring and removal of petroleum contaminants, which is a part of this project.

This project will add a fifth lane to complete the two phase project. A curb, sidewalk and signal interconnection will be added. Additionally, a bikepath one direction on each shoulder will be included.

855

BEAVERCREEK RD EXT(REDD SOILS) - BEAVERCREEK RD TO WARNER-MILNE

This project is intended to improve east-west access between the Oregon City Bypass and Warner-Milne Road, and surrounding land use development. The original design called for widening Beaver Creek Road between Highway 213 and Maple Lane to 2 travel lanes, a continuous left turn lane, possibly additional channelization, curbs, sidewalks and paved shoulders. Beaver Creek Road would be realigned to intersect Highway 213 at more of a right angle and would be extended through Red Soils complex to Warner Milne Road. Linn Avenue would be realigned and provided with a signal.

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The project has been downscoped from that described and funds are needed in excess of those noted above. The first phase in implementation will upgrade Beaver Creek Road as necessary to accommodate traffic on an interim basis with intersection and some roadway improvements. Future phases will be implemented accordingly.

864

NE SANDY BV TO NE GLISAN ST - 223RD CONNECTOR/207TH (MULTNOMAH)

This project will provide a new county arterial connecting 223rd Avenue with the planned I-84 Interchange in the vicinity of 207th Avenue. The need for improved access from east county to the interstate system has been identified in the county's Master Transportation Planning effort. Construction of this facility will relieve much of the traffic burden which currently exists in the 238th/242nd Avenue Corridor.

892

MCLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD

This project was originally intended to provide initial funding for a reconstruction of this section of McLoughlin Blvd. However, the City was unable to secure federal community block grant funding to complete planning and right of way acquisition necessary to fully implement the planned improvements. These funds will now be used to complete minor adjustment of facility within the existing right of way. Ultimately, these improvements will coordinate with efforts to integrate the water-front, downtown Milwaukie and an LRT station with pedestrian oriented concepts upon completion of the South/North Corridor AA/EIS.

893

I-5 - AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION

Increased traffic volumes have caused increased delay, congestion and safety problems during the peak hours. This project will construct an initial phase of a two phase solution which would provide a free flow freeway to freeway connection from I-5 to Highway 217.

896

LIGHT RAIL VEHICLES - AIR CONDITIONING RETROFIT

All new light rail vehicles will be equipped with air conditioning, and it is desirable that the existing 26 Banfield LRV's also be air conditioned. When the 10 new Banfield cars presently under construction are ready to operate in revenue service, existing cars will be pulled from service for the air conditioning retrofit.

897

SPECIAL NEEDS TRANSPORTATION MINI-BUSES

Tri-Met's Special Needs Transportation (SNT) service provides door to door service to the elderly and disabled, using smaller van-type transit vehicles. Increased funding for this program is mandated by the federal American With Disabilities Act. These services are provided to those who are actually transit dependent.

902

Project Descriptions

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JOHNSON CREEK BLVD - 32ND AVENUE TO 45TH AVENUE

This section of Johnson Creek Road is quite narrow and winding. This project is safety oriented and will provide some widening of narrow lanes, together with bicycle and pedestrian facilities. No new lanes will be built and only incidental capacity increase would result.

904

HARRISON STREET - HIGHWAY 224 TO 32ND AVENUE

905

JOHNSON CREEK BV - LINWOOD AV TO 82ND AV (CLACKAMAS)

Clackamas County has earmarked FAIX funds for the PE portion of this project. Increasing accidents resulting from marginal signalization and increasing traffic volumes. Lack of full signalization and poor illumination adversely affect auto, bicycle, and pedestrian safety and adjacent neighborhood livability. Proposed solution is to provide traffic signal, left turn refuge, right turn, curb, sidewalk, bike path, and storm drainage.

907

I-205 BUSLANES WITHDRAWAL RESERVE(T)

These funds were made available as a result of the region's decision in the 1980's to withdraw an approved project which would have added a dedicated buslane to I-205. The funds are held in reserve pending determination of which transit related projects are appropriate for expenditure in this corridor. Once such projects are identified and funded, the funds may then be expended on other transit related purposes outside of the corridor. The fund balance does not reflect approximately \$1.6 million which was "borrowed" from the account to fund South/North LRT Corridor planning work. These funds will be reimbursed from Tri-Met general revenues in the event that identified transit projects necessitate repayment.

914

OR99W PACIFIC HWY WEST AT 124TH AVENUE - SIGNAL/REALIGN

The existing intersection of Highway 99W and Tualatin Road is controlled by stop signs only on Tualatin Road. Increasing traffic volumes and high speeds at this location makes movement across Highway 99W unsafe. The City of Tualatin also plans to extend 124th Avenue to this intersection, adding additional traffic volumes to the intersection. This project would realign the intersection and provide a traffic signal when the City of Tualatin extends 124th Avenue to Highway 99W. Tualatin Road will be relocated south and intersect with 124th Avenue East of Highway 99W. 124th Avenue should intersect at right angles, creating a safer intersection.

920 AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE to 181ST AVE(4/5)

This project is mitigation of wetland impacts related to the Airport Way widening project. Rather than mitigate a number of small impacts generated by that project, the City is restoring one large portion of wetlands along this segment of the project alignment.

Project Descriptions

FY 95-97

Page 24

922

I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE

Substandard travel lanes, shoulder widths, ramps and interchanges exist along this section of the highway. This situation combined with the high traffic volumes and increased load limits which have distorted the cross-section of the roadway, has caused increased congestion and accidents in segments of the proposed project. Structure clearances are also substandard on the highway and at interchanges. The reconstruction of this section entails reconstructing the 238th drive interchange, constructing a new 238th Drive structure over UPRR and constructing a new UPRR structure over I-84. Widening this section of the freeway to six lanes has been deferred until post-1998.

934

OR208 (FARMINGTON RD.) - 209TH AVENUE TO 167TH (WASHINGTON)

This is the second phase of a planned widening of Farmington Blvd. from 209th to Murray. The current roadway lacks capacity for existing and projected traffic volumes. Additional through lanes and left turn lanes are required, as well as signalization at major intersections. PE/EIS is in progress, and calls for three lanes from 209th to 167th for which ROW funds are allocated in FY 95. A five lane widening is proposed from 167th to Murray with ROW funds (\$3.35 million) allocated in FY 95 and construction funds (\$5.1 million) allocated in FY 96. Both projects would upgrade and add signals at all major intersections. Washington County has committed \$3,450,000 toward construction of the entire project.

942

OR-47: COUNCIL CREEK - QUINCE (HWY 47 BYPASS)

Hwy 47 is currently routed through the Downtown Forest Grove Central Business District and Pacific University Campus. Traffic is routed through four right angle turns, 5 signals and the one-way couplet of Hwy 8, Pacific and 19th Avenue. Maneuvering trucks, especially log trucks, is difficult and numerous loads of logs have been dropped at these intersections. The one way grid has resulted in vehicles traveling the wrong direction. The purpose is to continue the rerouting of Hwy 47 east of downtown Forest Grove by constructing a new road from Council Creek at the north UGB, southeast to Quince Street and then south to the existing Hwy 47 Bypass. Washington County will participate in the financing. MSTIP/2 Serial Levy has been approved.

944

OR208 (FARMINGTON RD.) - 167TH AVENUE TO MURRAY (WASHINGTON)

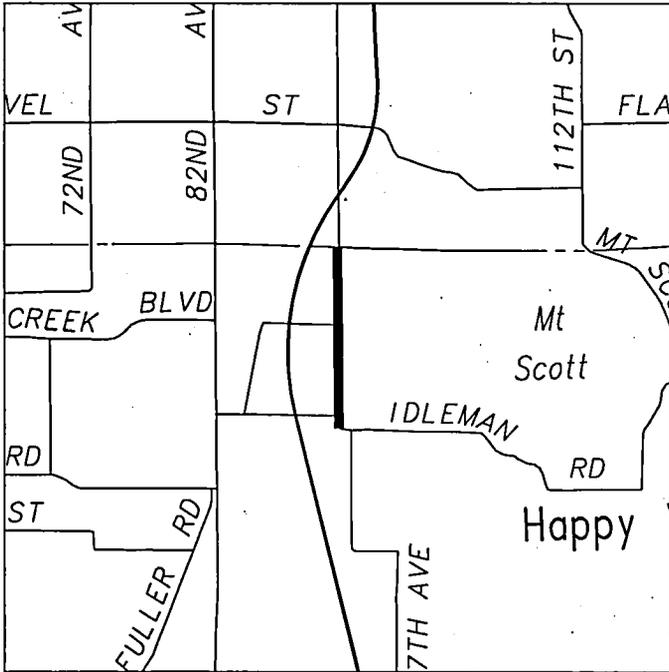
This is the first phase of a planned widening of Farmington Blvd. from 209th to Murray. The current roadway lacks capacity for existing and projected traffic volumes. Additional through lanes and left turn lanes are required, as well as signalization at major intersections. A five lane widening is proposed from 167th to Murray with ROW funds (\$3.35 million) allocated in FY 95 and construction funds (\$5.1 million) allocated in FY 96. The project EIS calls for three lanes from 209th to 167th for which ROW funds are allocated in FY 95. Both projects would upgrade and add signals at all major intersections. Washington County has committed \$3,450,000 toward construction of the entire project.

APPENDIX C:
PROJECT LOCATION MAPS BY METRO ID #

The project locations maps were not complete at the time of publication of this Draft TIP. Additionally, not all projects which are scheduled to receive funding in the three-year approved program period can be mapped. A list of these unmappable projects will be included in the Final TIP.

160

92ND AVE - IDLEMAN TO COUNTY LINE



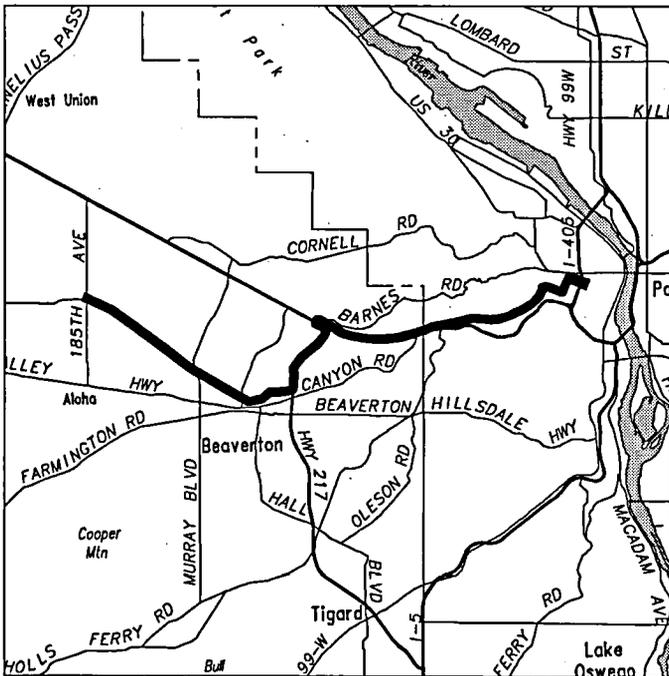
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SE WOODSTOCK BLVD. @ SE 39TH AVE



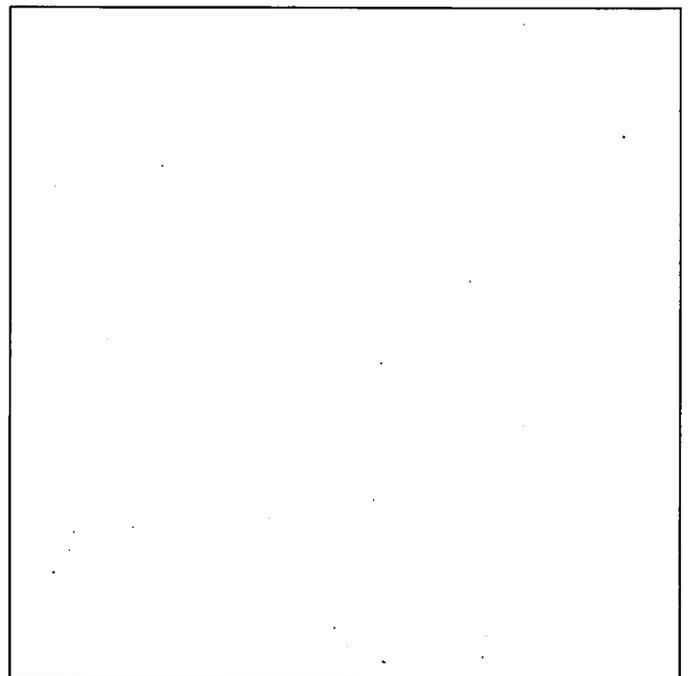
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INTEGRATED WESTSIDE/HILLSBORO LRT PROJECT

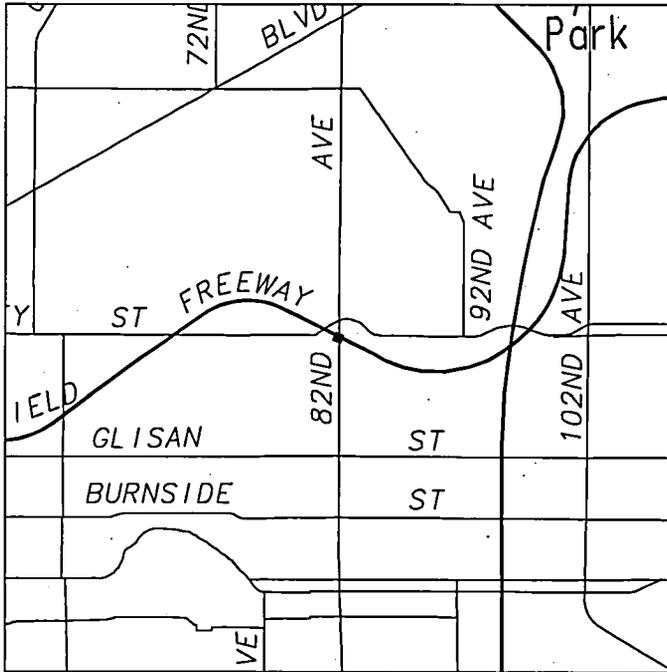


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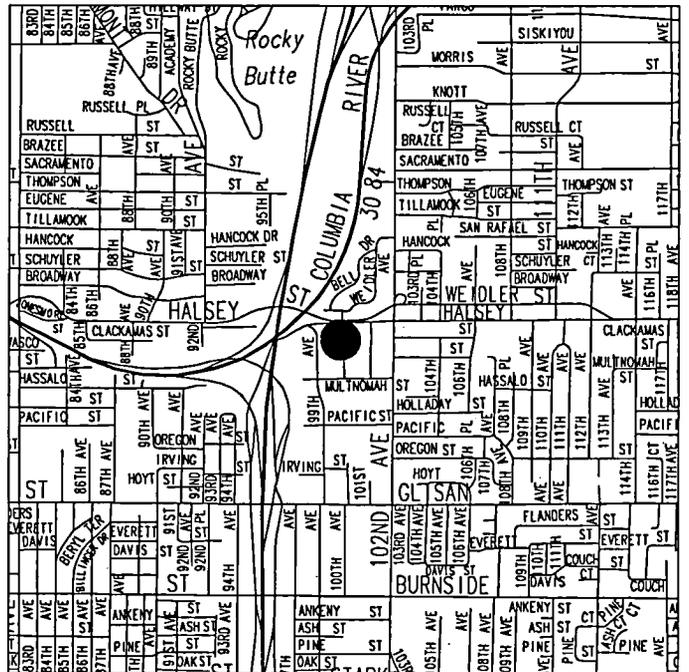
BEAVERTON/TUALATIN HWY @ SW WASH DR.



