



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

CORRECTED PINK SHEET

DATE: September 28, 1992

TO: Metro Council
Executive Officer
Interested Staff

FROM: Paulette Allen, Clerk of the Council

RE: COUNCIL ACTIONS OF SEPTEMBER 24, 1992 (REGULAR MEETING)

COUNCILORS PRESENT: Presiding Officer Jim Gardner, Deputy Presiding Officer Judy Wyers, Roger Buchanan, Ed Gronke, Sandi Hansen, Ruth McFarland, Susan McLain, George Van Bergen and Ed Washington. COUNCILORS ABSENT: Tanya Collier and Richard Devlin.

AGENDA ITEM

ACTION TAKEN

1. CONSIDERATION OF A CANDIDATE FOR VACANT DISTRICT 2 COUNCIL POSITION

A. Interview of Candidates by Council

The Council interviewed applicants Terry Moore and Cal Hamreus

B. Selection of Candidate for the District 2 Position

The Council appointed Terry Moore as Councilor for District 2 (Buchanan/Hansen; 8-1 vote; Councilor Gronke voted for Cal Hamreus).

C. Resolution No. 92-1684, For the Purpose of Appointing a Candidate to Fill the Vacant District 2 Position

Adopted (McFarland/McLain; 9-0 vote). Ms. Moore took the oath of office and will be seated at the October 8, 1992 meeting.

2. INTRODUCTIONS

Councilor Buchanan introduced Muhammad Ghunein, bureau chief, Arabic Bureau, U.S. Voice of America, Aman, Jordan.

3. CITIZEN COMMUNICATIONS TO THE COUNCIL ON NON-AGENDA ITEMS

None.

4. EXECUTIVE OFFICER COMMUNICATIONS

None.

(Continued)

5. CONSENT AGENDA

Adopted as corrected
(Gronke/McLain; 9-0 vote).

5.1 Minutes of July 23, August 13 and 27, 1992

6. ORDINANCES, SECOND READINGS

6.1 Ordinance No. 92-467A, For the Purpose of Approving the Revision of Metro Code Section 2.02.275, Zoo Visitor Services Employees Adopted (Gronke/Buchanan; 9-0 vote).

6.2 Ordinance No. 92-466A, For the Purpose of Repealing Metro Code Sections 2.04.100-180, and For the Purpose of Enacting New Provisions Establishing and Governing Metro's Contracting Procedures for Minority, Women and Disadvantaged Business Enterprises Adopted (Gronke/Hansen; 9-0 vote).

7. RESOLUTIONS

7.1 Resolution No. 92-1661, For the Purpose of Authorizing the Executive Officer to Execute a Statement in Support of Determining the Feasibility of a Predicate/Disparity Study Adopted (Gronke/Wyers; 9-0 vote).

7.2 Resolution No. 92-1680, For the Purpose of Endorsing Tri-Met's Financing Plan for the Westside Light Rail Projects Which Includes Advancing the Region's Hillsboro Extension Allocated Funds to the 185th Project Adopted (McLain/Buchanan; 9-0 vote).

7.3 Resolution No. 92-1667, For the Purpose of Adopting the FY 1993 to Post 1996 Transportation Improvement Program and the FY 1993 Annual Element Adopted (Washington/Hansen; 9-0 vote).

7.4 Resolution No. 92-1670, For the Purpose of Approving an Amendment to the 1993 Unified Work Program to Provide for Transportation and Land Use Modeling Improvements Adopted (McLain/Hansen; 9-2 vote).

7. RESOLUTIONS (Continued)

- 7.5 Resolution No. 92-1671, For the Purpose of Authorizing an Exemption to the Competitive Procurement Procedures of Metro Code Chapter 2.04.053 and Authorizing a Personal Services Agreement with the Oregon Graduate Institute of Science and Technology Adopted (McFarland/Wyers; 9-0 vote).
- 7.6 Resolution No. 92-1672, For the Purpose of Establishing the District's Intent to Include a Citizen's Bond Sale as Part of Its General Obligation Bond Issuance of \$200 Million for the Regional Greenspaces System Adopted (Wyers/Hansen; 9-0 vote).
- 7.7 Resolution No. 92-1676, For the Purpose of Approving Contract for Performance Audit Services Adopted (Van Bergen/Wyers; 9-0 vote).

8. NON-REFERRED RESOLUTIONS

- 8.1 Resolution No. 92-1681, For the Purpose of Directing the Preparation of Neutral Factual Information Regarding the Proposed Metro Charter (Ballot Measure 26-3) Adopted (Buchanan/ Van Bergen; 5-4 vote; Councilors McFarland, Van Bergen, Washington and Wyers voted nay).

ADDITIONAL AGENDA ITEM

- 8.2 Resolution No. 92-1687, For the Purpose of Making Appointments to Council Standing Committees Appointing Councilor Moore to the Transportation & Planning and Governmental Affairs Committees (Gronke/Buchanan; 9-0 vote).

9. EXECUTIVE SESSION Held Under the Authority of ORS 192.660(1)(h) to Consult with Counsel with Regard to Litigation No action required.

10. COUNCILOR COMMUNICATIONS & COMMITTEE REPORTS

- 1) Councilor Gronke noted press coverage of the dedication of the Oregon Trail Interpretative Center; 2) Councilor Wyers said the Council should be fully informed on all issues it was expected to vote on. Councilor Hansen concurred with Councilor Wyers.



City of Beaverton

Council
9/24/92
1

September 21, 1992

Mr. Don Carlson
Council Administrator
Metro
2000 S.W. 1st
Portland, OR 97201-5398

Dear Don:

This is a letter in support of appointing Mr. Cal Hamreus to fill the current vacancy on the Metro board.

I have known Cal for approximately ten years. We served together on the Beaverton Planning Commission. He and I have also served together on other project-oriented committees in the city.

Cal is very bright, energetic and enthusiastic. He understands the public processes very well. He can also bring his experience in private enterprise as a draftsman and architect to the benefit of the Metro board.

I can recommend his appointment without any reservations. Please call me at work (692-1282) daytime to answer specific questions about Cal's performance.

Sincerely,

Rob Drake
City Councilor

Council
9/24/92
#1

To: Carry Short
From: Terry Moore
823-7408

METROPOLITAN SERVICE DISTRICT
2000 S.W. FIRST AVENUE
PORTLAND, OREGON 97201
(503) 221-1646

APPLICATION FOR APPOINTMENT
TO VACANT METRO ELECTIVE OFFICE
DISTRICT 2

This application must be completed in full and returned to Don Carlson,
Council Administrator at the above address not later than 5:00 P.M. on
Monday, September 21, 1992.

NAME: Terry S. H. Moore DATE: 20 September 1992

ADDRESS: 8440 SW Godwin Court Garden Home, Oregon 97223

LIST EXPERIENCE, SKILLS OR QUALIFICATIONS WHICH YOU FEEL WOULD QUALIFY YOU
FOR THE POSITION: (see attached)

IN THE SPACE PROVIDED STATE YOUR REASONS AND PURPOSES FOR APPLYING FOR THE
POSITION: (see attached)

HIGH SCHOOL ATTENDED: Hellgate High School, Missoula, Montana
COLLEGE: Name Lewis and Clark College Major Foreign Language, Secondary Ed.
Name Carleton College, Northfield MN Major _____
VOCATIONAL TRAINING: Name _____ Course _____
Name _____ Course _____
OTHER FORMAL EDUCATION: Lewis and Clark College -- Master of Arts (Teaching)
Portland State University -- Post-graduate study

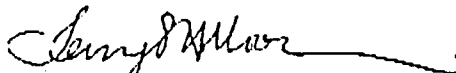
EMPLOYMENT HISTORY:

Present or Last Employer City of Portland, Bureau of Planning
Address 1120 SW Fifth Avenue, Rm. 1002, 97204
Position or Title Secretary to the Planning Commission
Duties (see attached)
Dates of Employment 1979--1982; 1984--present

CERTIFICATE

I hereby certify that I am an elector and resident of Council District No. 2 of the Metropolitan Service District, as reapportioned in 1981; that I will have been a resident of subdistrict No. 2 for a continuous period of at least one year as of September 24, 1992; and that I am not an elected official of any other public body or, if an elected official, I will resign such office prior to appointment.

DATED 20 September 1992


Signature

Experience, Skills, Qualifications for the Position:

Occupational Background: Foreign Language Teacher, Sam Barlow High School; Administrative Assistant, Portland Bureau of Planning; Assistant Historian, Georgia Pacific Corporation; Research Assistant, Commissioner of Public Works, Portland.

Prior Governmental Experience: Raleigh Hills-Garden Home Neighborhood Association: Executive Board member, Chairman; Oregon Governor's Appointee: State Structural Codes Advisory Board, Disabilities Commission, and Fire Marshal's Advisory Committee; Tri-Met Westside Light Rail and Special Needs Transit Advisory Committees.

My experience solving problems at the grassroots and in local and state government qualifies me to meet the challenges Metro faces in the '90s. I have been a community leader for more than 20 years, working with citizens and local governments solving problems related to land use, transportation, greenspaces, and enhancing neighborhoods. I have also been a strong advocate for public participation in government decisions and know the communities of Oak Hills, Bethany, Cedar Hills, Cedar Mill, West Slope, Raleigh Hills, Garden Home and Metzger. I am committed to assuring residents and businesses that issues important to them are included in regional plans.

Reasons and Purposes for Applying for the Position:

I want to bring my neighborhood perspective to the Metro Council because I believe Metro's Regional Urban Growth Goals provide an opportunity to grow wisely into the future only if the special things that make our communities good places to live become the basis of regional plans. I also want to help bring Metro into the region's "governance family" with a stronger sense of trust from the people it serves than it now experiences.

Duties of Present Employment:

Liaison to 9-member citizen planning body dealing with local and regional planning issues; press contact for Planning Commission activities; work closely with citizens and neighborhood groups; prepare and conduct training for volunteer commissioners; prepare meeting agendas, minutes and legal record; assist planning staff with report writing and evaluation.

METROPOLITAN SERVICE DISTRICT
2000 S.W. FIRST AVENUE
PORTLAND, OREGON 97201
(503) 221-1646

APPLICATION FOR APPOINTMENT
TO VACANT METRO ELECTIVE OFFICE
DISTRICT 2

This application must be completed in full and returned to Don Carlson, Council Administrator at the above address not later than 5:00 P.M. on Monday, September 21, 1992.