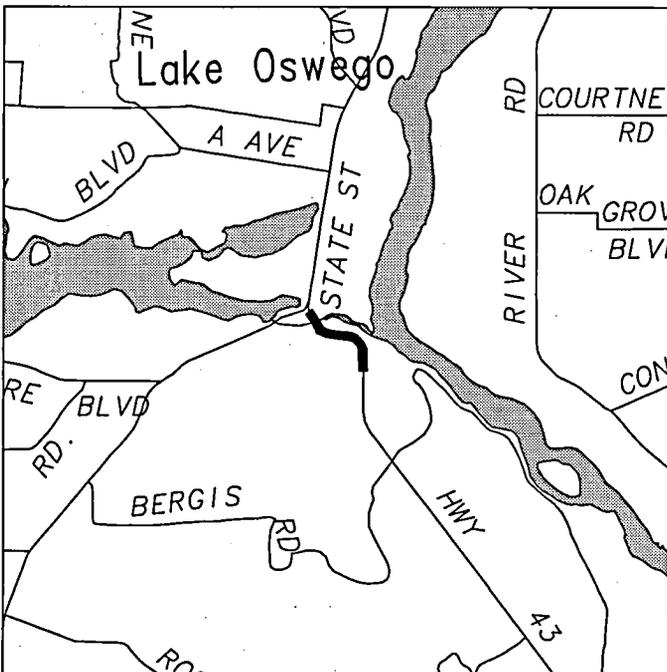
I-84 - I-14 AT 82ND AVE PARK AND RIDE LOT



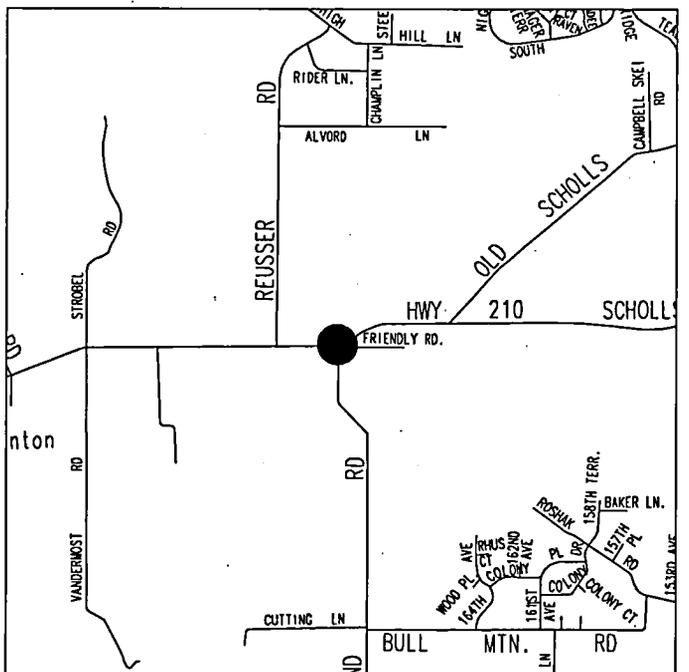
GATEWAY PARK AND RIDE LOT



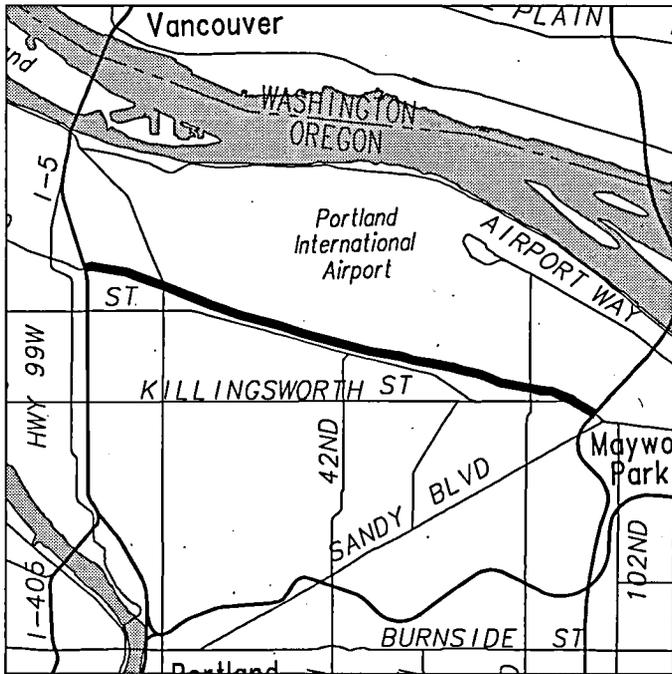
OR-43 OSWEGO HWY RETAINING WALL/BIKEWAY



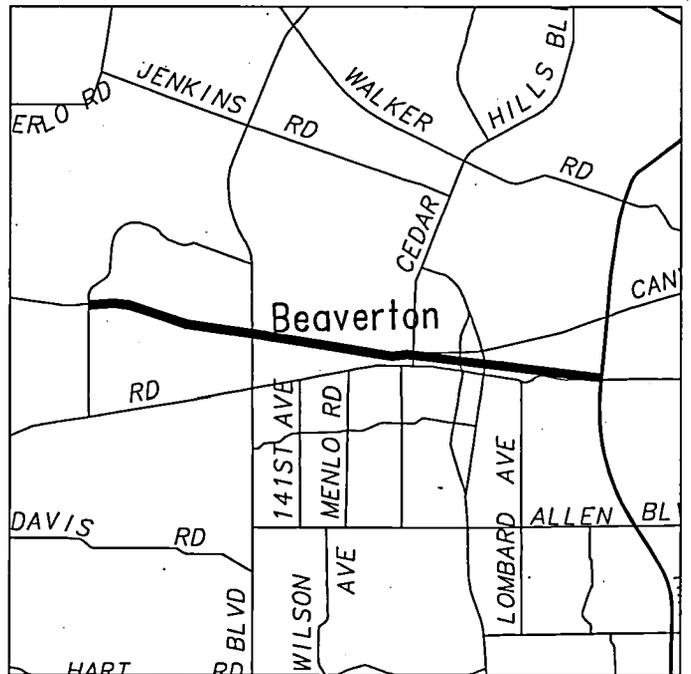
OR-210 - SCHOLLS AT BEEF BEND ROAD



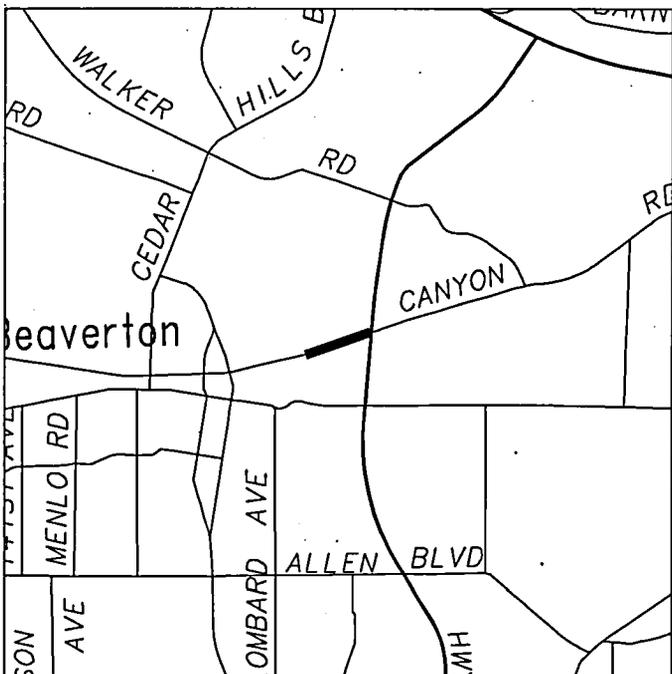
I-205 - COLUMBIA BLVD SOUTHBOUND ON-RAMP



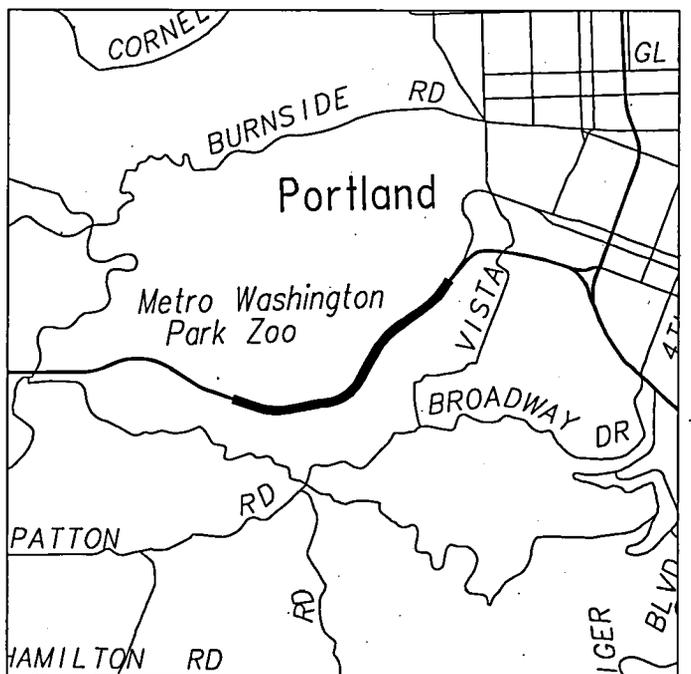
OR-8 TUALATIN VALLEY OVERLAY - 117TH TO 160TH



OR-8 TV HWY OVERLAY - 110TH TO 117TH

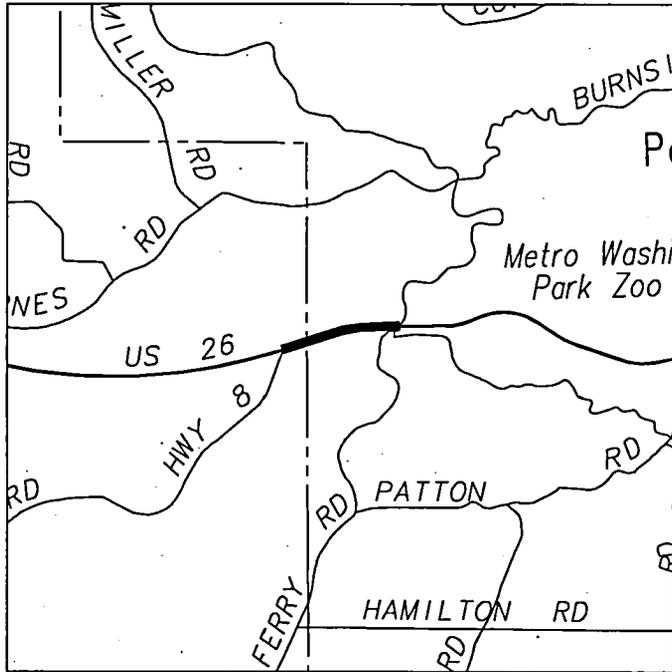


US-26 - CAMELOT INTERCHANGE TO SYLVAN INTERCHA



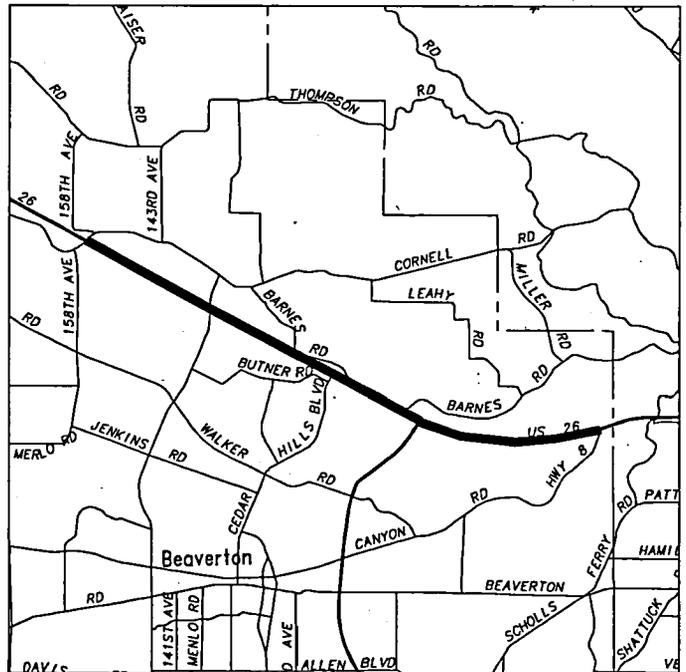
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US-26 - BEAVERTON/TIGARD HIGHWAY TO CAMELOT IN



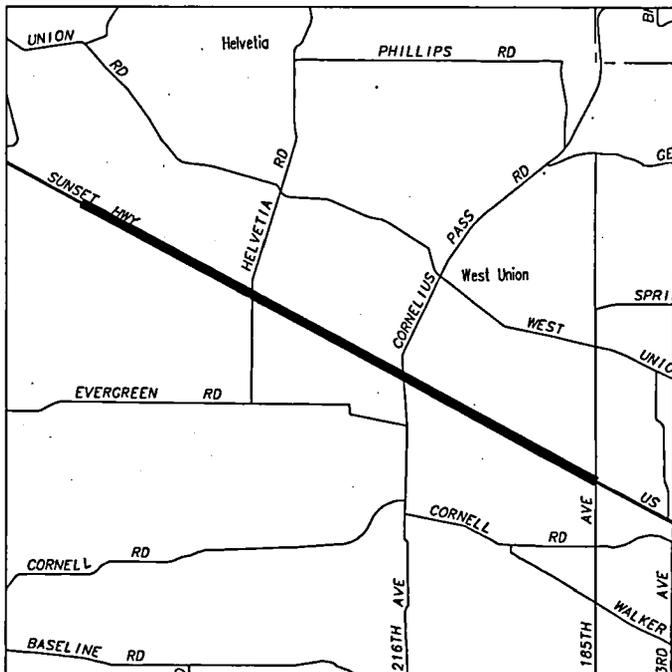
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US-26 - MURRAY ROAD TO HIGHWAY 217



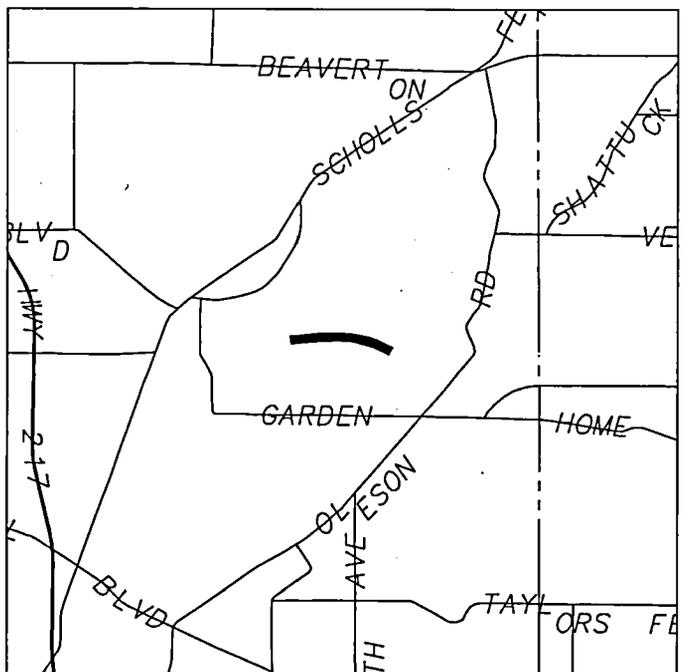
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US26 - SUNSET HWY OVERLAY - STOREY CREEK TO 185



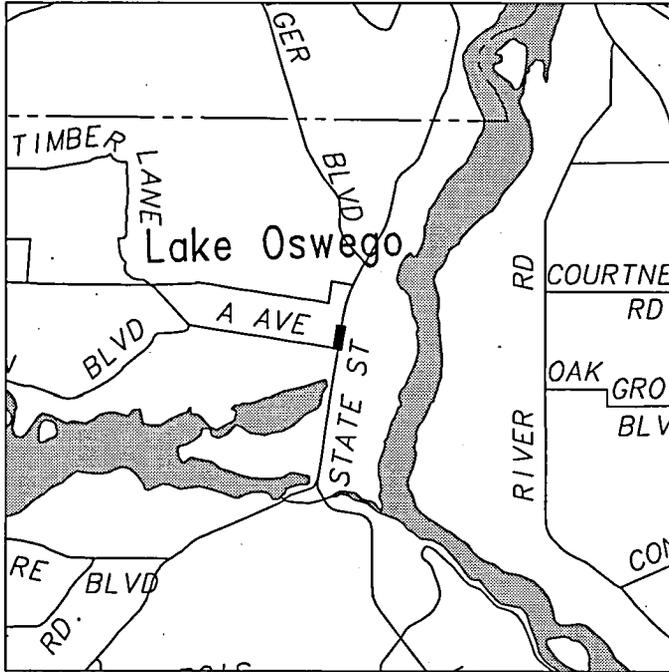
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OREGON ELECTRIC RIGHT OF WAY (WASHINGTON)



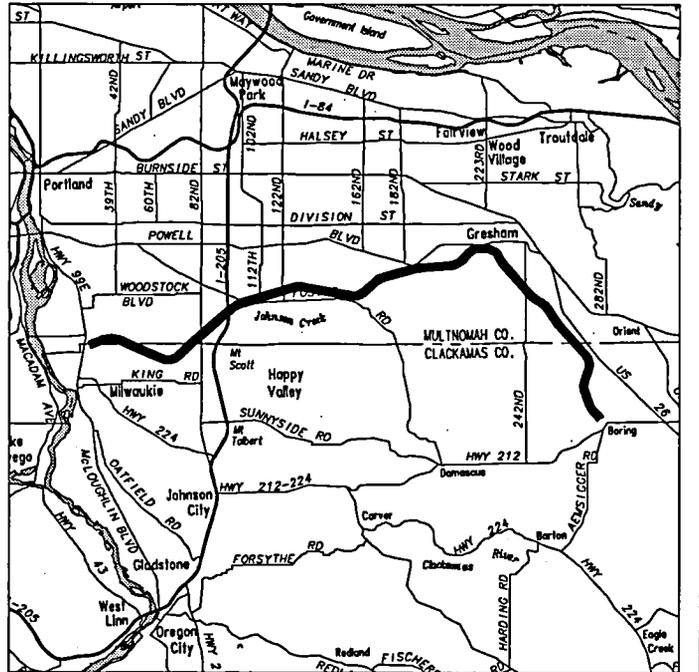
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SOUTH TROLLEY EXTENSION PROJECT (LAKE OSWEGO)



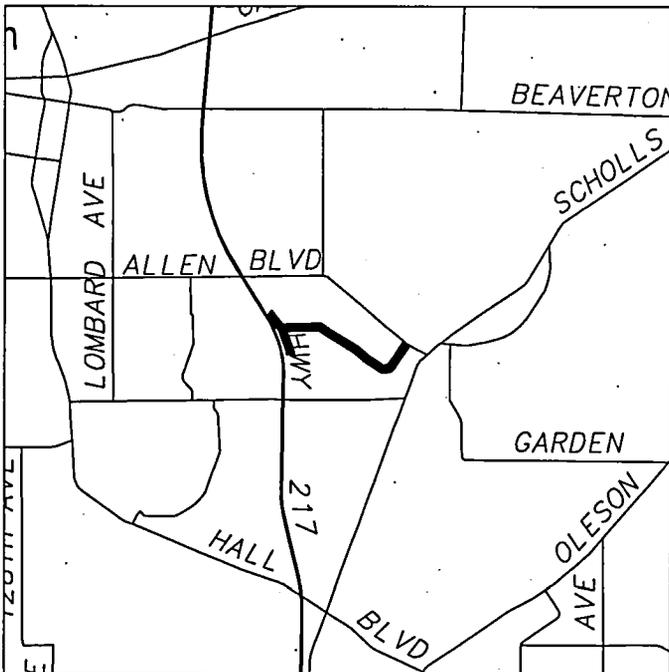
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MCLOUGHLIN BLVD. - PALMBLAD RD/SPRINGWTR CORR

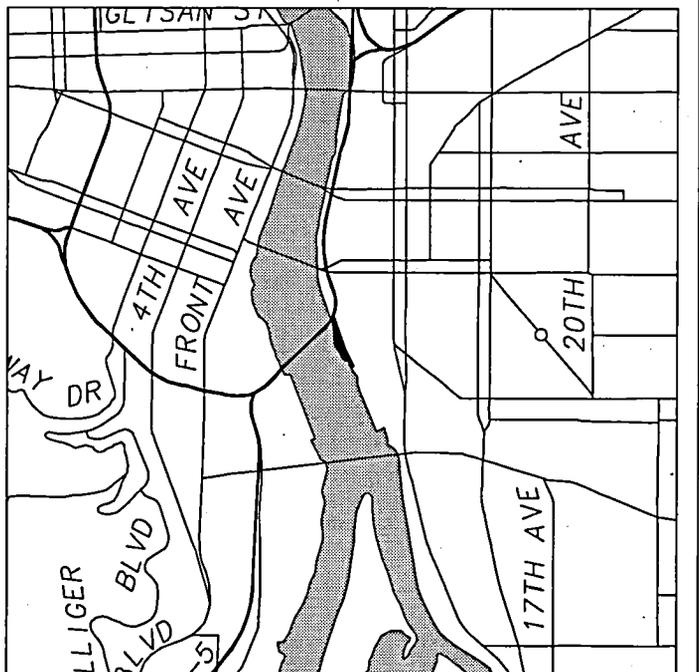


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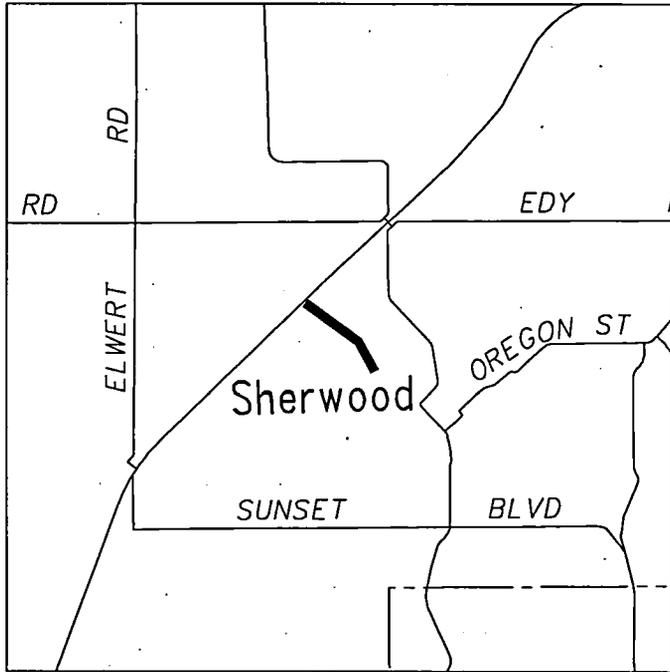
FANNO CREEK BIKEPATH (BEAVERTON)



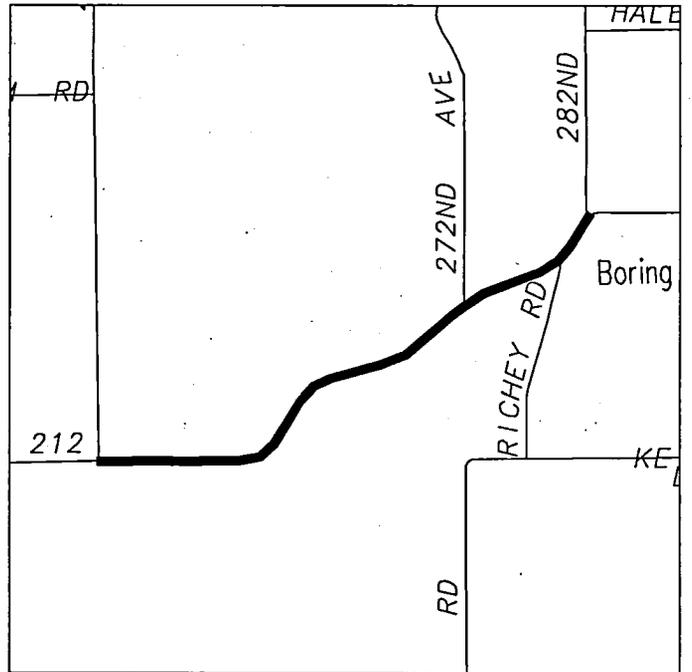
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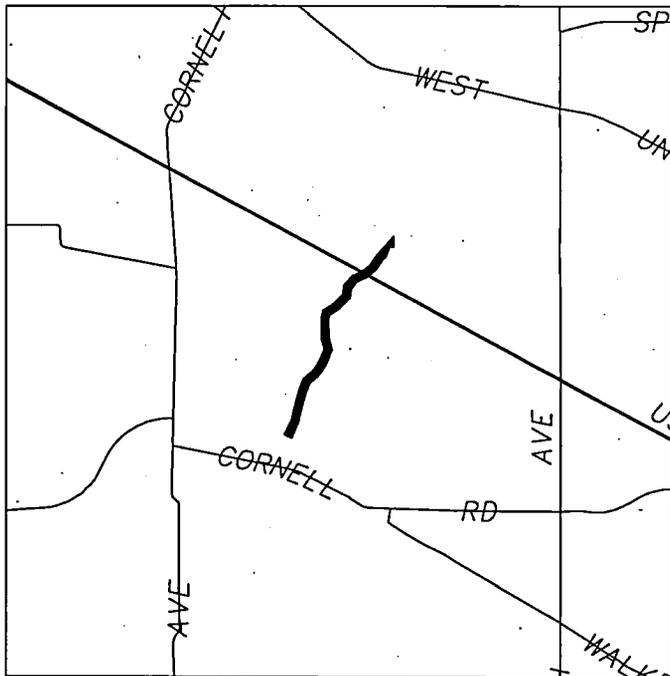
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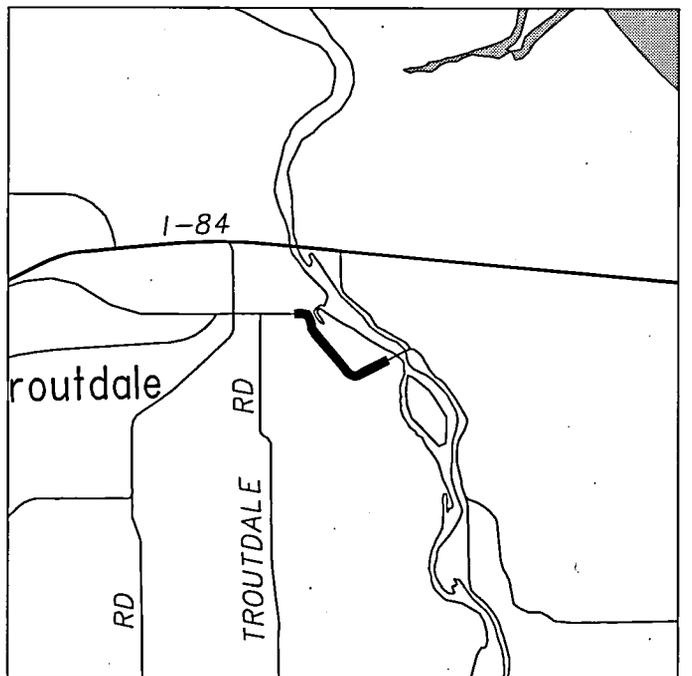
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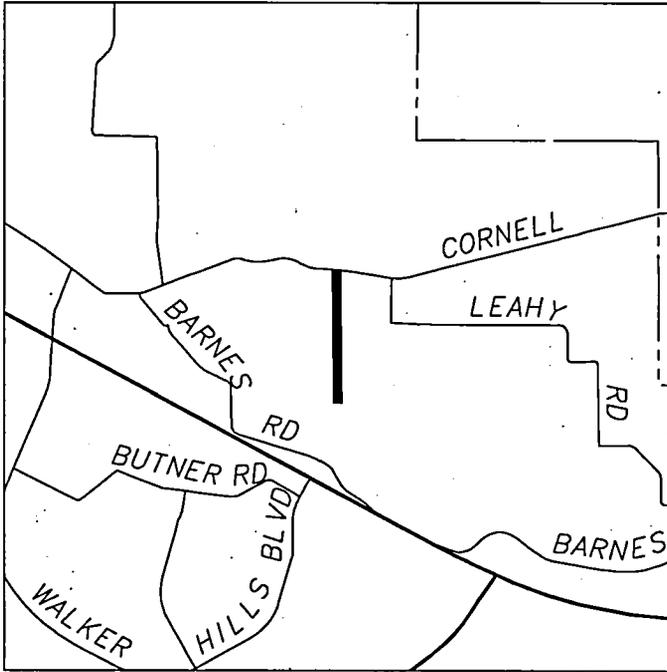
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318