NAME: Cal Hamreus DATE: 9-16-92

ADDRESS: 5075 S.W. Main Ave. Beaverton Ore. 97005

LIST EXPERIENCE, SKILLS OR QUALIFICATIONS WHICH YOU FEEL WOULD QUALIFY YOU FOR THE POSITION: I am a self employed Architect and planner living and working in the Beaverton area for 18 years, serving on the; Beaverton Planning Commission, Chair of the Central Beaverton Neighborhood Assoc., Co-Founder Beaverton Farmers Market, (currently serving on the board.) Central beaverton Advisory Committee, (Beaverton Downtown Plan, Canyon Road Area Study.) Beaverton Public Safety/City Hall Advisory committee, and numerous school committees.

IN THE SPACE PROVIDED STATE YOUR REASONS AND PURPOSES FOR APPLYING FOR THE POSITION: I believe with my professional background and experiences as described above, I could be an asset to the Metro Council and the community it serves. The important matters facing the council in the near future will require someone with the background to study, comprehend and make tough decisions that affect the quality of life for many people.

HIGH SCHOOL ATTENDED: Woodrow Wilson Portland Ore.

COLLEGE: Name Portland Community Major Architecture

Name _____ Major _____

VOCATIONAL TRAINING: Name _____ Course _____

Name _____ Course _____

OTHER FORMAL EDUCATION: Portland State College - Urban Planning classes (no degree)

EMPLOYMENT HISTORY:

Present or Last Employer Self Employed since 1979

Address 5075 S.W. Main Beaverton Ore.

Position or Title Owner

Duties Architecture, (Client contacts, Designs, Working Drawings, Construction .
supervision and contracts.) Master planning (small commercial projects.)

Dates of Employment Before 1979 worked for several Architectural/Planning firms in
the Portland area. (Wolf, Zimmer, Gunsul, Frasca, S.O.M., Will Martin.)

CERTIFICATE

I hereby certify that I am an elector and resident of Council District No. 2 of the Metropolitan Service District, as reapportioned in 1981; that I will have been a resident of subdistrict No. 2 for a continuous period of at least one year as of September 24, 1992; and that I am not an elected official of any other public body or, if an elected official, I will resign such office prior to appointment.

DATED 9-16-92

Carl Hamer
Signature



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Council
9/24/92
#1

DATE: September 24, 1992
TO: Metro Council
FROM: Casey Short *CS* Council Analyst
RE: District 2 Hearing

In accordance with Section 2.01.180 of the Metro Code, a subcommittee of the Council conducted a public hearing in the vacant Council District 2 for the purpose of hearing public testimony regarding applicants for appointment to the vacant Council position. The hearing was held on September 21, 1992 at the Cedar Hills Recreation Center, and conducted by subcommittee members Councilors Devlin (chair), Gardner, and Gronke. This memo is to report all testimony received at the hearing, as required by Code.

Two people submitted applications by the September 21 deadline. Those two people were given 15 minutes each to address the subcommittee, with that time to include statements from the applicants and District residents speaking on their behalf.

Councilor Devlin convened the public hearing at approximately 7:10 p.m. He announced the purpose of the hearing was to receive testimony relative to the appointment of a party to fill the vacancy in Council District 2 that has occurred because of the resignation of Larry Bauer. He described the process for the conduct of the hearing, which provided for 15 minutes for each applicant's presentation, and time at the beginning and end of the hearing for general public testimony. The general testimony was limited to five minutes per party, and that testimony was to discuss the district in general, preferred attributes of a Councilor from District 2, or comments about the process; it was not to discuss a specific applicant.

There was no general public testimony to open the hearing, and Councilor Devlin called upon the first applicant.

CAL HAMREUS

Cal Hamreus, 5075 SW Main St. in Beaverton, addressed the interview questions. He said Metro is probably doing a very good job with the issues it is charged with. He said he didn't think Metro needed additional programs, given its current size, but that Council should be able to expand its services as the region expands and demand for services increases.

The next question dealt with Metro's relations with other governments in the region. Mr. Hamreus said Metro should have a working partnership with other governments. Its partnerships were a key to its success. He spoke to the RLIS system as an example of this.

Regarding his ability to help Council perform its tasks, Mr. Hamreus said he has a familiarity and understanding of governments in the region, and how they function. He referred to his participation on the Beaverton Planning Commission, saying it helped him understand government processes. As a Planning Commission member and an applicant, in his profession as an architect, he understands both sides of this process.

Mr. Hamreus said he has a knowledge of the district because he has lived in Beaverton for 18 years. He said he shares many ideas with Beaverton City Councilor (and Mayor-elect) Rob Drake, whom he has known since 1985. Mr. Hamreus said Beaverton is a conglomerate of many different needs and businesses. He learned this by chairing for two years the Central Beaverton Neighborhood Association. That neighborhood is diverse, with residential pockets mixed with commercial and industrial areas, and a shortage of open space and parks. He worked to improve citizen participation in the neighborhood association. He helped found the Beaverton Farmers Market, which was important as a vehicle for people to socialize on a Saturday morning.

Regarding what, if anything, should be changed about Metro, Mr. Hamreus said Metro is in the right direction, covering some areas that were lacking in tri-county governmental systems. He referred to the Charter, and said he would like to participate in determining where Metro needs to go in his time on the Council. He said the separation of powers is important in that process.

Councilor Gardner asked Mr. Hamreus if he chaired the neighborhood association as a resident or as a business owner. Mr. Hamreus said it was both: he owns a home and works in the neighborhood. Councilor Gardner asked Mr. Hamreus if he thought the proposed Charter, on balance, would be a positive or negative for regional government. Mr. Hamreus said he does not support the Charter because there are some issues that were not addressed.

Councilor Gronke asked Mr. Hamreus to explain why he wants to be on the Council. Mr. Hamreus said he wants to share what he has learned in his district, and help the Council make any decisions they will be facing in the coming months.

Councilor Gronke asked Mr. Hamreus to explain what issues he opposed in the Charter. Mr. Hamreus said he is not an expert on the Charter, but his opposition has to do with allowing for the checks and balances and the separation of powers between administration and policy. He doesn't think that was addressed in the Charter, and is left up to the wrong people. Councilor Gronke asked who are the wrong people. Mr. Hamreus said he'd rather not answer that.

Councilor Devlin asked if he preferred a Council/manager government or a separation of powers government. Mr. Hamreus said he preferred it the way it is now, that the executive should be elected.

TERRY MOORE

Ms. Moore said she has a commitment to become a Metro Councilor, and she is running for election in District 13. She said she applied for appointment because of that commitment. Receiving the appointment would give her a chance to start earlier than when she otherwise hopes to start on the Council, and let her participate in making decisions. She wants to be a Metro Councilor to help Metro grow into the region's governance family; now Metro is perceived as the "nasty old aunt" that's trying to run everyone's life. She wants to sell Metro and enable people to get their arms around it.

She said the change in Washington County from rural to urban is hard to make. Transportation and land-use planning in the county are anachronistic and need to be changed to conform with RUGGO's. People at the neighborhood level are enthusiastic about reforming those plans, but that there is inertia at the County. The County also is resistant to participating in regional planning, preferring to stand apart. It is difficult to bring all the people to the table to address these issues, but she wants to try. She has experience working with sitting County Commissioners and those running for the vacant position on the Commission, and she could work together with them. She also has experience at the neighborhood level, educating people about land use and transportation, and increasing participation.

Ms. Moore said problems of crime and drugs is exacerbated by the fact that people don't get out of their cars; this is especially true in her Garden Home/Raleigh Hills neighborhood, where arterials such as Oleson Road do not encourage pedestrian use.

Ms. Moore said she opposes the proposed Charter because it does not serve the people. The districts are too large and she would

support increasing, rather than decreasing, the number of Metro Councilors so people could better get to know their Councilors. We should replace county government with regional government for land use, police protection, and water supply. Counties should have a role but not as big a role in the urban area. The Charter also increases the expense of regional government by adding an elected auditor with no policy responsibility. The position of Councilor is "neither fish nor fowl" with the pay level set in the Charter. She said she would quit her full-time job and look for part-time work if elected to the Council, because she thinks the job of Councilor would take more time than she could devote and continue to work full time. She does not support the MPAC because the Council shouldn't need to be advised on every decision it makes, and it is not clear what MPAC's authority is. She supports the separation of powers, believing there should be an elected executive.

Councilor Gardner Ms. Moore her thoughts on the preferred use of the large open space north and northwest of the junction of Highways 26 and 217. He asked if there is a conflict between using that area to support transit ridership through transit-oriented development and keeping the area as a green space. Ms. Moore said she sees no conflict. Light rail should be able to take people to a park - it will take people to the zoo. That space contains a defined riparian area and should be preserved. We should be able to have a project here like the Charleston Harbor project. She said construction of a large park and ride lot is more of a conflict than preserving greenspace area, and efforts should be made to build a pedestrian crossing over Highway 217, encourage more parking at the Cedar Hills shopping center area to support transit ridership and the shopping center.

Councilor Gronke asked Ms. Moore if she saw a conflict between her position as secretary to the Portland Planning Commission and being a Metro Councilor. Ms. Moore said there is no conflict. She is staff to a nine-member citizen body and has no policy making role. She trains commissioners, ensures legal guidelines are observed, facilitates testimony, coordinates press activity, prepares agendas and meeting rooms.

Councilor Gronke asked Ms. Moore her opinion of Metro. She said it's probably doing as good a job as can be done right now, given the resistance to metropolitan government in the region. She suggested the Council should hold more of its meetings in the community rather than just in the City of Portland, to remove or reduce the perception that Metro is a "handmaiden" of Portland. She rejects the assertion that Metro is out "to take over the world," but also does not want Metro to just be stuck with responsibilities that nobody else wants. Metro does have some

unpopular issues in trying to effect change and make auto-oriented neighborhoods more pedestrian-friendly. Metro should make the connection with people that it is trying to improve liveability, and become a stronger force for the sorts of change people want but aren't getting from county government. Metro could become more of an ally to neighborhoods in changing policy.

Councilor Devlin asked Ms. Moore if she would be comfortable voting for highway expansion projects as well as transit projects, under the new Intermodal Surface Transportation Efficiency Act. Ms. Moore said she would look at those on a case-by-case basis, and ask what would be the project's impact on the neighborhood, what it costs, and what we're getting for that cost. She cited the Murray Blvd. extension as a project that will not produce benefits consistent with its cost.

Councilor Devlin asked Ms. Moore her opinion on expanding cities' annexation authority within defined areas, in order to reduce special districts and the cost of government. Ms. Moore said she wouldn't support either state legislation or Metro drawing the lines assigning neighborhoods to cities. She would support a study which ascertains the costs of special districts, how they are paid for, and how accessible they are. She would work to sell the idea of a better, accountable government system. She sees Metro as a potential facilitator in doing this.

GOVERNMENTAL AFFAIRS COMMITTEE REPORT

ORDINANCE NO. 92-467A, APPROVING THE REVISION OF METRO CODE SECTION 2.02.275, ZOO VISITOR SERVICES EMPLOYEES

Date: September 22, 1992

Presented by: Councilor Gronke

COMMITTEE RECOMMENDATION: At its September 17, 1992 meeting the Governmental Affairs Committee voted 3-0 to recommend Council adoption of Ordinance No. 92-467A. Voting were Councilors Collier, Devlin, and Gronke. Councilor Wyers was absent.

COMMITTEE DISCUSSION/ISSUES: Personnel Director Paula Paris presented the staff report. She introduced Teresa Metke, Visitor Services Manager at the Zoo. Ms. Paris said the ordinance would revise the Code to better reflect the seasonal aspect of most Zoo Visitor Services Workers and allow greater flexibility in managing the division. In addition, most Visitor Services Workers are non-represented, but currently have a higher "just cause" standard than represented employees; the ordinance establishes a progressive discipline procedure with which the employees are familiar and comfortable. The ordinance also establishes a 30-day probationary period and allows open recruitment for Visitor Services Worker positions.

Councilor Devlin asked for a comparison of the just cause standard between Visitor Services Workers and represented employees. Ms. Paris said the just cause standard and the probationary period were tied in that represented employees have probationary periods, after which the just cause standards apply. Establishing a probationary period for Visitor Services Workers would be more in line with current practices for other employees. The Visitor Services Workers' probationary period is short - only 30 days - reflecting the seasonal nature of most of those jobs. The ordinance would make treatment of these workers more in line with others, including the addition of a grievance procedure.

Councilor Washington asked what precipitated the drafting of the ordinance. Ms. Paris said it grew from discussions she'd had with Ms. Metke regarding problems with discipline, recruitment, and procedure under the current Code. They decided to proceed with Code revision rather than continue to try to work around the Code.

Chair Collier opened the public hearing, and no one testified.

GOVERNMENTAL AFFAIRS COMMITTEE REPORT

ORDINANCE NO. 92-466A, REPEALING METRO CODE SECTIONS 2.04.100-.180, AND ENACTING NEW PROVISIONS ESTABLISHING AND GOVERNING METRO'S CONTRACTING PROCEDURES FOR MINORITY, WOMEN AND DISADVANTAGED BUSINESS ENTERPRISES

Date: September 22, 1992

Presented by: Councilor Collier

COMMITTEE RECOMMENDATION: At its September 17, 1992 meeting the Governmental Affairs Committee voted 3-0 to recommend Council adoption of Ordinance No. 92-466A. Voting were Councilors Collier, Devlin, and Gronke. Councilor Wyers was absent.

COMMITTEE DISCUSSION/ISSUES: Council Analyst Casey Short presented the staff report. He reviewed the history of this ordinance, saying that efforts to revise Metro's Minority/Women/Disadvantaged Business Enterprise (M/W/DBE) program had been before the Governmental Affairs Committee for at least 18 months. The ordinance under consideration was the result of Council staff working with representatives of the Office of General Counsel and a small task force of interested parties to develop the most liberal program possible that would withstand legal scrutiny. The ordinance establishes separate programs for Minority- and Women-owned businesses for locally funded contracts, and a program for Disadvantaged businesses for federally funded contracts. The program focuses on good faith efforts by both Metro and prime bidders for construction contracts over \$50,000, and on good faith and outreach efforts by Metro for other contracts.

The current draft of the ordinance includes changes following an earlier hearing in committee, at which a number of issues were raised. Mr. Short summarized the changes, which are outlined in his September 10 memo to the committee.

Councilor Devlin pointed out that funds to staff the program were requested in the 1992-93 budget process. The budget decision was to acknowledge the Regional Facilities Department had identified some \$50,000 being necessary if the program were implemented, and sufficient funds were in the Support Services Fund contingency for this purpose. Councilor Devlin suggested that if Council adopts the ordinance, the budget amendment process should begin soon thereafter.

Councilor Collier asked about a disparity study. Mr. Short gave some background, saying that federal court decisions direct that a public agency may only establish remedies to correct for past discrimination if such discrimination is documented through a study. Mark Williams of the Office of General Counsel added that an agency such as Metro could be deemed to have participated in discrimination by injecting public money into a discriminatory industry: if a study found an industry had practiced discrimination and Metro had awarded contracts to members of that

industry, Metro could implement narrowly tailored remedies in an effort to correct that discrimination. Such remedies could include the establishment of goals for participation.

Chair Collier asked if the task force supported the ordinance. Mr. Short said he didn't think members of the task force were overly enthusiastic about it, but recognized this is the best we can do.

Chair Collier opened the public hearing and no one testified.

TRANSPORTATION AND PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 92-1680, FOR THE PURPOSE OF ENDORSING TRI-MET'S FINANCING PLAN FOR THE WESTSIDE LIGHT RAIL PROJECTS WHICH INCLUDES ADVANCING THE REGION'S HILLSBORO EXTENSION ALLOCATED FUNDS TO THE 185TH PROJECT

Date: September 24, 1992

Presented by: Councilor McLain

Committee Recommendation: At the September 22 meeting, the Transportation and Planning Committee voted unanimously to recommend Council adoption of Resolution No. 92-1680. Voting in favor: Councilors Devlin, McLain, Buchanan, and Washington.

Committee Issues/Discussion: Dick Feeney, Director of Governmental Affairs, Tri-Met, presented the staff report. The Westside Light Rail Transit (LRT) to 185th is to be funded with \$516 million of federal funds, which is 75% of the total cost of the project. When discussing financing for the entire project, the region and Metro agreed to put two-thirds of the cost of the Hillsboro extension with moneys available from local general obligation bonds, State Lottery funds and Title I Formula funds provided for under the new Intermodal Surface Transportation Efficiency Act (ISTEA); the Surface Transportation Program (STP) flexible funds.

In doing so, the Hillsboro Extension was assured two-thirds funding. Then under ISTEA, it became eligible for an exemption from the new start criteria for expedited review of the project application. This considerably furthered the Hillsboro portion of the project.

In the course of conversations with the federal government regarding the base project, from downtown Portland to 185th, it became necessary to anticipate a shortfall in federal funding which may result from heavy competition for the annual allocation of money available under the Section 3 Capital Construction Account. Tri-Met was asked to provide evidence that the project would not be delayed or the scope of the project reduced if federal funds were delayed. The revision of the financing plan has been to address this situation.

Alternatives available include agreeing to build according to the federal appropriations schedule. If this is done, the region may face project delays which would increase projects costs significantly and indefinitely postpone completion. This might force the region to accept a "minimal operable segment" which would keep the project on schedule while reducing the size of the project short of 185th - to Sunset or Highway 217 or southwest Murray Boulevard.

The decision was made to try to put together a financing plan to

ensure meeting the project construction schedule and complete the desired terminus of 185th. To do this the money allocated for the Hillsboro extension must be loaned in advance for the base project and repaid as federal funds arrive. Then, the entire authorized bond amount was sold in one issuance, which included the money reserved for the Clackamas County project. The Oregon Department of Transportation (ODOT) was approached so that state monies could be released early for use in the base project. Now the formula Title I STP monies are needed to be released early.

The terms of the approved but unsigned contract state that the federal government is obligated to pay \$516 million to pay back all funds forwarded by the region. The money will be used to complete the Hillsboro segment. That is the purpose of this resolution.

Further complicating the matter is another situation discussed during the meeting of the Joint Policy Advisory Committee on Transportation (JPACT). The use of the federal STP money in the base project should not cancel the statutory exemptions and opportunities previously assured for the Hillsboro project. JPACT expressed concern that as permission was given to forward Hillsboro extension money into the base project, the "1/3, 1/3, 1/3" exemptions acquired for the Hillsboro project, including the FTA expedited review and exemption from the new start criteria, would be jeopardized. Tri-Met was asked by JPACT members to provide assurances.

To do so, Tri-Met identified a letter from Senator Mark Hatfield, a member of the Senate Appropriations Committee, to Brian Clymer, the head of the Federal Transportation Administration, requesting assurances that the exemptions from the new start criteria and expedited review be given. He requested "acknowledgement that the 1/3, 1/3, 1/3 concept for Hillsboro remains intact and can be reflected in the Environmental Impact Statement (EIS) and that the advancing of the monies is only a temporary alteration in the form of the financing plan, rather than its substance, in order to accommodate federal cash flow shortfalls." The Senator asked that the assurances contained in an earlier June 3rd letter be reconfirmed, that the referenced monies apply to the Hillsboro extension and that the Hillsboro extension proceed through the EIS process on the basis of the proposed financing plan.

Further, he asked for confirmation that future Section 3 appropriations provided by Congress as reimbursement for STP, Section 9 funds, as well as local funds, may be expended for the Hillsboro extension as well as other eligible transit projects in the region. Response from Mr. Clymer is expected within the next two days. Preliminary reports from Washington, D. C. about the response indicate that the content will be worded strong enough to satisfy both Senator Hatfield's and JPACT's concerns.

JPACT conditionally approved the resolution pending phone confirmation that a majority of JPACT members approved of the written response from Mr. Clymer to Senator Hatfield. Mr. Feeney

believed JPACT will approve the letter before the Metro Council take final action on September 24, 1992. He stressed the importance of not delaying the proceeding. The agreement is within days of being signed, to delay longer may put the commitment into a season of hiatus for these type of projects until a new administration is able to act. This could significantly jeopardize the entire project. The financial and project management plans are now in the process of being signed off at the regional level. It is hoped that all pieces will be in place for the formal conclusion which will occur shortly.