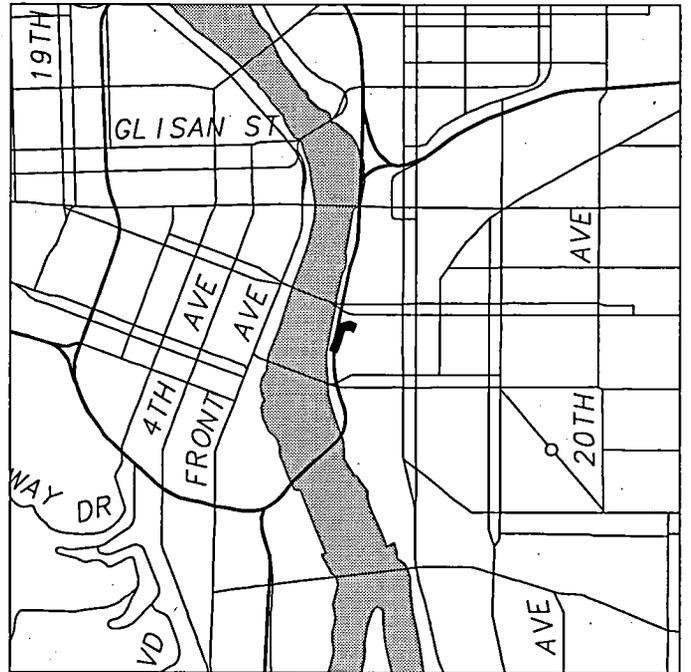


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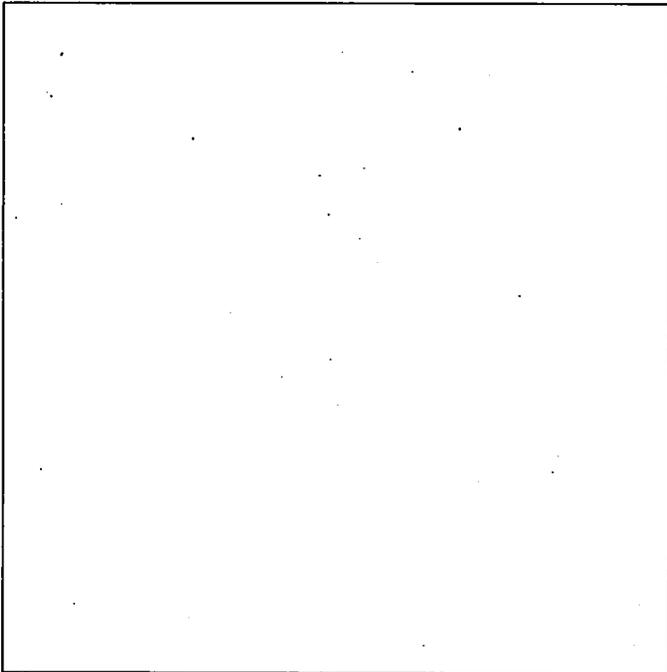
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I-5 - E MARQUAM INTCHG (SE WATER AVE RAMPS) - (I



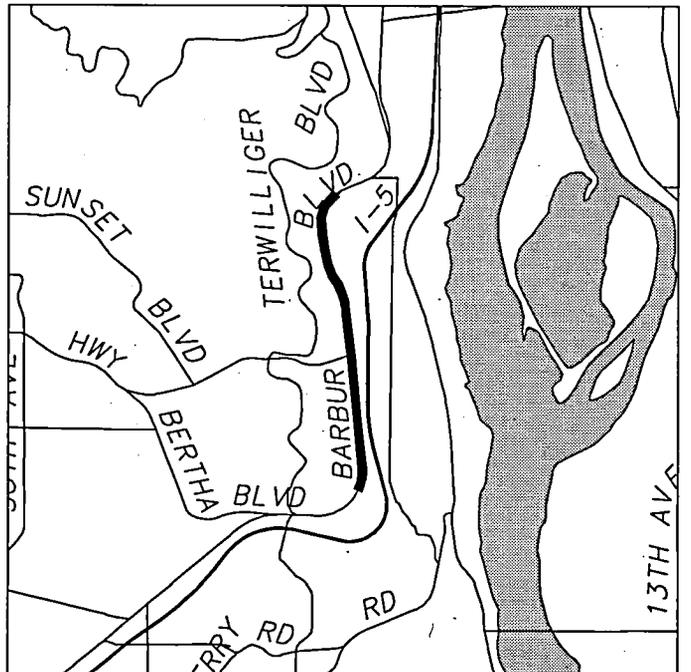
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BV/TUALATIN HWY: 99W - SW MCDONALD ST. (BIKEW.



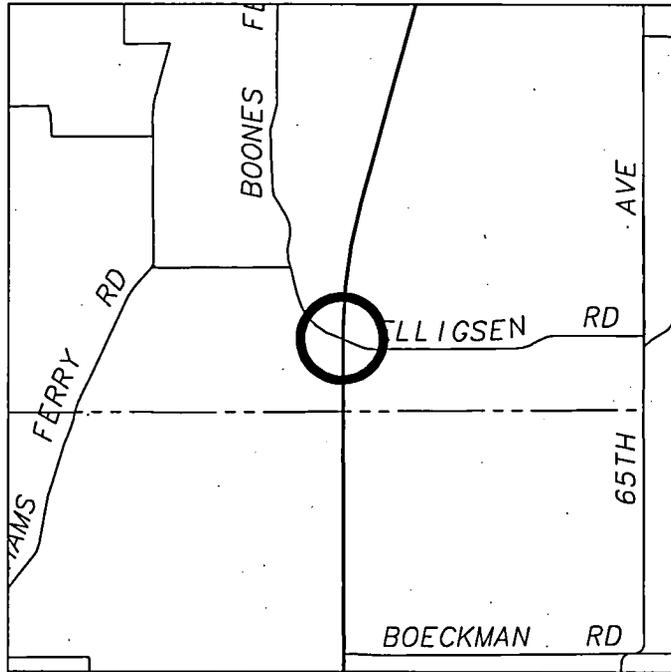
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BARBUR BLVD.: HAMILTON/MILES BIKEWAY



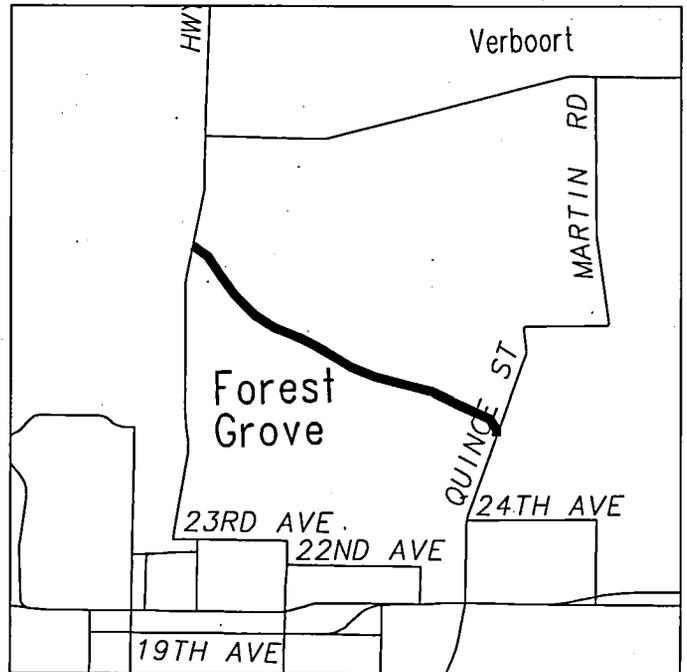
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I-5 - STAFFORD INTERCHANGE



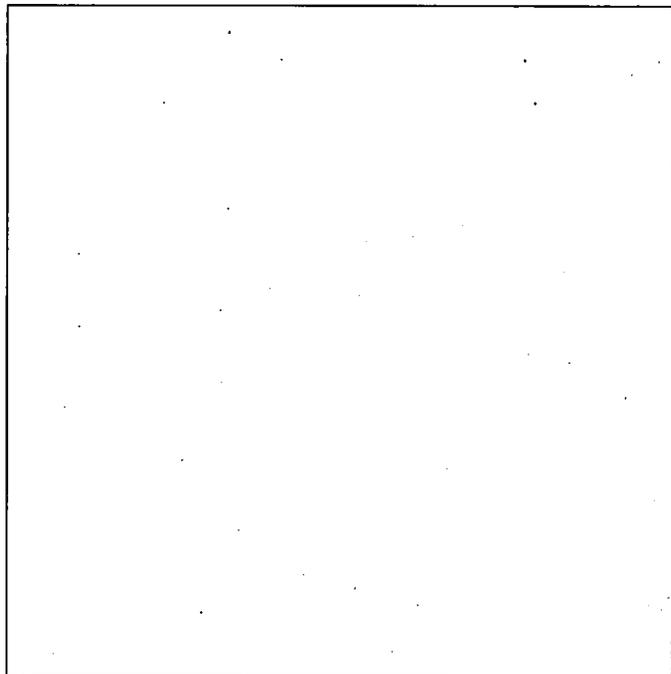
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OR 47 - COUNCIL CREEK TO QUINCE



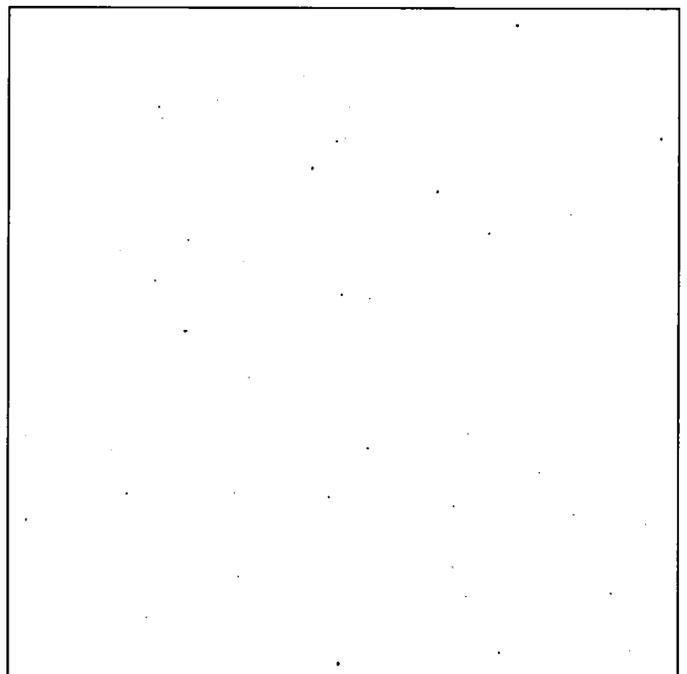
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I-5 - GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSI



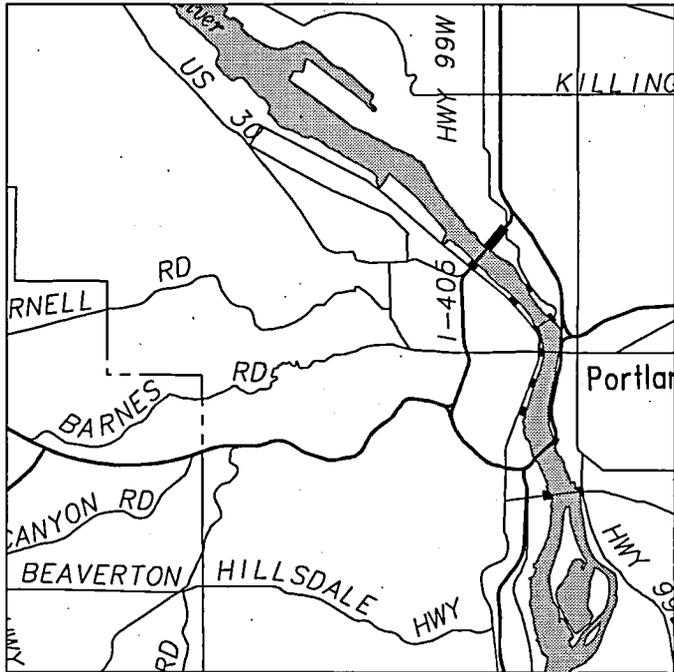
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WILLAMETTE GREENWAY TRAIL PROGRAM



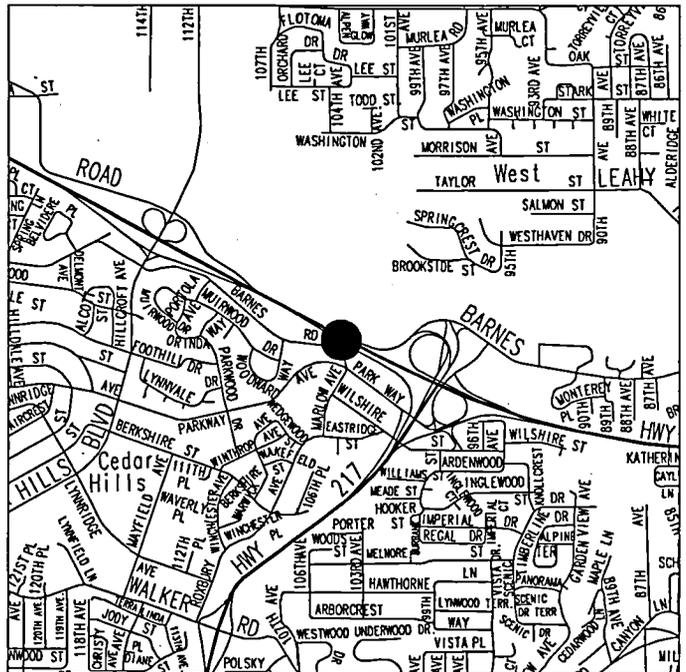
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WILLAMETTE RIVER BRIDGES ACCESS STUDY (MULTNO.)



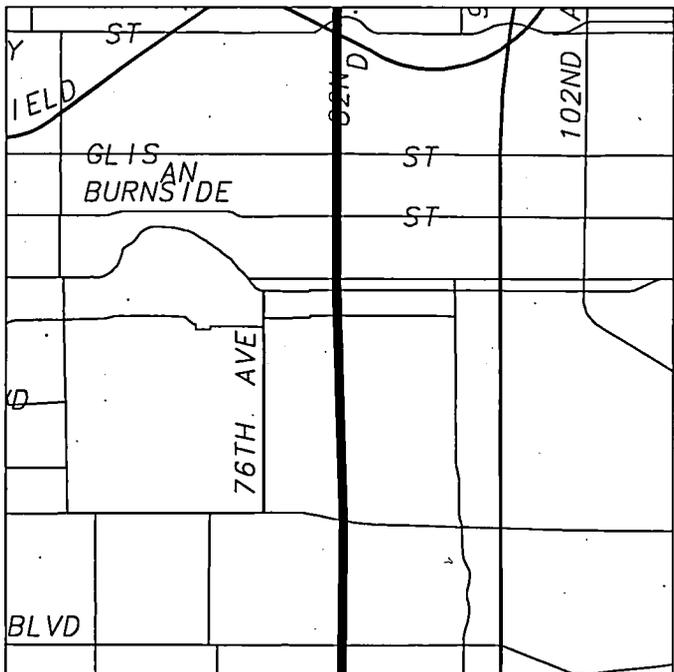
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SUNSET T.C. PEDESTRIAN & BICYCLE BRIDGE



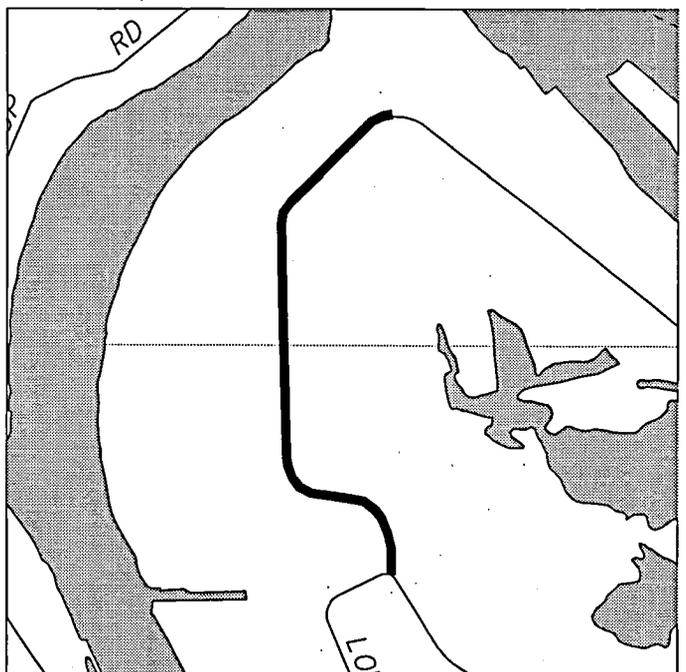
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NE KILLINGSWORTH - SE FLAVEL (CITY OF PORTLAND)