No federal monies can be spent until formal conclusion. Tri-Met is currently expending over \$2 million of their own money each month on this project under a letter of "no prejudice".

The final complication is whether the assurances, once received, are enforceable. Mr. Clymer will be leaving the FTA in January, 1993, Senator AuCoin will probably be leaving the House Appropriations Committee, there may be a new presidential administration, and there is no assurance that Senator Hatfield will seek or obtain re-election.

Councilor McLain expressed concerns about: enforcement of the letter; the differing definitions of what is enforceable; National Environmental Protection Agency (NEPA) regulations; and the policy commitment based on the favorable response of two letters. Councilor McLain suggested forwarding the resolution to the Council without recommendation until the Council itself had read the Clymer response to the Hatfield letter. Mr. Feeney indicated he had no problem with this course of action but stressed the importance of having the resolution reach the Council this week, without delay.

Councilor Washington asked Mr. Feeney whether these types of difficulties and complications occurred during the Eastside MAX project. Mr. Feeney said yes, the Eastside project in most ways was more difficult because of the lack of experience of the region in dealing with the federal government.

Chairman Devlin explained that with receipt of an appropriate response letter, the region probably has the best possible agreement available to it. What needs to be recognized is that the federal government is the final word, not Metro and not Tri-Met. The only reason the region has this good an agreement is because of the efforts of Senator Hatfield and Congressman AuCoin. If the letter turns out to be unsatisfactory tomorrow, it may be necessary to continue this process of securing funding for a little longer. He suggested instead of forwarding the recommendation "without" recommendation, that the committee forward the resolution with a favorable recommendation, subject to the letter from the FTA being determined satisfactory by JPACT and the full Metro Council. If the letter is not determined to be satisfactory by either group, the resolution should be returned to JPACT for consideration.

**METRO**2000 S.W. First Avenue
Portland, OR 97201-5394
503/221-1646

Memorandum

DATE: September 24, 1992

TO: JPACT Members

FROM: Andrew Cotugno, Planning Director *AC*

RE: Westside Corridor Project Financing Plan - Resolution No. 92-1680

Attached is a draft of the letter expected from Brian Clymer, FTA Administrator, to Senator Hatfield regarding outstanding issues related to the Hillsboro extension. It includes the commitments desired and, therefore, the Resolution as approved by JPACT will proceed. If there are any concerns about proceeding, please notify me as soon as possible. Final adoption of the Resolution is scheduled for consideration by the Metro Council Thursday evening (9/24/92).



U.S. Department
of Transportation

Federal Transit
Administration

DRAFT

The Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

This is in response to your letter concerning the Full Funding Grant Agreement (FFGA) for the Westside Light Rail project in Portland, Oregon. I am pleased to confirm that discussions concerning the terms and conditions to be used in the FFGA have reached a successful conclusion. Announcements of the Administration's intent to award a grant for final design and construction of the Westside Light Rail project have already been made. Based on the initialed final FFGA draft prepared on September 3, 1992, we have a final document ready for signature.

As Tri-County Metropolitan Transportation District (Tri-Met) and Federal Transit Administration (FTA) staff reached closure on the many issues involved, I became aware of the concerns being voiced by officials in the Hillsboro area with respect to the eventual inclusion of the Hillsboro extension, now proceeding through alternatives analysis, in the scope of the Westside project. In order to provide for the inclusion of this extension in the FFGA, FTA and Tri-Met have drafted and included Section 7B, which clearly obligates the Government to amend the scope of the project and include the Hillsboro extension upon satisfaction of applicable Federal requirements, and the provision of the necessary funding by the Congress. This section is consistent with congressional direction contained in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Section 3035(b).

I have also become aware that Hillsboro officials, while recognizing the FFGA language in Section 7B, remain concerned that some delay may be experienced in securing FTA concurrence that all applicable Federal requirements have been met. You should know that the commitment to make available funds from the so-called 1/3, 1/3, 1/3 plan for financing the Hillsboro Extension to assure a smooth cash flow for construction from downtown Portland to 185th Street is recognized as a creative and flexible contribution to the project which demonstrates a commitment to the principles of ISTEA. We will expedite the FTA review process for the Hillsboro Extension so long as the flexible commitments the Portland area is making are ultimately funded by congressional appropriations and result in a Hillsboro financial plan in which the 1/3, 1/3, 1/3 formula is followed. The "front loading" of some of these funds to cover cash flow requirements should not impair the ultimate implementation of the Hillsboro plan, as originally represented to me.

DRAFT

-2-

Additionally, I am aware that concerns remain about the possible application of FTA new starts criteria. When the funding package for the Hillsboro extension was initially prepared, it was developed to take advantage of section 3(i)(5)(A) of the Federal Transit Act, as amended, which provides an exemption from the application of the new starts criteria to projects where section 3 funding is less than 1/3 of the total project cost. While the cash flow features of the agreements between FTA and Tri-Met on Westside project funding, as noted in Attachment 6 of the FFA, may result in some front loading of the funds, as noted above, this should not alter the final Hillsboro funding plan, and we will continue to regard the extension as exempt from the new starts criteria as long as the originally proposed funding program is ultimately achieved. Please note, however, it will be necessary to develop a cost-effectiveness index for the extension for inclusion in the Department's annual report to the Congress on funding levels and allocations of funds (the "3(j) Report"). Other applicable requirements, such as successful completion of the National Environmental Policy Act process, successful preparation of a final environmental document, selection of a locally preferred alternative, and preparation of a viable and acceptable financial plan for design, construction, and operation of the extension will have to be met. With respect to the financial plan, it should be prepared to reflect the 1/3, 1/3, 1/3 funding scenario expected.

As is recognized in Attachment 6 of the FFA, in the event that actual section 3 funding provided for the project is appropriated at a rate slower than identified in Table 1 of Attachment 6 (copy enclosed), Tri-Met will utilize Surface Transportation Program and section 3 funds available to the area for Westside funding. Should this occur, the agreement provides that section 3 monies which are made available towards the end of the project funding cycle may then be used for any federally eligible project contained in the area's approved Transportation Improvement Program (TIP).

From a practical standpoint, there may be limitations on the use of such funds. If these monies come from the new starts portion of the section 3 discretionary program, such funds may only be used on a new starts project. Moreover, if the use of these funds is further restricted by the Congress to the Westside project, and if the Hillsboro extension has by that time, having cleared all applicable requirements, been added to the scope of the Westside project, the only use of these funds will be for the project, including the Hillsboro extension. Should section 3 funds made available to the Portland area late in the Westside project funding cycle not be so constrained, they could be used, as stated in the FFA, for any federally eligible transit project then contained in the approved TIP, including the Hillsboro extension, at local discretion.

DRAFT

-3-

I trust I have satisfactorily answered the issues raised in your letter of September 14, 1992. I appreciate your personal involvement and support during this process and look forward to a successful project.

Sincerely,

Brian W. Clymer

Enclosure

TRANSPORTATION AND PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 92-1667, ADOPTING THE FY 1993 TO POST 1996 TRANSPORTATION IMPROVEMENT PROGRAM AND THE FY 1993 ANNUAL ELEMENT

Date: September 24, 1992 Presented by: Councilor Washington

Committee Recommendation: At the September 22 meeting, the Transportation and Planning Committee voted unanimously to recommend Council adoption of Resolution No. 92-1667. Voting in favor: Councilors Devlin, McLain, Buchanan, and Washington.

Committee Issues/Discussion: Mike Hoglund, Transportation Planning Supervisor, presented the staff report. This resolution approves the annual Transportation Improvement Program (TIP) which is the five year funding element required by the Federal Highway Administration (FHWA) to detail how the region will be spending transportation dollars. This year's version includes the years 1993 through 1998. The Department is proposing that, with some exceptions, past projects be continued and that a list of new projects, detailed in the staff report, be approved.

With passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) there are new funding categories. This TIP is the first time these funds have been programmed. The largest fund impacting Metro and the region is the regional Surface Transportation Program (STP), which is greater than \$8 million per year or \$66 million over the life of the six year act. \$22 million has already been programmed for the Westside Light Rail Transit construction. The remaining \$44 million is being held in reserve and the Transportation Policy Alternatives Committee (TPAC) TIP Subcommittee will be making recommendations on these funds. This will be addressed by amendment in the future.

The current Federal-Aid Urban (FAU) Program will be held harmless for a two year period giving staff and the region time to develop new priorities for those funds. The new STP funds are multi-modal so we are now able to spend them on other types of projects than before (e.g. bicycle, transit, arterial or collector related projects). This will be determined through a new prioritization process and is also dependent on the outcome of the Urban Arterial Fund.

Mr. Hoglund discussed the errata sheet distributed, which is to be included in the TIP. It is for \$75,000 Federal Transit Administration Section money which is for a Tri-Met Human Resources Program grant for Disadvantaged Business Enterprise (DBE) Training Program. It included information on contracting opportunities, procurement process, bonding, required certification, and workshops for involvement in the Westside Light Rail Transit contracting process.

Finally, the TIP is required to be in conformance with the Clean Air Act. This resolution indicates such conformance with the interim guidelines.



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503 221-1646

Memorandum

DATE: September 24, 1992

TO: Metro Council
Executive Officer
Interested Parties

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

RE: AGENDA ITEM NO. 7.3; RESOLUTION NO. 92-1667

Attached is Exhibit A to the Transportation Improvement Program, "Proposed Program for Fiscal Years 1993 to Post 1996 Effective October 1, 1992." This document was published in the September 22, 1992, Transportation and Planning Committee agenda and is provided for reference at the September 24, 1992, Council meeting. Please note an errata sheet has been published in the Council agenda packet and will be attached to the document after Council adoption.

Exhibit A

TRANSPORTATION IMPROVEMENT PROGRAM

Proposed Program for Fiscal Years 1993 to Post 1996

Effective October 1, 1992

D R A F T

August 21, 1992

Metropolitan Service District

Interstate Transfer Programs

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Interstate Transfer Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
	Obligated	1992	1993	1994	1995	1996	Post 1996	
Category I Projects								
1 Finaled Vouchered Projects**								CLOSED
Pre Eng	347,648	0	0	0	0	0	0	347,648
Rt-of-Way	1,339,429	0	0	0	0	0	0	1,339,429
Constr	5,879,244	0	0	0	0	0	0	5,879,244
Non-Hwy Cp	0	0	0	0	0	0	0	0
Operating	155,015	0	0	0	0	0	0	155,015
Reserve	0	0	0	0	0	0	0	0
Sys Study	0	0	0	0	0	0	0	0
Pre AA	0	0	0	0	0	0	0	0
Total	7,721,336	0	0	0	0	0	0	7,721,336
2 RESERVE FOR OREGON DEPARTMENT OF TRANSPORTATION (ODOT)**								
Reserve	0	0	0	0	0	0	884,986	884,986
Total	0	0	0	0	0	0	884,986	884,986
3 BANFIELD TRANSITWAY - HIGHWAY FUNDS**								
Pre Eng	5,506,103	26,482	0	0	0	0	191	5,532,776
Rt-of-Way	7,929,650	0	0	0	0	0	0	7,929,650
Constr	14,151,927	-34,032	0	0	0	0	0	14,117,895
Total	27,587,680	-7,550	0	0	0	0	191	27,580,321
4 BANFIELD TRANSITWAY - TRANSIT FUNDS(T)**								
Pre Eng	10,956,546	0	0	0	0	0	0	10,956,546
Rt-of-Way	13,371,853	0	0	0	0	0	0	13,371,853
Constr	120,384,576	0	0	0	0	0	0	120,384,576
Total	144,712,975	0	0	0	0	0	0	144,712,975
5 METRO SYSTEM PLANNING - W/S CORRIDOR(T)**								
Pre Eng	2,194,266	0	0	0	0	0	0	2,194,266
Total	2,194,266	0	0	0	0	0	0	2,194,266
6 BANFIELD TRANSITWAY - METRO PLANNING(T)**								
Pre Eng	300,050	0	0	0	0	0	0	300,050
Total	300,050	0	0	0	0	0	0	300,050
7 TRI-MET TECHNICAL STUDY - 5 WORK ELEMENTS(T)**								
Pre Eng	428,000	0	0	0	0	0	0	428,000
Total	428,000	0	0	0	0	0	0	428,000
8 METRO PLANNING**								
Pre Eng	2,314,004	49,495	0	0	0	0	0	2,363,499
Total	2,314,004	49,495	0	0	0	0	0	2,363,499
9 M'LOUGHLIN CORRIDOR - ML KING/GRAND AVE VIADUCT TO SE RIVER ROAD**								
Pre Eng	1,497,579	920,721	0	0	0	0	0	2,418,300
Total	1,497,579	920,721	0	0	0	0	0	2,418,300
10 M'LOUGHLIN BOULEVARD LRT ALTERNATIVES ANALYSIS AND DEIS(T)**								
Alt Anal	0	0	0	987,950	0	0	0	987,950
Total	0	0	0	987,950	0	0	0	987,950
11 M'LOUGHLIN BOULEVARD SOUTHEAST CORRIDOR STUDY(T)**								
Pre Eng	100,000	0	0	0	0	0	0	100,000
Total	100,000	0	0	0	0	0	0	100,000
12 M'LOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD**								
Rt-of-Way	8,296,000	394,825	0	0	0	0	0	8,690,825
Total	8,296,000	394,825	0	0	0	0	0	8,690,825
13 M'LOUGHLIN BLVD PHASE II - TACOMA TO HIGHWAY 224**								
Constr	9,675,867	224,133	0	0	0	0	0	9,900,000
Total	9,675,867	224,133	0	0	0	0	0	9,900,000
14 POWELL BLVD - 52ND AVE TO 92ND AVE - SECTION II**								
Pre Eng	515,641	0	0	0	0	0	0	515,641
Rt-of-Way	6,697,690	0	0	0	0	0	0	6,697,690
Constr	4,020,853	0	0	0	0	0	0	4,020,853
Total	11,234,184	0	0	0	0	0	0	11,234,184

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Category I Projects
(Continued)

15 YEON/ VAUGHN/ NICOLAI/ WARDWAY AND ST HELENS ROAD RECONSTRUCTION***269 *79-038***00129*VARvar**726*****0****								
Pre Eng	1,985,482	0	0	0	0	0	0	1,985,482
Reserve	0	0	0	0	0	0	251,504	251,504
Total	1,985,482	0	0	0	0	0	251,504	2,236,986
16 BANFIELD LRT STATION AREA PLANNING PROGRAM(T)***290 *80-900***01334*TRA68***2*****0****								
Pre Eng	1,028,075	0	0	0	0	0	0	1,028,075
Total	1,028,075	0	0	0	0	0	0	1,028,075
17 TRI-MET RIDESHARE PROGRAM***295 *80-313***02151*VARvar**na*****0****								
Operating	1,704,433	0	103,578	0	0	0	0	1,808,011
Total	1,704,433	0	103,578	0	0	0	0	1,808,011
18 PORTLAND/ VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE(T)***310 *80-032***00000*TRavar**726*****0****								
Pre Eng	72,311	0	0	0	0	0	0	72,311
Total	72,311	0	0	0	0	0	0	72,311
19 CONVENTION CENTER AREA TRANSIT / HIGHWAY IMPROVEMENTS(T)***383 *00-000***00000*TRavar**726*****0****								
Pre Eng	100,000	0	0	0	0	0	0	100,000
Total	100,000	0	0	0	0	0	0	100,000
20 METRO TECHNICAL ASSISTANCE***440 *80-404***00000*VARvar**na*****0****								
Operating	65,878	36,000	0	0	0	0	0	101,878
Total	65,878	36,000	0	0	0	0	0	101,878
21 MCLOUGHLIN CORRIDOR TRANSIT ANALYSIS(T)***588 *00-000***00000*TRA26***1E*****0****								
Pre Eng	130,855	0	0	0	0	0	0	130,855
Total	130,855	0	0	0	0	0	0	130,855
22 LIGHT RAIL VEHICLE PURCHASE (T)***695 *00-000***00000*OR*var**na*****0****								
Non-Rwy Cp	2,863,490	0	0	0	0	0	0	2,863,490
Total	2,863,490	0	0	0	0	0	0	2,863,490
23 NW NICOLAI ST - NW 29TH TO NW 24TH***731 *79-038***00129*FAU9302*726*****0****								
Rt-of-Way	39,063	0	0	0	0	0	0	39,063
Constr	2,173,166	0	0	0	0	0	0	2,173,166
Total	2,212,229	0	0	0	0	0	0	2,212,229
24 NW YEON AVE - NW ST HELENS RD TO NW NICOLAI***733 *79-038***00364*FAP1***2W*****0****								
Rt-of-Way	760,217	242,855	0	0	0	0	0	1,003,072
Constr	9,844,232	-4,060	0	0	0	0	0	9,840,172
Reserve	0	0	0	0	0	1,406,487	1,406,487	1,406,487
Total	10,604,449	238,795	0	0	0	1,406,487	1,406,487	12,249,731
25 NW ST HELENS RD - NW KITTRIDGE TO NW 31ST AVZ***734 *79-038***00367*FAU9296*726*****4****								
Rt-of-Way	150,552	0	0	0	0	0	0	150,552
Constr	1,679,640	0	0	0	0	0	0	1,679,640
Reserve	0	0	0	0	0	43,998	43,998	43,998
Total	1,830,192	0	0	0	0	43,998	43,998	1,874,190
26 VAUGHN ST / WARDWAY - NW 31ST AVZ TO NW 24TH AVZ***735 *79-038***00387*FAU9296*726*****3****								
Constr	1,001,675	0	0	0	0	0	0	1,001,675
Total	1,001,675	0	0	0	0	0	0	1,001,675
27 FRONT - YEON CONNECTION***738 *79-038***00586*FAU9300*726*****0****								
Rt-of-Way	1,003,071	0	0	0	0	0	0	1,003,071
Constr	4,444,932	169,990	0	0	0	0	0	4,614,922
Reserve	0	0	0	0	0	68,260	68,260	68,260
Total	5,448,003	169,990	0	0	0	68,260	68,260	5,686,253
28 REGIONAL RESERVE***755 *00-000***00000*VARvar**na*****0****								
Reserve	0	0	0	0	0	11,802	11,802	11,802
Total	0	0	0	0	0	11,802	11,802	11,802
29 PHASE I ALTERNATIVES ANALYSIS(T)***765 *80-404***00000*TRavar**na*****0****								
Pre Eng	250,000	0	0	0	0	0	0	250,000
Total	250,000	0	0	0	0	0	0	250,000
30 BANFIELD TRAFFIC MONITORING PROGRAM***771 *10183***01806*FAP68***2*****0****								
Constr	108,963	74,496	0	0	0	0	0	183,459
Total	108,963	74,496	0	0	0	0	0	183,459

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Category I Projects
 (Continued)

31 SUNSET LIGHT RAIL PROGRAM(T)***773 *10033***00000*TRA27***47*****0****									
Pre Eng	500,004	0	0	0	0	0	0	500,004	
Total	500,004	0	0	0	0	0	0	500,004	
32 NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM***802 *84-016***02358*VARvar**726*****0****									
Pre Eng	81,537	60,498	0	0	0	0	0	142,035	
Total	81,537	60,498	0	0	0	0	0	142,035	
33 TRANSIT MALL EXTENSION NORTH - W BURNSIDE ST TO NW IRVING***822 *91-009***06356*FAU9341*726*****0****									
Pre Eng	270,300	40,900	0	0	0	0	0	311,200	
Constr	0	2,876,300	0	0	0	0	0	2,876,300	
Total	270,300	2,917,200	0	0	0	0	0	3,187,500	
34 SUNSET HIGHWAY RAMP METERING***827 *10231***02235*FAP27***47*****67****									
Pre Eng	32,848	7,152	0	0	0	0	0	40,000	
Constr	358,250	25	371,725	0	0	0	0	730,000	
Total	391,098	7,177	371,725	0	0	0	0	770,000	
35 TRI-MET RESERVE ACCOUNT***903 *00-000***00000***var**na*****0****									
Reserve	0	0	0	0	0	0	3,000,000	3,000,000	
Total	0	0	0	0	0	0	3,000,000	3,000,000	
36 I-205 BUSLANES WITHDRAWAL RESERVE(T)***907 *00-000***00000*TRA205**64*****18****									
Reserve	0	0	0	0	0	0	15,941,283	15,941,283	
Total	0	0	0	0	0	0	15,941,283	15,941,283	
37 I-205/MILWAUKIE PRELIMINARY ALTERNATIVE ANALYSES(T)***939 *00-000***00000*OR*29-90na*****9****									
Pre AA	997,050	0	0	0	0	0	0	997,050	
Total	997,050	0	0	0	0	0	0	997,050	
Total Category I									
	247,707,965	5,085,780	475,303	987,950	0	0	21,608,511	275,865,509	