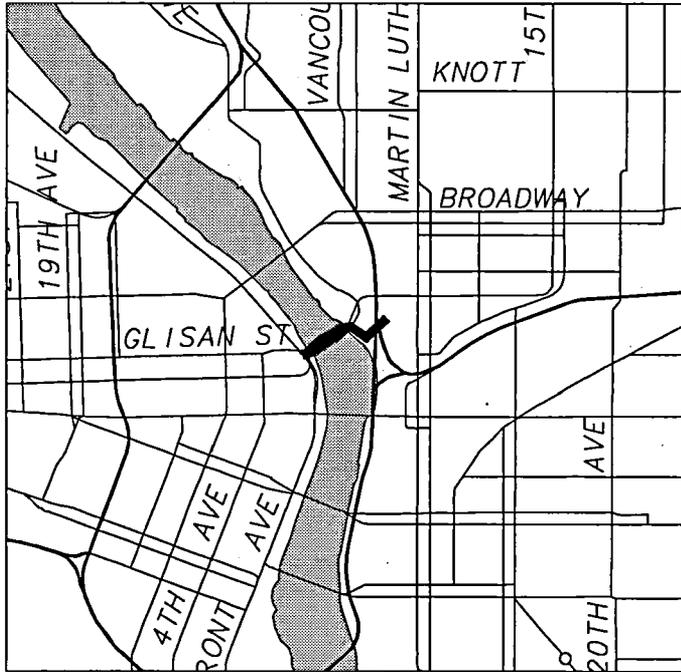
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KELLY PT PK RD - N. RIVERGATE BLVD/N LOMBARD BLVD



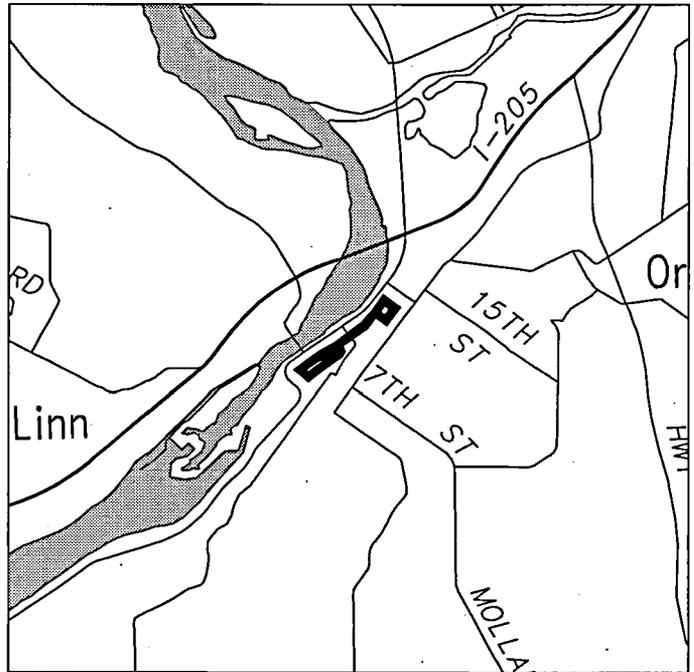
620

PEDESTRIAN/BIKE XING ON STEEL BRIDGE (CITY OF PORTLAND)

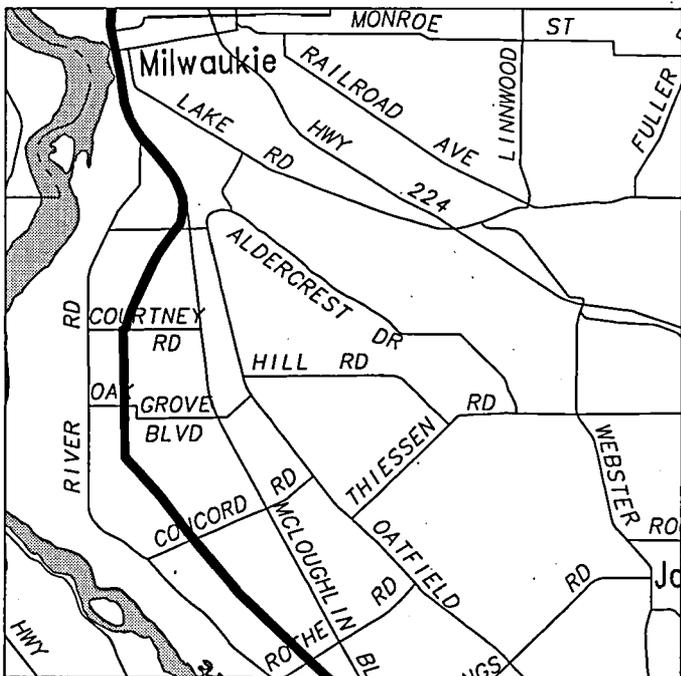


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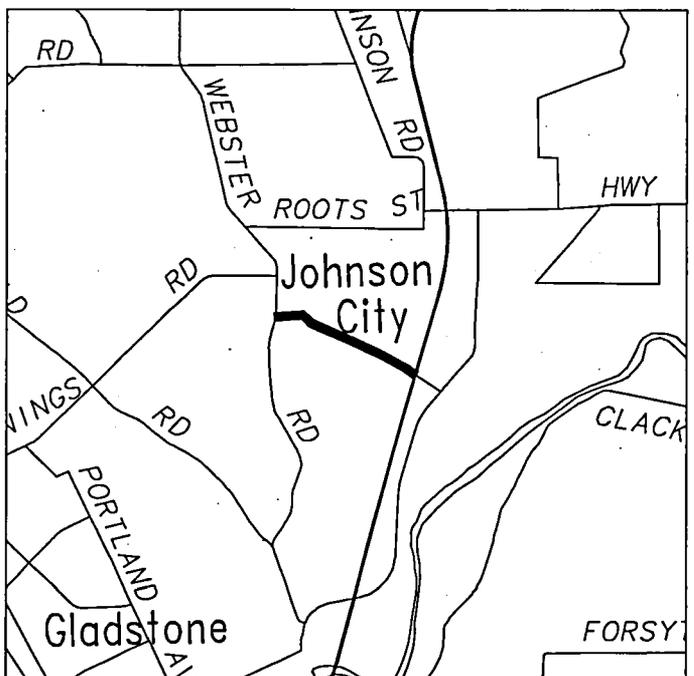
OREGON CITY DOWNTOWN PARK & RIDE (OREGON CITY)



629

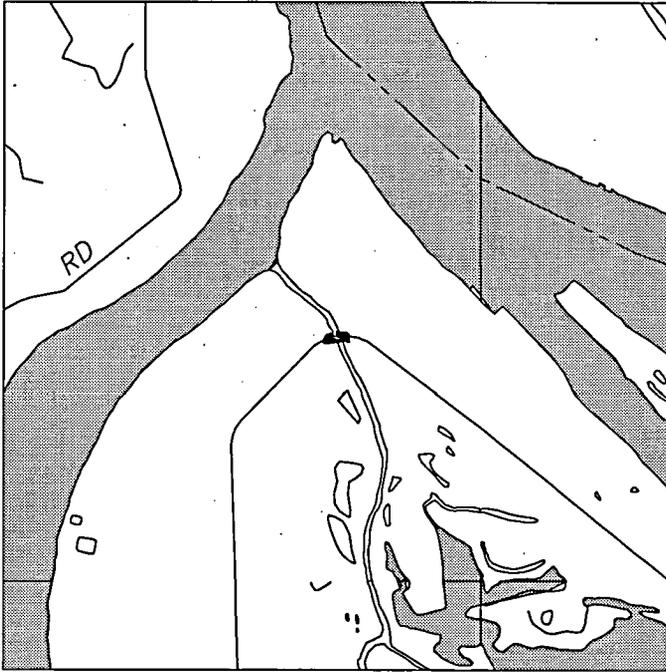


633



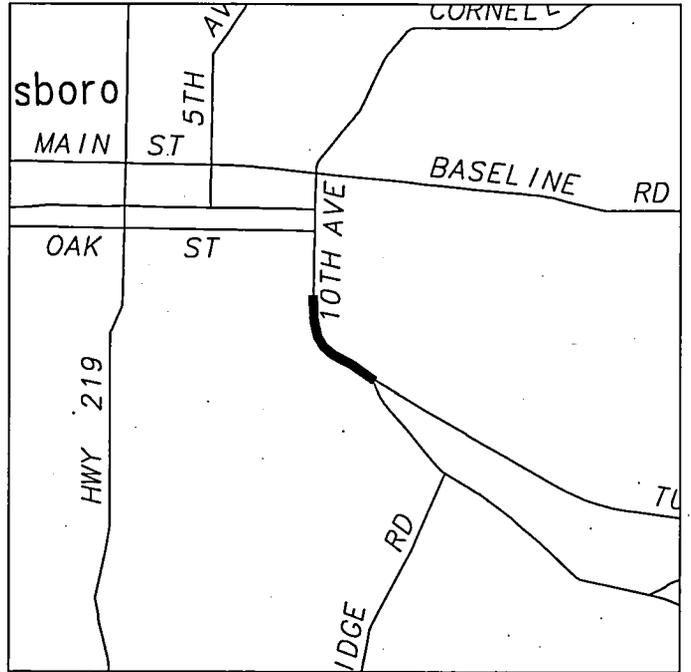
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COLUMBIA SLOUGH INTERMODAL EXPANSION BRIDGE



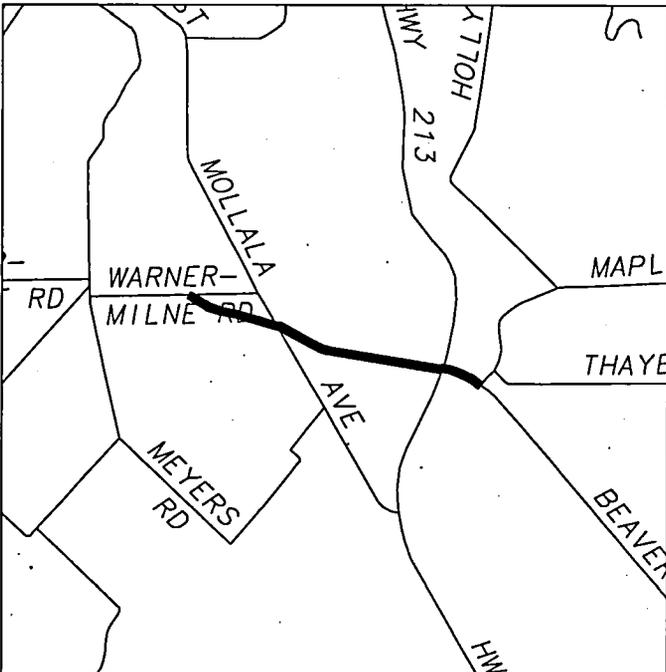
828

OR8 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HI



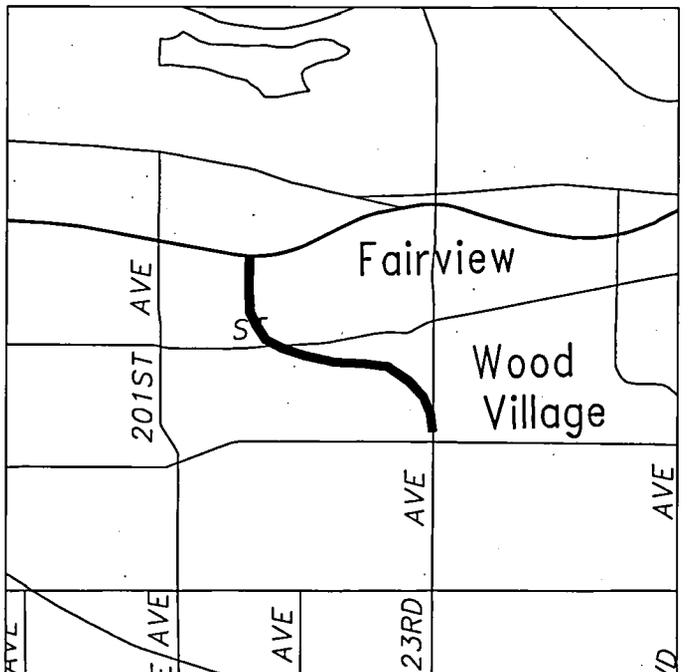
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BEAVERCREEK RD EXT (RED SOILS)

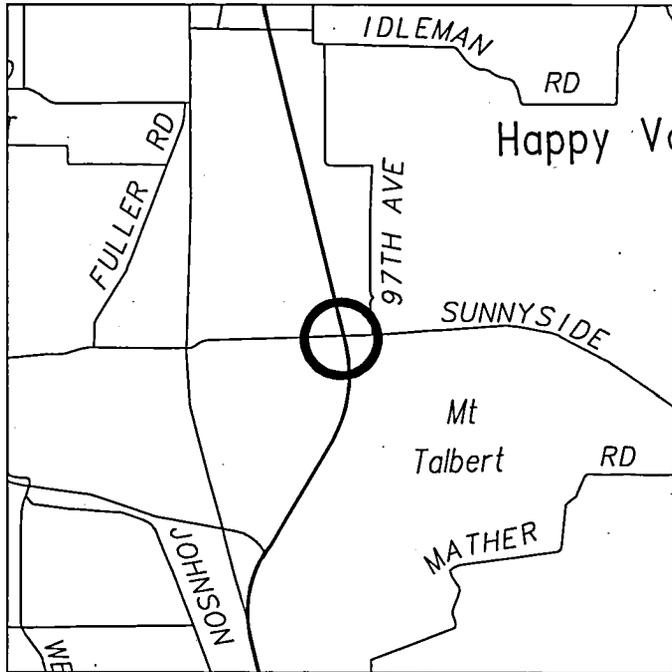


864

NE SANDY BV TO NE GLISAN ST - 223RD CONNECTOR/2

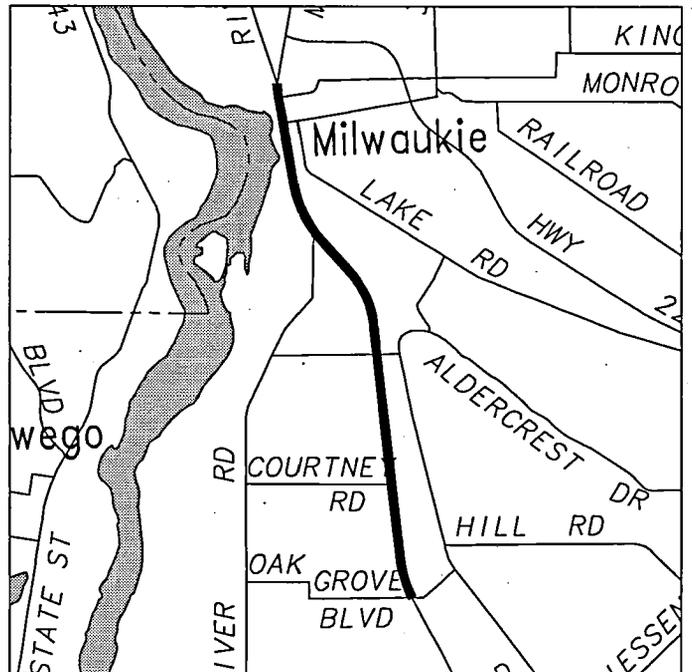


865



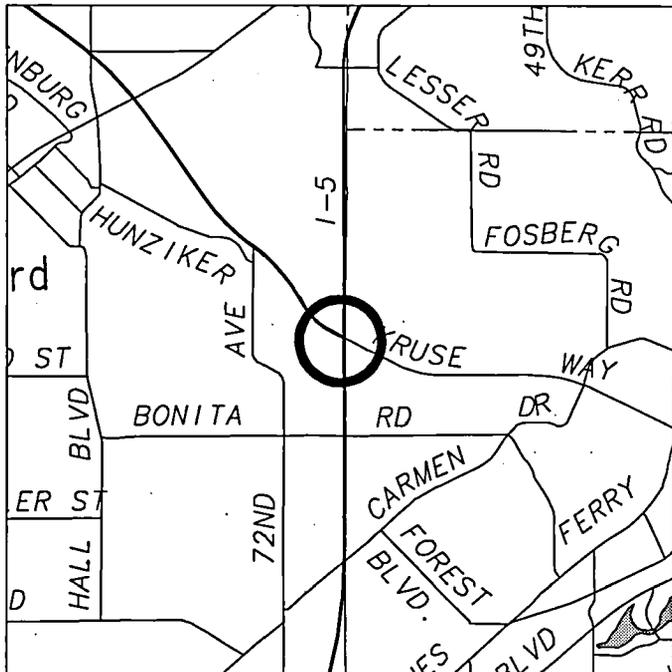
892

McLOUGHLIN BOULEVARD - HARRISON - MLW CBD



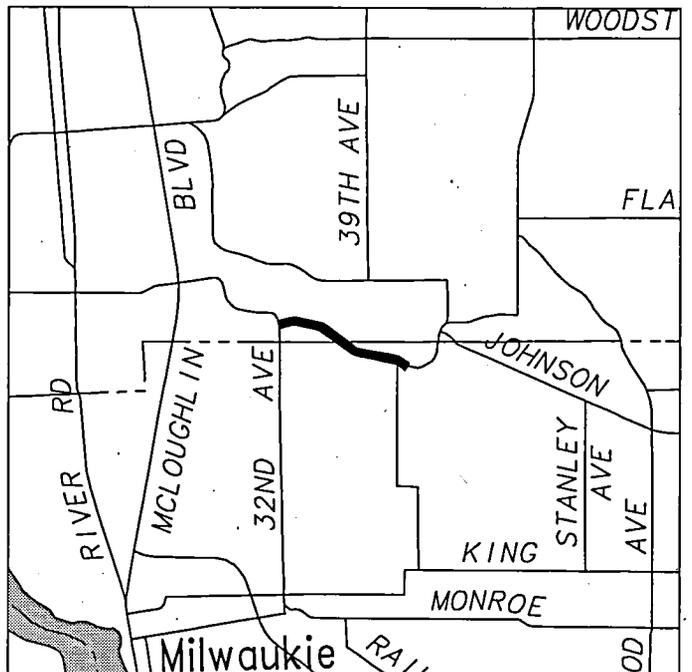
893

I-5 - AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONT



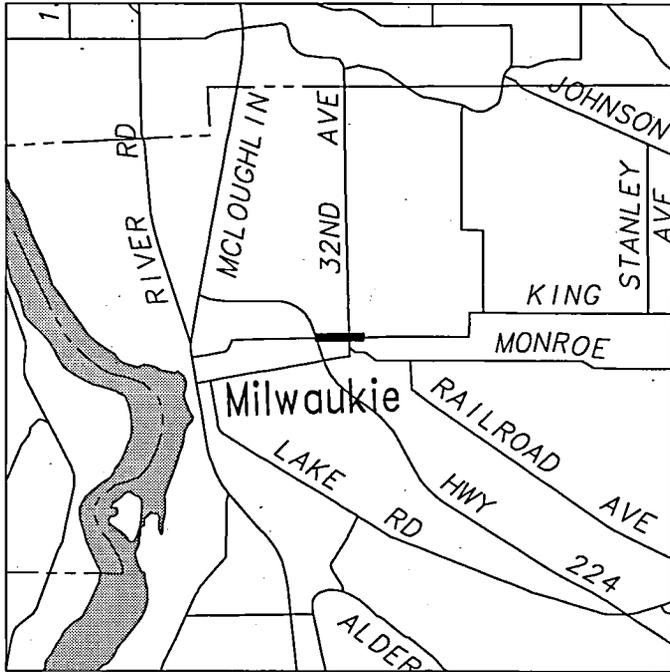
902

JOHNSON CREEK BLVD - 32ND AVE - 45TH AVE



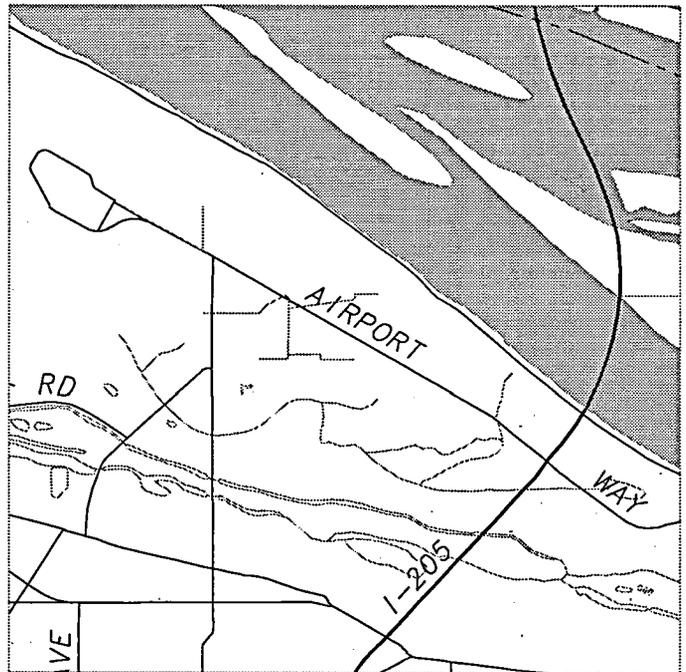
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HARRISON STREET - HWY 224 TO 32ND AVE



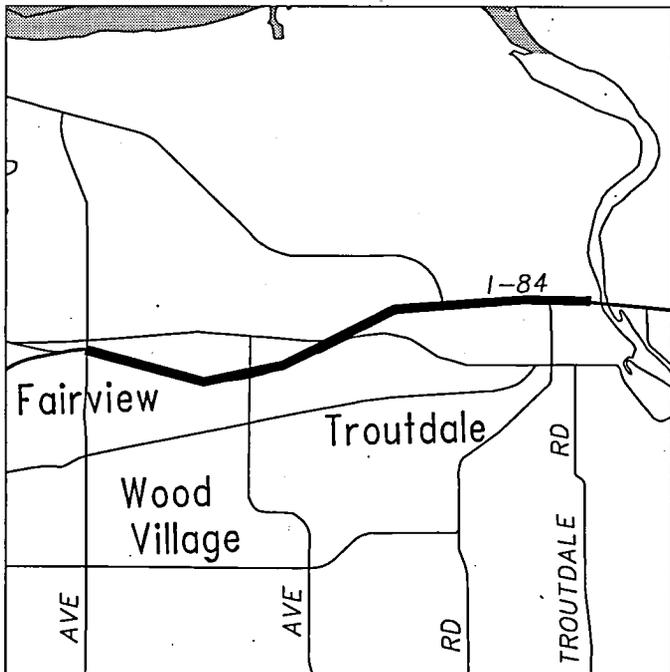
920

AIRPORT WAY WETLAND MITIGATION



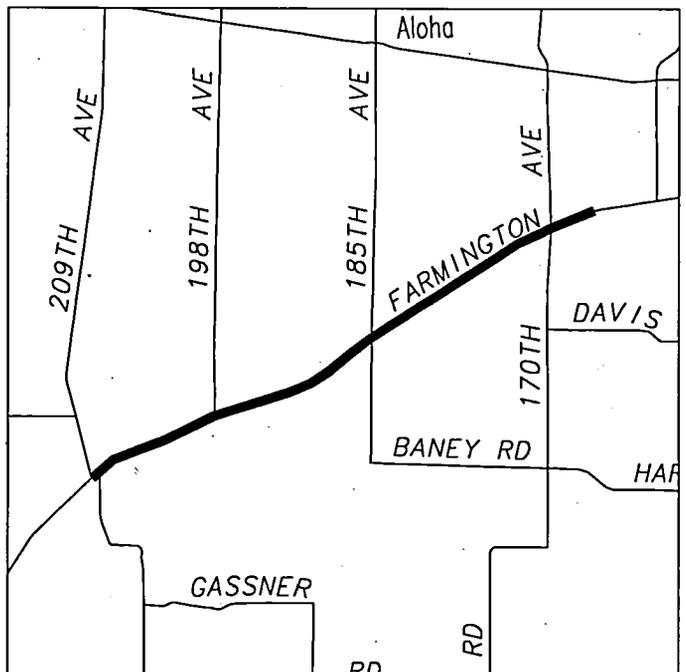
922

I-84 COLUMBIA RIVER HIGHWAY - 223RD TO TROUTDALE



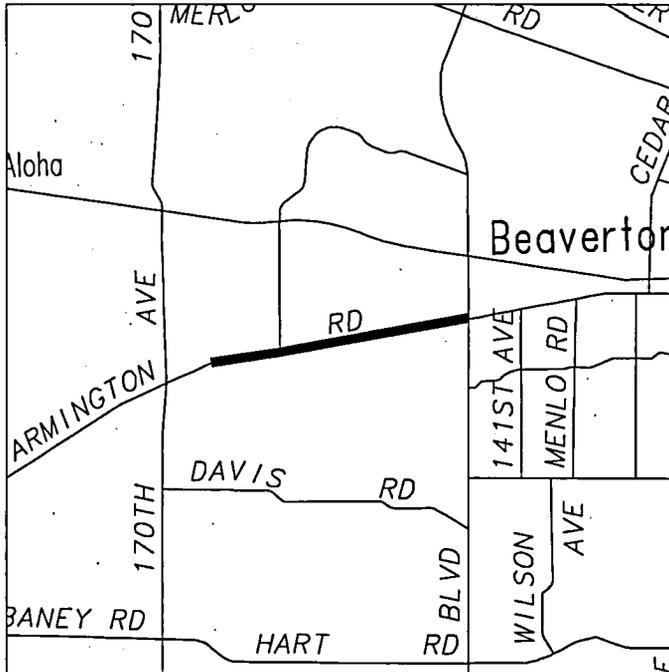
934

OR208 - 209TH AVENUE TO 167TH (WASHINGTON)



944

OR208 - 167TH AVENUE TO MURRAY



APPENDIX D:
DISCUSSION OF 15 ISTEA PLANNING FACTORS

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 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 1995-1997 Approved Program of projects continues the momentum established in the FY 94 TIP of dedicating significant resources under the:

- . State and Regional STP programs,
- . 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
- . by application of demand reduction, access control and transportation systems management techniques to the existing network of arterials and highways.

During the 1994 fiscal year, ODOT and Metro cooperatively worked to fiscally constrain the State 1995-1998 construction program by eliminating approximately \$173-million of projects. The single most important guiding criteria in this process was retention of system preservation projects (at the expense of system expansion projects). Metro then developed both technical and administrative criteria for selection of system expansion projects to keep and to cut from the program. Five technical factors were considered which included project relationship to:

1. Congestion relief
2. Safety enhancement
3. Economic development benefits
4. Cost/benefit; and
5. Benefits to the bike/pedestrian system, freight movement and transit operations.

Numerous suggestions for supplemental "administrative" criteria were received from members of the public in the course of Metro's public involvement meetings. Metro refined these suggestion to five supplementary criteria in consultation with ODOT and members of the TIP Subcommittee of TPAC. The objective of these criteria was to consider critical project information not easily accounted for by the technical criteria. They addressed the following considerations:

1. Had significant public and/or private match money been committed to project phases in anticipation of ODOT participation in the project?
2. Was there a high probability that the project would proceed as currently scheduled, or might it "slip" beyond the four year time period for which the current Six-Year Program is over-committed?
3. Had the project proceeded to right-of-way acquisition? (e.g., were significant resources already committed to the project.)
4. Did the project specifically target enhancement of the region's ability to transport commodities or goods?
5. Lastly, was the project strongly linked to safe and efficient operation of the Westside Corridor Project?

Additional policy direction guiding the cuts included strengthened consistency with federal and state directives contained in ISTEA, the Clean Air Act, the Oregon Transportation Plan and the Goal 12, State Transportation Planning Rule, to reduce reliance on Single Occupant Vehicle travel, increase multi-modal transportation options and improve air quality. The Metro recommendation creates a program that:

- Maintains and preserves existing transportation infrastructure investment;
- Funds critical safety projects; and
- Funds those regionally significant highway projects that are:

- a. of critical need to the multi-modal transportation system
- b. substantially supported by local overmatch made in anticipation of state completion;
- c. likely to proceed on schedule;
- d. linked to construction and enhanced operation of the Westside LRT;
- e. important to the flow of commodities and goods; and
- f. justified by high technical ranking.

Of the \$173 million of program reductions, \$36 million has been reallocated to alternative mode projects which further strengthen the region's multi-modal goals. Twenty-seven million is scheduled to directly support core transit programs. Approximately \$7 million will be used to fund construction of projects benefiting other travel modes and freight movement.

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.

The region has participated in an FHWA sponsored IVHS early deployment grant to develop and implement a Portland-area Advance Traffic Management System (ATMS). The Portland ATMS program recommendations, which are currently proceeding through regional review, emphasize system efficiency, in place of system expansion. Features of the ATMS program include regional arterial signal upgrades 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 continue to be scheduled for capacity increases. Although much reduced from FY 94's anticipated level, these projects continue to be warranted by increasing population and per capita vehicle miles travelled. The region's Interim Conformity Determinations have so far demonstrated that by reducing congestion and establishing more direct links between destinations, these types of 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 joint FHWA/FTA Metropolitan Planning Rule (23 CFR Part 450.336) Interim CMS guidance. 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 Metro FY 1995 TIP programs approximately \$5.2 million of Transportation Enhancement funds allocated to ODOT Region 1 in FY 95-97 (projected) to 11 projects which emphasize pedestrian and bicycle improvement of the region's multi-modal system. The funds were programmed by ODOT in consultation with Metro. This programming allocates all currently appropriated and projected Transportation Enhancement funds in the region.

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. Widening of Marine drive from Rivergate to I-5 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. Regional STP funds have been allocated to study and design improvements to the Columbia Blvd/Lombard Street freight corridor. Additionally, ISTEA Demonstration funds, CMAQ dollars and other private and Port of Portland funds have been allocated to construct a heavy rail bridge improving access to critical Port facilities.

The first phase of the Intermodal Management System planning is nearly completion to identify key system components and implement an inventory of needed system improvements.

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 improvement of the 217/Kruse Way Interchange. This portion of I-5 has been the subject of a pilot 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 consensus is being sought as to the need for and the design of long planned improvements on the East Bank portion of I-5. Planned construction of the Water Street southbound I-5 access ramps has been postponed indefinitely, pending resolution of these issues. Planned construction of the MLK ramp projects has been deferred to ROW acquisition in post-1998.