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

City of Portland Projects

Project Description	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
38 Finald Vouchered Projects***0 0000000*00000*****								
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
39 N COLUMBIA BLVD - 0.25 MI W OF TERMINAL RD TO W OSWEGO AVE***9 *75-019***01690*FAU9956*123*****0****								
Rt-of-Way	327,636	0	0	0	0	0	0	327,636
Constr	2,857,047	0	0	0	0	0	0	2,857,047
Total	3,184,683	0	0	0	0	0	0	3,184,683
40 I-5 - GREELEY/I-5 CONNECTION - LANDSCAPING***21 *76-009***00305*FAUvar**726*****0****								
Constr	93,668	0	0	0	0	0	0	93,668
Total	93,668	0	0	0	0	0	0	93,668
41 HOLLYWOOD DISTRICT IMPROVEMENTS/NE SANDY BLVD - 37TH TO 47TH***28 *79-071***00115*FAU9326*59*****2****								
Pre Eng	306,967	0	0	0	0	0	0	306,967
Rt-of-Way	197,304	0	0	0	0	0	0	197,304
Constr	2,610,577	0	0	0	0	0	0	2,610,577
Total	3,114,848	0	0	0	0	0	0	3,114,848
42 ARTERIAL STREET 3R PROGRAM***43 *10050***01568*VARvar**726*****0****								
Pre Eng	214,832	0	0	0	0	0	0	214,832
Constr	5,800,526	0	0	0	0	0	0	5,800,526
Total	6,015,358	0	0	0	0	0	0	6,015,358
43 M'LOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION***153 *80-081***02345*VARvar**726*****0****								
Pre Eng	19,000	27,530	0	0	0	0	0	46,530
Constr	0	100,980	0	0	0	0	0	100,980
Total	19,000	128,510	0	0	0	0	0	147,510
44 SE DIVISION CORRIDOR - DIVISION/CLINTON/HARRISON***189 *78-069***00389*FAU9800*726*****0****								
Pre Eng	23,139	0	0	0	0	0	0	23,139
Total	23,139	0	0	0	0	0	0	23,139
45 SW BROADWAY - SW 4TH TO SW 6TH***200 *10092***00582*FAU9345*726*****0****								
Pre Eng	98,012	0	0	0	0	0	0	98,012
Constr	403,933	14,311	0	0	0	0	-1,554	416,690
Total	501,945	14,311	0	0	0	0	-1,554	514,702
46 BEAVERTON HILLSDALE HWY(OR10) - CAPITOL HWY TO SCHOLLS FY RD***243 *78-050***00383*FAU9228*40*****3****								
Pre Eng	298,044	0	0	0	0	0	0	298,044
Rt-of-Way	476,620	740	0	0	0	0	-740	476,620
Constr	1,668,241	3,478	0	0	0	0	0	1,671,719
Total	2,442,905	4,218	0	0	0	0	-740	2,446,383
47 ST HELENS ROAD RECONSTRUCTION - WEST CITY LIMITS TO NW KITTRIDGE***271 *79-067***02107*FAP1***2W*****3****								
Pre Eng	62,163	0	0	0	0	0	0	62,163
Constr	161,565	26,270	0	0	0	0	0	187,835
Total	223,730	26,270	0	0	0	0	0	250,000
48 W BURNSIDE ROAD/ TICHNER DRIVE INTERSECTION IMPROVEMENT***282 *79-058***00000*FAU9326*59*****0****								
Pre Eng	27,972	0	0	0	0	0	0	27,972
Rt-of-Way	69,820	0	0	0	0	0	0	69,820
Constr	464,840	0	0	0	0	0	0	464,840
Total	562,632	0	0	0	0	0	0	562,632
49 NORTHWEST PORTLAND TRANSPORTATION STUDY***285 *79-035***01088*VARvar**726*****0****								
Pre Eng	28,804	0	0	0	0	0	-2,007	26,797
Total	28,804	0	0	0	0	0	-2,007	26,797
50 NW FRONT AVENUE RECONSTRUCTION - NW GLISAN TO NW 26TH AVE***286 *80-006***00588*FAU9300*726*****0****								
Pre Eng	243,337	0	0	0	0	0	0	243,337
Rt-of-Way	113,373	0	0	0	0	0	0	113,373
Constr	4,200,481	0	0	0	0	0	0	4,200,481
Total	4,557,391	0	0	0	0	0	0	4,557,391

Metropolitan Service District
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Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
City of Portland Projects (Continued)								
51 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE***								
Pre Eng	1,742,976	650,498	0	0	0	0	0	2,393,474
Rt-of-Way	5,525,000	0	0	0	0	0	-2,550,000	2,975,000
Constr	3,680,818	0	1,720,200	0	0	0	0	5,401,018
Total	10,948,794	650,498	1,720,200	0	0	0	-2,550,000	10,769,492
52 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	2,651,998	0	0	0	0	0	-134,488	2,517,510
Total	3,176,224	0	0	0	0	0	-134,488	3,041,736
53 SW TERWILLIGER BLVD - BARBUR BLVD TO TAYLORS FERRY RD***								
Pre Eng	546,668	0	0	0	0	0	-20,000	526,668
Rt-of-Way	23,477	0	0	0	0	0	-23,477	0
Constr	1,349,321	191,267	0	0	0	0	0	1,540,588
Total	1,919,466	191,267	0	0	0	0	-43,477	2,067,256
54 CONVENTION CENTER AREA TRANSIT / HIGHWAY IMPROVEMENTS(T)***								
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
55 SW BERTHA BLVD - SW VERMONT TO BARBUR BLVD***								
Pre Eng	183,880	0	0	0	0	0	0	183,880
Rt-of-Way	16,150	0	0	0	0	0	-4,905	11,245
Constr	1,334,549	-27,204	0	0	0	0	0	1,307,345
Total	1,534,579	-27,204	0	0	0	0	-4,905	1,502,470
56 82ND AVENUE - SISKIYOU TO BROADWAY***								
Pre Eng	46,546	0	0	0	0	0	0	46,546
Constr	201,357	0	0	0	0	0	0	201,357
Total	247,903	0	0	0	0	0	0	247,903
57 NW 23RD AVE / BURNSIDE***								
Pre Eng	95,624	56,258	0	0	0	0	0	151,882
Rt-of-Way	192,100	0	0	0	0	0	0	192,100
Constr	0	0	480,386	0	0	0	0	480,386
Total	287,724	56,258	480,386	0	0	0	0	824,368
58 NW 21ST/22ND - THURMAN TO FRONT***								
Pre Eng	112,710	0	0	0	0	0	-58,480	54,230
Total	112,710	0	0	0	0	0	-58,480	54,230
59 NW INTERSECTION IMPROVEMENTS - 22 LOCATIONS***								
Pre Eng	33,000	68,285	0	0	0	0	0	101,285
Constr	126,270	118,590	0	0	0	0	0	244,860
Total	159,270	186,875	0	0	0	0	0	346,145
60 CITYWIDE SIGNAL SYSTEM ANALYSIS***								
Pre Eng	1,039,873	0	0	0	0	0	0	1,039,873
Constr	2,841,830	32,670	0	0	0	0	0	2,874,500
Total	3,881,703	32,670	0	0	0	0	0	3,914,373
61 CBD TRAFFIC SIGNAL REPLACEMENTS UNIT B - BANFIELD LRT CORRIDOR***								
Pre Eng	110,276	0	0	0	0	0	0	110,276
Constr	1,077,626	0	0	0	0	0	0	1,077,626
Total	1,187,902	0	0	0	0	0	0	1,187,902
62 COLUMBIA BLVD - DELAWARE TO CHAUTAUQUA RRKINGS***								
Pre Eng	118,150	0	0	0	0	0	0	118,150
Total	118,150	0	0	0	0	0	0	118,150
63 NORTHWEST RIDESHARE***								
Operating	32,519	0	0	0	0	0	0	32,519
Total	32,519	0	0	0	0	0	0	32,519
64 BANFIELD FIRE LINE***								
Pre Eng	15,842	0	0	0	0	0	0	15,842
Total	15,842	0	0	0	0	0	0	15,842

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Estimated Expenditures by Federal Fiscal Year
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

City of Portland Projects
(Continued)