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 and 238th. A deficient railroad overcrossing east of 238th will also be reconstructed and car/rail conflicts will be eliminated by reconstruction of the 238th interchange. 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 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. High on this list will be construction of a truck climbing lane from the Zoo Interchange to beyond a reconstructed Sylvan

Interchange. Serious safety problems now occurring at the westbound-bound weave and exit between Sylvan and Canyon Road will also be remedied, together with completion of major preservation work to restore the badly rutted portions of US 26 at this location.

Even with these and other 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:

Three projects: 1) the Oregon Electric Right-of-Way purchase; and 2) the Lake Oswego Trolley extension; and 3) the OMSI to Springwater portion of the Eastbank Trail project respond to this planning factor. Each project is 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 planned initially for joint use as 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.

The planned Update of the RTP (November, 1994) will reflect consideration of system preservation cost evaluations mandated by ISTEA. It is possible that these requirements may limit funding available to implement the current committed regional network.

SECTION 450.116(a)(13) *The overall social, economic, energy, and environmental effects of transportation decisions (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. Metro's recommended STIP reductions allocate an additional \$27 million to support Tri-Met's core capital program.

The region has "flexed" nearly \$41 million of the total of \$69 million of State controlled STP funds allocated to the Portland region to directly support:

- construction of the Hillsboro LRT Extension project (\$22 million);
- improved ground transportation connections to the LRT system (\$9 million);
- and

miscellaneous transit capital needs (\$9 million).

This equals almost 60 percent of the total State STP allocation to Portland. Metro had allocated an additional \$22 million of Regional STP funds to directly support construction of the Hillsboro LRT Extension and another \$9 million to improve ground transit connections to the LRT after service startup. This equals nearly 53 percent of the region's directly controlled STP funding.

Transit has been allocated nearly 30 percent of the region's CMAQ funding (\$8 million) for bus purchases to increase peak period service increases. Nearly \$3.5 million has been allocated to support implementation of Transit Oriented Development projects to help increase system ridership. Nearly \$2.5 million of additional CMAQ funds were allocated to projects which will increase pedestrian and bicycle access to the transit system and over \$600,000 more was allocated to complete a park & ride facility. In total, nearly 60 percent of the region's CMAQ allocation was allocated to direct and indirect support of transit.

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.

APPENDIX E:

ATTACHMENTS OF THE METRO PLANNING SELF-CERTIFICATION

JOINT RESOLUTION OF THE
METRO COUNCIL
AND OREGON STATE HIGHWAY ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT THE
PORTLAND METROPOLITAN AREA IS IN
COMPLIANCE WITH FEDERAL TRANSPORTA-
TION PLANNING REQUIREMENTS

RESOLUTION NO. 94-1917
Introduced by JPACT

WHEREAS, Substantial federal
funding from the Federal Transit Administration
and Federal Highway Administration is available to
the Portland metropolitan area; and

WHEREAS, The Federal Transit
Administration and Federal Highway
Administration require that the planning process for
the use of these funds complies with certain
requirements as a prerequisite for receipt of such
funds; and

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

BE IT RESOLVED,

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

ADOPTED by the Metro Council this
___ day of _____, 1994.

Judy Wyers, Presiding Officer

APPROVED by the Oregon
Department of Transportation State Highway
Engineer this

___ day of _____, 1994.

State Highway Engineer

EXHIBIT A

Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the MPO designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties.

Metro is a regional government with 13 directly elected Councilors and an elected Executive Officer. In the November 1992 general election, the Metro Charter was passed, reducing the elected Councilors to seven, effective January 1995. Local elected officials are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see attached membership). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose local governments" as required by USDOT. The Charter created a new local government committee, the Metro Policy Advisory Committee, for nontransportation-related matters with the exception of adoption and amendment to the Regional Transportation Plan (RTP). JPACT remained unchanged under the Charter with the exception of a requirement to consult JPACT regarding Metro takeover of Tri-Met.

2. Agreements

- a. A basic memorandum of agreement between Metro and the Regional Transportation Council (Southwest Washington RTC) which delineates areas of responsibility and necessary coordination and defines the terms of allocating Section 8 funds is in effect.
- b. An agreement between Tri-Met, Public Transit Division of the ODOT and Metro setting policies regarding special needs transportation.
- c. An intergovernmental agreement between Metro, Tri-Met and ODOT which describes the roles and responsibilities of each agency in the 3C planning process.
- d. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds and Metro and Tri-Met for use of FTA funds.
- e. Bi-State Resolution -- Metro and RTC jointly adopted a resolution establishing a Bi-State Policy Advisory Committee.
- f. Bi-State Transportation Planning -- Metro and RTC have jointly adopted a work program description which is reflected in this UWP and a decision-making process for high-capacity transit corridor planning and priority setting.

3. Geographic Scope

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

4. Transportation Plan

The RTP was adopted on July 1, 1982. The document had one housekeeping update in 1984, a major update in 1989, and was revised in 1991. An update to incorporate new elements of the ISTEA in 1991 is scheduled for 1994. A major update to reflect the State Transportation Planning Rule (TPR) will follow in 1995. A rigorous review process is followed during updates which allows for extensive citizen and technical comment. The short-range Transit Development Plan, the detailed transit operations plan for the region, was completely revised and adopted by the Tri-Met Board in January 1988 and is currently being updated, although a completion date has not been set.

5. Transportation Improvement Program

The FY 1994 Transportation Improvement Program (TIP), adopted in September 1993, embodies a number of changes from previous year TIP's. The changes reflect fuller integration of new programming requirements mandated by ISTEA. The FY 1994 TIP features a three-year approved program of projects. The first year of projects (FY 1994) are considered the priority year projects. Should any of these be delayed for any reason, projects of equivalent dollar value may be advanced from the second and third years of the program (FY 1995 and FY 1996 projects) without processing formal TIP amendments as was required previous to ISTEA. This flexibility should reduce the need for multiple amendments throughout the year. Partly for this reason, no significant amendment of the FY 1994 TIP is anticipated. Additionally though, adoption of the FY 1995 TIP will more closely follow the state TIP adoption schedule, with finalization of the new TIP expected in July 1994. The FY 1995 TIP will see programming of major reductions in the state modernization program and final programming of anticipated FY 1995-97 CMAQ and Transportation Enhancement Program funds.

6. Issues of Interstate Significance

The Bi-State Study was completed in FY 1994. The study generated recommendations which will be further analyzed as part of the update to the RTP. Unresolved issues may require additional separate analysis or study. Metro continues to participate on bi-state transportation and air quality issues. The South/North Transit Corridor Study AA/DEIS is being conducted with the close cooperation of Clark County jurisdictions.

7. Public Involvement

Metro maintains a continuous public involvement process which provides public access to key decisions and supports early and continuing involvement. Interactive public participation methods encourages the exchange of ideas and information. This includes the establishment of Citizen Advisory Committees; community outreach efforts such as workshops, and project specific activities; the use of communication methods such as newsletters, fact sheets, meeting notices, and press releases and mailings. A full citizens involvement policy is under development and will be adopted prior to the end of FY 1994.

Major transportation projects have detailed citizen involvement plans focused specifically on the special needs of the project.

The South/North Transit Corridor Study involves 15 jurisdictions. An extensive regional public involvement plan is supported by supplemental local citizen participation efforts. These include geographical working groups, neighborhood/community stakeholder outreach, business contact programs, media education efforts, the development of differing levels of informational material and opportunities for input in addition to extensive decision-making processes for recommendations made throughout the study.

The Willamette River Bridge Crossing (Southeast Corridor - Phase II) includes a Citizen Advisory Committee comprised of neighborhoods, community and business groups. Additional public comment is and will be provided through general public meetings and through the approval process of study recommendations (Metro Council and local jurisdictions).

The Northwest Subarea Transportation Study includes a Citizen Advisory Committee comprised of neighborhoods, community and business groups. Additional public comment is and will be provided through general public meetings and through the approval process of study recommendations (Metro Council and local jurisdictions).

8. Air Quality

The Oregon Legislature passed HB 2214 which directs and authorizes the Environmental Quality Commission to adopt a specific air quality maintenance plan for the Portland area, patterned after the recommendations of the State Motor Vehicle Task Force.

A key point in the bill is the substitution of regulatory measures for the proposed market-based vehicle emission fee. Most notably are the limits placed on the construction of new parking associated with employment, retail and commercial facilities. In addition, the bill provides for a more stringent employer trip reduction program than originally proposed by the State Task Force. These two regulatory programs are expected to provide reductions in vehicle miles traveled (VMT) similar to what may have been achieved by the proposed vehicle emission fee. They are also complimentary to and will help achieve the goals of the LCDC TPR 12 which includes VMT and parking space per capita reduction targets.

9. Civil Rights

Metro's Title VI tri-annual report was submitted in September 1992 and is still in review. An ODOT/FHWA on-site review was held in March 1993 and certification approved. Disadvantaged Business Enterprise (DBE), Equal Employment Opportunity (EEO) and citizen participation all have programs in place which have been FTA-certified.

10. Elderly and Handicapped

The Americans with Disabilities Act Joint Complementary Transit Plan was adopted by the Tri-Met Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. (The 1994 Plan Update was approved by Metro as in conformance with the RTP.)

11. Disadvantaged Business Enterprise Program

A revised DBE program was adopted by the Metro Council in September 1989. Overall agency goals were set for DBEs and Women-Owned Business Enterprises (WBE) as well as contract goals by type. The annual goal for all DOT-assisted DBEs is 12 percent combined DBE/WBE. The DBE program is very specific about the request for proposals, bidding and contract process.

12. Public/Private Transit Operators

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

Tri-Met also contracts for demand-responsive, and neighbor service with private entities such as ATC, Dave Transportation Systems, Inc., Larson Transportation Services, Inc., taxis and Buck Medical Services. Tri-Met also coordinates with those agencies using federal programs (FTA's 16(b)(2)) to acquire vehicles. Service providers in this category are coordinated by Volunteer Transportation, Inc. Special airport transit services are also provided in the region (Raz Transportation and Beaverton Airporter Services). Involvement with these services is limited to special issues.

Two areas, Molalla and Wilsonville, were allowed to withdraw from the Tri-Met District on January 1, 1989. A condition of withdrawal was that they provide service at least equal to the service previously provided by Tri-Met. Dave Transportation Systems, Inc. is providing alternative service to Molalla at approximately two-thirds the cost of Tri-Met service.

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APPENDIX F:
DRAFT
CONFORMITY NETWORK TABLE

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	Temporary constraint due to construct'n	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 too 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				

TIP #	Project	Description	1990	1993	1995	1996	2000	2010
Arterials								
Multnomah County								
RTP	Jenne Rd.: Foster Rd. to Powell Blvd.	Widen	700					900
RTP	Kane: Division to Palmquist	Widen to 3 lanes	900					1800
RTP	Lombard/Burgard: Fessenden to Columbia	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	So. Shore Artrls: 122, 148, 158th N of Sandy	Widen	1800					900/1800
844	Stark St.: 223rd to 242nd Ave.	Widen to 5 lanes	1800	1800				
134	Tacoma St. & 99E I/C: 17th to 32nd Ave.	Upgrade	700/900		1200			
360	Terwilliger Bridge	New overpass structure -- 2 lanes	700		900			

TIP #	Project	Description	1990	1993	1995	1996	2000	2010
Arterials								
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
n813	112th Ave.: @ Cedar Hills	Widen to 3 lanes and extend to Cedar Hills	500				1200	
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
n810	174th Ave.: So. of West Union Rd to Laidlaw Extn'sn	Realign and extend to new connection	900/-				900	
* 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		
n821	Amberglen Prkwy: Guatama Rd/206th Ave & Stuckd Rd	Add new 3 lane road	--			900		
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
25	B.H. Hwy. & Hwy 217	Widen to 6 lanes	1800	2000				

TIP #	Project	Description	1990	1993	1995	1996	2000	2010
Arterials								
Washington County								
240	T/V Hwy (Canyon Rd.): 117th to Hwy. 217	Widen to 6 lanes w/access control	1800				2700	
n819	Cedar Hills Blvd./Sunset Hwy Interchange	Reconfigure interchange	4400		6600			
RTP	Cedar Hills: TV Hwy. to Hall Blvd.	Widen to 5 lanes	1800					2400
RTP	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	
n822	Evergreen Prkwy E. Extn'sn: Cornell Rd	Add new 4 lane extension	--		1800			
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 167th	Widen to 3 lanes	900				1200	
944	Farmington Rd.: Murray to 167th	Widen to 5 lanes	900				2400	
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 @ 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			
n812	Kaiser Rd: West Union Rd.	Realign roadway	900			900		
n811	Laidlaw Rd Extn'sn: West from Kaiser Rd.	Extend 3 lane rd	--			900		
n811b	Laidlaw Rd Extn'sn: West from 168th	Extend 3 lane rd	--				900	
RTP	Lombard: Canyon Rd. to E/W Arterial	New facility -- 3 lanes	--				900	
LOC	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	
RTP	Murray Blvd.: Old Scholls to New Scholls	New facility -- 3 lanes	--				900	

TIP #	Project	Description	1990	1993	1995	1996	2000	2010
Arterials								
Washington County								
RTP	Murray Blvd.: Sunset Hwy. to Cornell Rd.	Widen to 5 lanes	900				1800	
RTP	Murray Blvd.: TV Hwy. to Allen	TSM	1800					2400
n809	New Bethany Blvd.: West Union Rd. and Kaiser Rd.	New facility -- 3 lanes	--			900		
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
n815	Walker Rd.: Murray to 185th	Widen to 5 lanes	900					1800
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

TIP #	Project	Description	1990	1993	1995	1996	2000	2010
Arterials 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	
136	99E: Clatsop to Hwy. 224	Widen to 6 lanes	1800		3600			
855	Beavercreek & Molalla	Realign intersec't'n, new 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	Jennings: Oatfield to Webster	Urban Standards	700					900
905	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	
RTP/CO	Monterey OXing: 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

TIP #	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	Remove 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	

TIP #	Project	Description	1990	1993	1995	1996	2000	2010
Freeways								
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

TIP #	Project	Description	1990	1993	1995	1996	2000	2010
Freeways 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; 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
RTP/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				

* Metro ID #936 and #937 refer to Locally Funded Projects of Multnomah and Washington Counties, respectively.

** Metro ID #934 refers to ODOT Development Projects not otherwise carried in the TIP by line item.

*** ODOT Region 1 staff have confirmed that MetroID #315 and #322 were consolidated with other I-5 work. The capacities indicated were provided as part of other I-5 work.

APPENDIX G:
DRAFT TABLE
OF
REGIONALLY SIGNIFICANT LOCAL PROJECTS

LOCAL PROJECT LIST

TIP #	Project	Description	1990	1993	1995	1996	2000
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		
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			
936	242nd Ave.: Powell to Burnside	Temporary constraint due to construct'n	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		
936	Burnside & 242nd Ave.	Left turn lanes	1000	1200			
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			
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			
Washington County							
n813	112th Ave.: @ Cedar Hills	Widen to 3 lanes and extend to Cedar Hills	500	0	0	0	1200
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	0	
LOC	125th to 121st Connector: N of Scholls	New facility -- 3 lanes	--			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			
n810	174th Ave.: So. of West Union Rd to Laidlaw Extn'sn	Realign and extend to new connection	900/--	0	0	0	900
* 937	185th Ave.: Rock Creek to TV Hwy.	Upgrade	1800	2400			
MSTIP	185th Ave.: Bronson to Tamarack	Widen to 3 lanes	700		900		
n821	Amberglen Prkwy: Guatama Rd/206th Ave & Stucki Rd	Add new 3 lane road	--	0	0	900	0
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	
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	
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			
n819	Cedar Hills Blvd./Sunset Hwy Interchange	Reconfigure Interchange	4400	0	6600	0	0
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
LOC	Davis Rd.: Murray to 155th Ave.	Widen to 3 lanes	700			800	
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	

LOCAL PROJECT LIST (cont'd)

TIP #	Project	Description	1990	1993	1995	1996	2000
Arterials							
Washington County							
MSTIP	E Main: 24th to Brookwood	Widen to 3 lanes	700		900		
MSTIP	E Main: 10th to 24th	Widen to 3 lanes	700				900
n822	Evergreen Prkwy E. Extn'sn: Cornell Rd	Add new 4 lane extension	--	0	1800	0	0
MSTIP	Evergreen: Shute Rd. to 25th	Widen to 3 lanes	900	1200			
LOC	Greenburg Rd.: 99W to Cascade	Widen to 3 lanes	900	1100			
MSTIP	Jenkins Ext.: 158th to 170th	New facility -- 3 lanes	--		900		
n812	Kaiser Rd: West Union Rd.	Realign roadway	900	0	0	900	0
n811	Laidlaw Rd Extn'sn: West from Kaiser Rd.	Extend 3 lane rd	--	0	0	900	0
n811b	Laidlaw Rd Extn'sn: West from 168th	Extend 3 lane rd	--	0	0	0	900
n809	New Bethany Blvd.: West Union Rd. and Kaiser Rd.	New facility -- 3 lanes	--	0	0	900	0
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			
n815	Walker Rd.: Murray to 185th	Widen to 5 lanes	900	0	0	0	0
Clackamas County							
RTP/CO	Monterey OXing: Monterey to new Frontage Rd.	New facility -- 3 lanes	--		900		
CO	Sunnyside Rd. & 132nd	Signalize, turn lanes	900	1100			
RTP/CO	I-205 Frontage Rd.: Sunnyside to 92nd	New facility E of I-205 -- 2 lanes	--			900	

WESTSIDE LRT PROJECT FUNDING HISTORY APPENDIX

Major milestones which directly supported the Westside to 185th grant application and negotiations with FTA for the terms of a Full-Funding Agreement (FFA) include the following:

In summer 1991, local jurisdictions formally committed funds under the terms of the regional compact. Total amount of the compact funds is \$21 million.

In July 1991, Tri-Met and the Oregon Department of Transportation completed an intergovernmental agreement for the state portion of the local match.

In August 1991, the Final Environmental Impact Statement (FEIS) was published.

In November 1991, the Record of Decision (ROD) was issued by UMTA for the Westside Project, reflecting the completion and satisfaction of National Environmental Protection Act (NEPA) requirements.

In November 1991, UMTA approved Tri-Met request for a Letter of No Prejudice for final engineering and design and right-of-way acquisition.

Tri-Met and FTA concluded negotiation of the Westside FFGA in September of 1992. The FFGA addresses program costs to extend light rail service to SW 185th. The original cost estimates and construction plan were revised on several occasions. The SDEIS estimate of \$489.5 million in 1990 dollars was revised to \$522.4 million in the FEIS and has been further refined to \$505.6 million. The latest reduction reflects a combination of deletions and deferrals of project elements. The Requirements Summary table, below, shows costs by major categories in both 1990 and projected "Year of Expenditure " dollars.

Requirements Summary

<u>Cost Elements</u>	<u>1990 Dollars</u>	<u>Year of Expenditure Dollars</u>
Right-of-Way*	42.4	48.2
Alignment Preparation	88.0	125.3
Tunnel	78.0	112.8
Track Materials	10.1	11.6
Electrification, Signals, Communications	32.1	49.3
Stations and Park-and-Ride Lots	30.1	33.2
Operations Facility and Equipment	12.3	17.0
Light Rail Vehicles	56.6	79.7
Engineering & Construction Management	92.2	22.4
Design and Construction Contingency	63.8	91.6
Interim Financing Costs		1.2
Total Project Requirements	<u>505.6</u>	<u>692.3</u>

* Right-of-Way estimate is in 1992 dollars.

ISTEA earmarks \$515.995 million of Section 3 funds for the overall Westside program; the approved grant application requests these funds under the following Year of Expenditure schedule:

1992	\$ 115.4 million
1993	\$ 85.0 million (Annual Element year)
1994	\$104.0 million
1995	\$104.0 million
1996	\$104.0 million
post 96	<u>\$103.6 million</u>
Total Sect. 3	\$516.0 million (rounded up from \$515.995 million)

The total package of funding needed to implement the expected Year of Expenditure schedule for extension of light rail to SW 185th is described in the Resources Summary table, below:

Resources Summary

Partnership Funding	Amount
Section 3 Funds	\$515.0
State Funds	86.0
Tri-Met G.O. Bonds	79.3
Regional Compact Funds	<u>12.0</u>
Total Project Resources	\$692.3

However, because timing of the release of the \$516 million of federal funds is uncertain, the region has agreed to advance local funds to accommodate the construction schedule according to the terms of Resolution No. 92-1680; up to \$277 million of matching funds and local funds may need to be advanced to maintain the construction schedule. This money will come from the following regional resources:

State Funds	\$114 million
Tri-Met General Obligation Bonds	\$ 79 million
Regional Compact Funds	\$ 12 million
Hillsboro Ext. Regional STP Funds	\$ 22 million
Hillsboro Ext. State STP Funds	\$ 22 million
Hillsboro Sect. 9 Capital Grants	\$ 22 million
Interest	<u>\$ 6 million</u>
Total	\$277 million

The actual amounts advanced will depend on annual federal appropriations. Local funds advanced to maintain the construction schedule would be reimbursed by subsequent appropriations of Section 3 funds. Should it become necessary to advance any portion of the \$66 million of local flexible funds committed to the Hillsboro extension to maintain the SW 185th construction schedule, the FFA stipulates that Section 3 funding eventually appropriated to the region may be used to advance any federally eligible transit project on a then approved TIP, including the Hillsboro extension. This "makeup" provision excludes 25 percent project match

funds specifically dedicated to the SW 185th extension (see the Resources Summary table, above).

METRO'S STATE TIP CUT/ADD RECOMMENATION

METRO STIP CUT/ADD RECOMMENDATION AND ALTERNATIVE MODE ALLOCATION

CONSTRUCTION PROJECTS				DEVELOPMENT PROJECTS							
	COST	KEEP	CUT	CONSTR. COST	CURRENT STATUS	RECOMMENDED STATUS	NEW COST				
1	I-5: @ 217/Kruseway	43.40	13.40	30.00	Construction Elements Deferred to Development						
*2	T/V Hwy: 160th Avenue - 110th Avenue	8.40	2.70	5.70	1	T/V Hwy: 160th - 110th	5.70	Constr.	ROW	5.70	
*3	US 26: Beaverton/Tigard Hwy - Camelot	7.24		7.24	*2	I-5/217/Kruse Way (Unit 1)	30.00	Constr.	ROW	10.00	
4	I-5: E. Marquam Grand Ave/MLK Jr. Ramps	50.00		50.00	*3	US 26: Beaverton/Tigard Hwy - Camelot	7.24	Constr.	ROW	7.24	
5	US 26: Murray Road - 217	20.30		20.30	4	U.S. 26: Murray to 217	20.30	Constr.	H/ROW**	20.30	
6	Farmington: 167th - Murray Blvd.	5.18	5.18		5	I-5: Marquam Ramps	50.00	Constr.	Study/EIS	0.00	
7	I-5: Stafford Interchange	7.90	7.90		6	99W @ 124th	1.00	Constr.	ROW	1.00	
*8	I-5: Water Avenue Ramps (Esplanade)	19.00	1.80	17.20	7	I-205: Glisan N & S Bound Ramps	0.37	Constr.	FIN. DESIGN	0.37	
9	I-205: @ Sunnybrook Interchange	18.20	18.20		*8	Water Ramps (SB Access Alternative)	17.20	Constr.	Study/EIS	0.00	
*10	US 26: Camelot Int - Sylvan Int	66.20	50.00	16.20	9	U.S. 26: Camelot to Sylvan	16.20	Constr.	ROW	16.20	
11	99W: @ 124th	1.00		1.00	10	217: NB Off-ramp @ Scholls Hwy	0.27	Constr.	FIN. DESIGN	0.27	
12	I-205: @ Glisan N&S Bound	0.37		0.37	11	US 26: Sylvan Int - Highlands Int	9.40	Constr.	ROW	9.40	
13	US 26: Sylvan Int - Highlands Int	9.40		9.40	12	I-84: 223rd/Troutdale	7.00	Constr.	DELETE	0.00	
14	I-84: 223rd - Troutdale	29.00	22.00	7.00	13	Various MACS & TSM Projects (ATMS)	4.08	Constr.	ROW	4.08	
15	OR-47: Council Creek - Quince (Hwy 47 Bypass)	7.13	7.13		Development Program ROW Projects						
*16	T/V Hwy: Shute Park - 21st	4.65	4.65		14	217: Sunset - T.V. Hwy	20.60	ROW	EIS	20.60	
*17	US 30B: Columbia Blvd. - I-205 (Turn Lanes)	0.44	0.44		15	I-5: 217/Kruse Way Interchange (Unit 2)	37.00	ROW	EIS	0.00	
18	217: NB Off-Ramp @ Scholls Hwy	0.27		0.27	16	Farmington: 209th-Murray Phase 2	2.67	ROW	ROW	2.67	
19	VAR: Metro Advance Warning Signs (ATMS)	1.21	1.21		17	MP 4.1 - Dabney Park (Rockfall)	3.86	ROW	ROW	3.86	
20	VAR: Metro Area Freeways Detection Sys. (ATMS)	1.43	1.43		Develop. Program Hardship ROW Projects						
21	VAR: Motorist Information System (ATMS)	1.10	1.10		18	Mt. Hood Parkway: I-84 - US 26	27.60	H/ROW	H/ROW**	27.60	
22	Two Additional MACS (ATMS)	6.62	3.31	3.31	Sunrise Corridor:						
23	Various TSM Initiatives (ATMS)	1.54	0.77	0.77	19	Sunrise Corridor: I-205 - Rock Creek Jct	85.30	H/ROW	H/ROW**	85.30	
24	Sandy MACS	4.41	4.41		20	Sunrise Corridor: Rock Creek Jct - Mt. Hood Hwy	31.36	H/ROW	H/ROW**	31.36	
25	BV/Tualatin Hwy: Lower Boones Ferry Rd. - Tualatin/Sherwood (Bikeway)	0.24	0.24		21	I-205: Sunrise Interchange	64.90	H/ROW	H/ROW**	64.90	
26	BV/Tualatin Hwy: 99W - SW McDonald St. (Bikeway)	0.39	0.39		Development Program Final Design Projects						
27	OR-43: Mcvey Avenue - Burnham (Bikeway)	0.44	0.44		22	I-5: Wilsonville Interchange	12.60	FIN. DES.	FIN. DESIGN	12.60	
28	Barbur Blvd.: Hamilton/Miles (Bikeway)	1.50	1.50		Development Program EIS Projects						
29	I-84: Gateway Park & Ride Lot	0.96	0.96		23	99E: SE Harold-SE Tacoma Interchange	6.44	EIS	DELETE	0.00	
30	I-205: Columbia River/N.E. Failing (landscaping)	1.97		1.97	24	99E: MLK/Grand Viaduct-SE Harold	6.42	EIS	DELETE	0.00	
31	U.S. 30B: Linnton/Sauvie Is. Brdg. (rockfall)	1.79		1.79	25	I-5: Greeley Ramp- No. Banfield Interchange (Unit 2)	33.50	EIS	EIS	33.50	
32	I-205: Willamette Rv. Bridge Ice Detector	0.17		0.17	26	217: TV Hwy-72nd Ave Interchange	38.20	EIS	EIS	38.20	
33	Excess Bid for Three FY 93 WS LRT Projects	11.50	11.50		27	Western Bypass Corridor EIS	0.00	EIS	EIS	0.00	
TOTAL				333.35	160.66	172.69				SUBTOTAL**	158.445
TARGET										TARGET	307.000
BALANCE FOR PROGRAMMING TO ALT. MODES										BALANCE	148.555
				Metro Suggested Adds to Develop. Element							
1	Regionally Significant Bike Program				??	NA	ROW		??		
2	Regionally Significant Pedestrian Program				??	NA	ROW		??		
*3	ISTEA Mng't Systems Plans & CMS projects				??	NA	ROW		??		
4	Two 10-Minute Transit Corridors				??	NA	ROW		??		
5	Transit Oriented Development Program				??	NA	FIN. DESIGN		??		
6	Hwy/Arterial/Transit ATMS Program				20.00	NA	ROW		20.00		
7	S/N FEIS/Final Design				1800.00	NA	FIN. DESIGN		1800.00		

*Staff recommendation has changed regarding these projects

**Of which \$229.46 is Hardship ROW which has been removed from Subtotal

Key to Abbreviations

Funding Sources

AOH	Access Oregon Highways
BIKE	State Bikeway Program
CDR	Community Development Revenue Sharing
CMAQ	Congestion Mitigation/Air Quality Program (State or Regional)
EDA	Economic Development Administration
FAIX	Federal-Aid Interstate Transfer
FAI	Federal-Aid Interstate
FAP	Federal-Aid Primary
FAU	Federal-Aid Urban
FRC	Federal-Aid to Railroad Crossings
FSI	Federal-Aid Safety
HBR	Highway Bridge Replacement/Rehabilitation
HES	Hazard Elimination System
LOC	Local Funds (i.e., general, bonds, tax)
NHS	National Highway System Program
SEC-3	FTA Capital Grant
SEC-9	FTA Operating Assistance
ST	State Funding
STM	State Modernization Program
STP	Surface Transportation Program (State or Regional)
TE	Transportation Enhancement Program

Project Elements

CAP	Capital Equipment Funds
CONST	Construction Funds
OPRTG	Operations Funds
OTHER	Miscellaneous Funds
PE	Preliminary Engineering
RESRV	Reserve Funds
R/W	Right-of-Way Funds

Federal-Aid Descriptors

LOCAL	Not on Federal-Aid System
MISC	Miscellaneous designation
N/A	Not applicable or not available
TBD	To be determined

Agencies

FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IRC	Intergovernmental Resource Center (Clark County, WA)
MPO	Metropolitan Planning Organization (Metro)
ODOT	Oregon Department of Transportation
USDOT	U.S. Department of Transportation
OSHD	Oregon State Highway Division

Other

DEIS	Draft Environmental Impact Statement
EA	Environmental Assessment
FEIS	Final Environmental Impact Statement
FY	Fiscal Year
HCT	High-Capacity Transit
HOV	High Occupancy Vehicle
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
LRT	Light Rail Transit
LRV	Light Rail Vehicle
RTP	Regional Transportation Plan
STAA	Surface Transportation Assistance Act
STIP	State Transportation Improvement Program
TIP	Transportation Improvement Program
TSM	Transportation System Management
TDP	Transit Development Plan