65 SW VERMONT STREET - 30TH AVENUE TO OLESON ROAD***726 *10133***02013*FAU9398*726*****0****								
Pre Eng	208,930	0	0	0	0	0	-89,715	119,215
Total	208,930	0	0	0	0	0	-89,715	119,215
66 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	876,076	0	0	0	0	0	-3,110	872,966
Total	978,910	0	0	0	0	0	-3,110	975,800
67 82ND AVENUE - DIVISION TO CRYSTAL SPRINGS - UNITS 1 & 2***730 *79-049b**00700*FAU9713*68*****4****								
Pre Eng	623,209	-137,732	0	0	0	0	-6,833	478,642
Rt-of-Way	2,123,000	0	0	0	0	0	-1,312,835	812,165
Constr	1,094,143	137,732	0	0	0	0	0	1,231,875
Total	3,842,352	0	0	0	0	0	-1,319,670	2,522,682
68 NW FRONT AVE - GLISAN TO COUCH (EVERETT-FRONT CONNECTOR)***751 *10140***01250*FAU9300*726*****0****								
Pre Eng	291,123	0	0	0	0	0	-23,440	267,683
Constr	2,024,513	0	0	0	0	0	0	2,024,513
Total	2,315,636	0	0	0	0	0	-23,440	2,292,196
69 N VANCOUVER WAY - ML KING AVENUE TO MARINE DRIVE***762 *10149***01553*FAU9960*726*****0****								
Pre Eng	239,869	0	0	0	0	0	0	239,869
Rt-of-Way	0	0	0	0	0	0	0	0
Constr	2,470,712	0	0	0	0	0	0	2,470,712
Total	2,710,581	0	0	0	0	0	0	2,710,581
70 BANFIELD FREEWAY - CITY BRIDGE REPAIR WORK***808 *80-900***00000*FAI84**2*****0****								
Constr	149,405	0	0	0	0	0	0	149,405
Total	149,405	0	0	0	0	0	0	149,405
71 SIGNAL MODIFICATIONS (3) - NORTH PORTLAND***840 *84-001***02362*VARvar**726*****0****								
Pre Eng	53,850	0	0	0	0	0	-4,493	49,357
Total	53,850	0	0	0	0	0	-4,493	49,357
72 NEW CBD TRAFFIC SIGNALS (5)***841 *84-003***02363*VARvar**726*****0****								
Pre Eng	16,543	0	0	0	0	0	0	16,543
Constr	274,050	0	0	0	0	0	0	274,050
Total	290,593	0	0	0	0	0	0	290,593
73 SIGNAL REPLACEMENTS (22)***842 *84-002***02364*VARvar**726*****0****								
Pre Eng	32,689	0	0	0	0	0	0	32,689
Constr	680,937	0	0	0	0	0	-300	680,637
Total	713,646	0	0	0	0	0	-300	713,346
74 NE HOLLADAY LRT TRAFFIC SIGNALS***847 *84-092***00000*FAU9903*726*****0****								
Constr	422,546	0	0	0	0	0	0	422,546
Total	422,546	0	0	0	0	0	0	422,546
75 NE LOMBARD / COLUMBIA BLVD VIA NE 60TH AVENUE***854 *80-011***00835*FAU9917*123*****9****								
Pre Eng	212,925	0	0	0	0	0	-80,272	132,653
Total	212,925	0	0	0	0	0	-80,272	132,653
76 NE GERTZ/13TH - VANCOUVER WAY TO MERRITT/FALIO***857 *84-051***02464*FAU9961*726*****0****								
Pre Eng	169,856	0	0	0	0	0	0	169,856
Constr	1,143,101	0	0	0	0	0	-30,961	1,112,140
Total	1,312,957	0	0	0	0	0	-30,961	1,281,996
77 AIRPORT WAY UNIT DESIGN - I-205 TO 181ST AVE***858 *84-022***02355*FAU9964*726*****0****								
Pre Eng	1,660,424	-37,362	0	0	0	0	0	1,623,062
Total	1,660,424	-37,362	0	0	0	0	0	1,623,062
78 AIRPORT WAY EMBANKMENT (2/5)***859 *84-022b**04112*FAU9964*726*****0****								
Constr	3,012,041	0	0	0	0	0	-555,418	2,456,623
Total	3,012,041	0	0	0	0	0	-555,418	2,456,623
79 AIRPORT WAY - I-205 TO 138TH AVENUE (1/5)***860 *84-022a**05001*FAU9964*726*****0****								
Constr	4,383,014	0	0	0	0	0	-124,149	4,258,865
Total	4,383,014	0	0	0	0	0	-124,149	4,258,865

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Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year					1996	Post 1996	Authorized
	Obligated	1992	1993	1994	1995			
City of Portland Projects (Continued)								
80 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE (5/3)***861 *84-022e**05002*FAU9964*726*****0****								
Constr	6,559,156	96,900	0	0	0	0	0	6,656,056
Pending	0	0	0	0	0	0	327,670	327,670
Total	6,559,156	96,900	0	0	0	0	327,670	6,983,726
81 45TH AVENUE - HARNEY TO GLENWOOD***906 *91-013***06358*FAU9708*726*****0****								
Pre Eng	46,750	3,250	0	0	0	0	0	50,000
Total	46,750	3,250	0	0	0	0	0	50,000
82 AIRPORT WAY - THREE STRUCTURES - 158th AVE TO 181ST AVE (3/5)***918 *84-022c**03384*FAU9964*726*****0****								
Constr	1,762,655	-7,657	0	0	0	0	0	1,754,998
Total	1,762,655	-7,657	0	0	0	0	0	1,754,998
83 AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE TO 181ST AVE (4/5)***920 *84-022d**05598*FAU9964*726*****0****								
Constr	0	722,000	0	0	0	0	0	722,000
Total	0	722,000	0	0	0	0	0	722,000
Total City of Portland	101,998,702	2,040,803	2,200,586	0	0	0	-4,699,509	101,540,582

Metropolitan Service District
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In Federal Dollars

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Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Multnomah County Projects

84 Finald Vouchered Projects***0 0000000*00000*****CLOSED									
Pre Eng	184,980	0	0	0	0	0	0	0	184,980
Rt-of-Way	87,463	0	0	0	0	0	0	0	87,463
Constr	5,751,147	0	0	0	0	0	0	0	5,751,147
Reserve	0	0	0	0	0	0	0	0	0
Sys Study	0	0	0	0	0	0	0	0	0
Total	6,023,590	0	0	0	0	0	0	0	6,023,590
85 242ND AVENUE - 23RD STREET TO DIVISION STREET (GRESHAM)***138 *85-053***03687*FAU9877*726*****0****									
Pre Eng	89,394	0	0	0	0	0	0	0	89,394
Constr	554,361	0	0	0	0	0	0	0	554,361
Total	643,755	0	0	0	0	0	0	0	643,755
86 257TH AVE IMPROVEMENT & EXTENSION - COLUMBIA HWY TO STARK ST***139 *80-048***00546*FAU9883*726*****0****									
Pre Eng	193,822	0	0	0	0	0	0	0	193,822
Rt-of-Way	752,971	0	0	0	0	0	0	0	752,971
Constr	2,325,237	0	0	0	0	0	0	0	2,325,237
Reserve	0	0	0	0	0	0	30,000	0	30,000
Total	3,272,030	0	0	0	0	0	30,000	0	3,322,030
87 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	0	283,968
Rt-of-Way	1,156,670	0	0	0	0	0	0	0	1,156,670
Constr	1,879,806	0	0	0	0	0	0	0	1,879,806
Reserve	0	0	0	0	0	0	27,637	0	27,637
Total	3,320,444	0	0	0	0	0	27,637	0	3,348,081
88 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	0	274,787
Rt-of-Way	248,639	0	0	0	0	0	0	0	248,639
Constr	2,275,366	0	0	0	0	0	0	0	2,275,366
Reserve	0	0	0	0	0	0	40,457	0	40,457
Total	2,798,792	0	0	0	0	0	40,457	0	2,839,249
89 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	0	77,415
Rt-of-Way	12,836	-790	0	0	0	0	0	0	12,046
Constr	471,623	0	0	0	0	0	0	0	471,623
Total	561,874	-790	0	0	0	0	0	0	561,084
90 MT HOOD AT BIRSDALE (POWELL/ 190TH INTERSECTION IMPROVEMENT)***293 *77-064***00366*FAP24**26*****10****									
Pre Eng	361,918	0	0	0	0	0	-3,248	0	358,670
Rt-of-Way	571,693	0	0	0	0	0	-3,043	0	568,650
Constr	1,404,287	0	0	0	0	0	30,540	0	1,434,827
Total	2,337,898	0	0	0	0	0	24,249	0	2,362,147
91 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	0	222,417
Constr	1,754,683	0	0	0	0	0	0	0	1,754,683
Reserve	0	0	0	0	0	0	63,269	0	63,269
Total	1,977,100	0	0	0	0	0	63,269	0	2,042,369
92 US30B - NE PORTLAND HWY AT NE 156TH - SIGNAL/CHANNELIZ***404 *78-049C**02091*FAU9966*123*****0****									
Constr	63,452	3,179	0	0	0	0	0	0	66,631
Total	63,452	3,179	0	0	0	0	0	0	66,631
93 HANTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT (#2757C)***306 *84-097***02914*FAU9366*726*****0****									
Constr	1,274,078	725,922	0	0	0	0	0	0	2,000,000
Total	1,274,078	725,922	0	0	0	0	0	0	2,000,000
94 NORTH MAIN RECONSTRUCTION (GRESHAM) - DIVISION TO POWELL***341 *88-014***04863*FAU9879*726*****0****									
Constr	47,097	0	0	0	0	0	0	0	47,097
Total	47,097	0	0	0	0	0	0	0	47,097
95 SCROLLS/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	0	54,272
Total	0	54,272	0	0	0	0	0	0	54,272

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Annual Element Year

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Project Description

Estimated Expenditures by Federal Fiscal Year

Project Description	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
Multnomah County Projects (Continued)								
96 SE STARK STREET - 242ND AVENUE TO 257TH AVENUE***837 *10206***02036*FAU9810*726*****0****								
Pre Eng	16,594	0	0	0	0	0	25,906	42,500
Constr	1,306,481	10,039	0	0	0	0	0	1,316,520
Total	1,323,075	10,039	0	0	0	0	25,906	1,359,020
97 SE STARK STREET - 221ST AVENUE TO 242ND AVENUE***844 *85-054***03686*FAU9810*726*****0****								
Pre Eng	132,855	0	0	0	0	0	0	132,855
Rt-of-Way	263,500	0	0	0	0	0	0	263,500
Constr	1,366,740	0	0	0	0	0	0	1,366,740
Reserve	0	0	0	0	0	0	127,704	127,704
Total	1,763,095	0	0	0	0	0	127,704	1,890,799
98 NE SANDY BLVD TO NE GLISAN ST - 223RD CONNECTOR (207TH)***864 *89-025***05149*FAU9867*726*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Constr	0	0	2,006,207	0	0	0	0	2,006,207
Reserve	0	0	631,374	0	0	0	0	631,374
Total	0	0	2,637,581	0	0	0	0	2,637,581
Total Multnomah County	25,406,280	792,622	2,637,581	0	0	0	361,222	29,197,705

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Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Clackamas County Projects

99 Finalized Vouchered Projects***0 0000000*00000*****								
Pre Eng	311,329	0	0	0	0	0	0	311,329
Rt-of-Way	184,790	0	0	0	0	0	0	184,790
Constr	4,001,053	0	0	0	0	0	0	4,001,053
Reserve	0	0	0	0	0	0	0	0
Pending	0	0	0	0	0	0	0	0
Total	4,497,372	0	0	0	0	0	0	4,497,372
*100 LOWER BOONES FERRY RD - MADRONA TO SW JEAN*****68 *80-104**00677*FAU9473*703*****0****								
Rt-of-Way	616,984	0	0	0	0	0	0	616,984
Constr	456,129	0	0	0	0	0	0	456,129
Total	1,073,113	0	0	0	0	0	0	1,073,113
*101 SUNNYSIDE ROAD - STEVENS ROAD TO 122ND UNIT I*****77 *77-147**00127*FAU9718*703*****0****								
Pre Eng	24,075	0	0	0	0	0	0	24,075
Rt-of-Way	121,950	0	0	0	0	0	43,732	165,682
Constr	338,292	0	0	0	0	0	0	338,292
Total	484,317	0	0	0	0	0	43,732	528,049
*102 HIGHWAY 212 IMPROVEMENTS (I-205 EAST TO HIGHWAY 224)*****124 *77-037**00384*FAP74**171*****0****								
Pre Eng	487,891	0	0	0	0	0	0	487,891
Rt-of-Way	2,878,114	0	0	0	0	0	0	2,878,114
Constr	4,994,637	-71,745	0	0	0	0	0	4,922,912
Reserve	0	0	0	0	0	0	90,271	90,271
Total	8,360,662	-71,745	0	0	0	0	90,271	8,379,188
*103 OREGON CITY BYPASS - PARK PLACE TO COMMUNITY COLLEGE*****125 *76-007**01670*FAP78**160*****0****								
Pre Eng	1,167,420	0	0	0	0	0	0	1,167,420
Rt-of-Way	3,077,369	0	0	0	0	0	0	3,077,369
Constr	16,386,959	9,789	0	0	0	0	0	16,396,748
Total	22,631,748	9,789	0	0	0	0	0	22,641,537
*104 STATE STREET CORRIDOR (OR43) - TERWILLIGER TO LADD*****133 *77-068**00359*FAU9565*3*****6****								
Pre Eng	247,612	0	0	0	0	0	0	247,612
Rt-of-Way	576,772	0	0	0	0	0	0	576,772
Constr	1,063,213	-177,120	0	0	0	0	0	886,093
Reserve	0	0	0	0	0	0	400,000	400,000
Total	1,887,597	-177,120	0	0	0	0	400,000	2,110,477
*105 JOHNSON CK BLVD IMPROVEMENT - CASCADE HWY N TO LESTER INTERCG*****403 *86-076**00355*FAU9704*703*****0****								
Constr	872,360	0	0	0	0	0	0	872,360
Reserve	0	0	0	0	0	0	29,650	29,650
Total	872,360	0	0	0	0	0	29,650	902,010
*106 OATFIELD ROAD AT JENNINGS AVENUE INTERSECTION IMPROVEMENT*****438 *78-116**01182*FAU9665*703*****0****								
Pre Eng	78,607	0	0	0	0	0	0	78,607
Constr	29,214	0	0	0	0	0	0	29,214
Total	107,821	0	0	0	0	0	0	107,821
*107 KING RD AND 42ND (PORTION) - 44TH TO 42ND/MONROE SE OF 42ND*****500 *85-055**003626*FAU9714*703*****0****								
Pre Eng	34,360	0	0	0	0	0	15,640	50,000
Constr	189,813	0	0	0	0	0	0	189,813
Total	224,173	0	0	0	0	0	15,640	239,813
*108 RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I*****553 *10037**00705*FAU9702*na*****0****								
Pre Eng	307,346	0	0	0	0	0	0	307,346
Rt-of-Way	151,300	0	0	0	0	0	0	151,300
Constr	1,341,873	-37,995	0	0	0	0	0	1,303,878
Total	1,800,719	-37,995	0	0	0	0	0	1,762,724
*109 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE*****578 *10051A**00500*FAU9653*703*****0****								
Pre Eng	645,999	0	0	0	0	0	0	645,999
Rt-of-Way	965,600	0	0	0	0	0	0	965,600
Constr	2,531,001	262,567	0	0	0	0	0	2,793,568
Total	4,142,600	262,567	0	0	0	0	0	4,405,167
*110 THIESSEN/JENNINGS CORRIDOR - OATFIELD RD TO JOHNSON RD (REVISED)*****581 *10052**02024*FAU9698*703*****0****								
Pre Eng	164,517	0	0	0	0	0	0	164,517
Total	164,517	0	0	0	0	0	0	164,517

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Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
Clackamas County Projects (Continued)								
*111 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	340,023	0	0	0	0	0	0	340,023
Reserve	0	0	0	0	0	0	676	676
Total	1,064,036	0	0	0	0	0	676	1,064,712
*112 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
*113 SUNNYSIDE ROAD - STEVENS TO 122ND - UNIT II*****838 *77-147***00385*FAU9718*703*****0****								
Pre Eng	124,611	0	0	0	0	0	0	124,611
Rt-of-Way	212,189	0	0	0	0	0	0	212,189
Constr	1,182,223	0	0	0	0	0	0	1,182,223
Total	1,519,023	0	0	0	0	0	0	1,519,023
*114 HUBBARD ROAD EXTENSION TO CLACKAMAS HIGHWAY*****839 *10236***02140*FAU9739*703*****0****								
Pre Eng	48,835	0	0	0	0	0	0	48,835
Constr	315,486	0	0	0	0	0	0	315,486
Total	364,321	0	0	0	0	0	0	364,321
*115 HIGHWAY 43 @ MCKILICAN / HOOD AVENUE WIDENING*****853 *10252***00976*FAU9565*3*****11****								
Pre Eng	70,762	0	0	0	0	0	0	70,762
Rt-of-Way	25,173	0	0	0	0	0	0	25,173
Constr	225,547	0	0	0	0	0	0	225,547
Reserve	0	0	0	0	0	0	7,082	7,082
Total	321,482	0	0	0	0	0	7,082	328,564
*116 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	354,214	0	0	0	0	354,214
Total	140,046	0	354,214	0	0	0	0	494,260
*117 JOHNSON CREEK BLVD - 32ND AVENUE TO 45TH AVENUE*****902 *91-014***06357*FAU9704*703*****0****								
Pre Eng	102,850	0	0	0	0	0	-2,850	100,000
Constr	0	0	0	0	0	0	900,000	900,000
Total	102,850	0	0	0	0	0	897,150	1,000,000
*118 HARRISON STREET - HIGHWAY 224 TO 32ND AVENUE*****904 *00-000***00000*FAU9714*703*****0****								
Pre Eng	0	0	0	0	0	0	50,000	50,000
Total	0	0	0	0	0	0	50,000	50,000
*119 JOHNSON CREEK BLVD - LINWOOD AVENUE TO 82ND AVENUE*****905 *00-000***00000*FAU9704*703*****0****								
Pre Eng	0	207,308	0	0	0	0	0	207,308
Total	0	207,308	0	0	0	0	0	207,308
Total Clackamas County	49,897,308	504,255	354,214	0	0	0	1,534,201	52,289,978

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Project Description

Estimated Expenditures by Federal Fiscal Year

Project Description	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
Washington County Projects								
*120 Finalized Vouchered Projects*****	0	0	0	0	0	0	0	CLOSED
Pre Eng	212,501	0	0	0	0	0	0	212,501
Rt-of-Way	329,293	0	0	0	0	0	0	329,293
Constr	13,056,943	0	0	0	0	0	0	13,056,943
Reserve	0	0	0	0	0	0	0	0
Total	13,598,737	0	0	0	0	0	0	13,598,737
*121 ALLEN BLVD RECONSTRUCTION - MURRAY BLVD TO HWY217*****	93	*80-083	*00306	*FAU9088	*ns	*****	0	****
Pre Eng	94,911	0	0	0	0	0	0	94,911
Rt-of-Way	1,512,382	0	0	0	0	0	0	1,512,382
Constr	1,678,030	0	0	0	0	0	0	1,678,030
Total	3,285,323	0	0	0	0	0	0	3,285,323
*122 SW BARNES ROAD - HIGHWAY 217 TO SW 84TH - PHASE I*****	95	*77-070	*00469	*FAU9326	*734	*****	0	****
Pre Eng	62,186	0	0	0	0	0	0	62,186
Rt-of-Way	143,720	0	0	0	0	0	0	143,720
Constr	843,437	0	0	0	0	0	0	843,437
Total	1,049,343	0	0	0	0	0	0	1,049,343
*123 SW JENKINS/158TH - MURRAY BLVD TO SUNSET HIGHWAY*****	97	*77-046	*00850	*FAU9030	*ns	*****	0	****
Constr	1,764,919	0	0	0	0	0	0	1,764,919
Total	1,764,919	0	0	0	0	0	0	1,764,919
*124 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE*****	121	*79-076	*00376	*FAP27	*144	*****	69	****
Pre Eng	506,912	0	0	0	0	0	0	506,912
Rt-of-Way	1,934,681	0	0	0	0	0	0	1,934,681
Constr	6,944,864	0	0	0	0	0	0	6,944,864
Total	9,386,457	0	0	0	0	0	0	9,386,457
*125 CORNELL ROAD RECONSTRUCTION - E MAIN TO ELAM YOUNG PARKWAY*****	132	*80-038	*00139	*FAU9022	*734	*****	0	****
Pre Eng	155,945	0	0	0	0	0	0	155,945
Rt-of-Way	159,293	0	0	0	0	26,007	0	185,300
Constr	2,665,471	0	0	0	0	0	0	2,665,471
Total	2,980,709	0	0	0	0	26,007	0	3,006,716
*126 ORS - TUALATIN VALLEY HIGHWAY AT 185TH STREET*****	207	*76-027	*00350	*FAP32	*29	*****	7	****
Pre Eng	183,477	0	0	0	0	0	0	183,477
Rt-of-Way	994,422	0	0	0	0	0	0	994,422
Constr	970,866	0	0	0	0	0	0	970,866
Total	2,148,765	0	0	0	0	0	0	2,148,765
*127 HWY 217/72ND AVE INTCHG - PE & CONSTRUCTION - #2*****	208	*80-079	*01678	*FAP79	*144	*****	7	****
Pre Eng	286,778	0	0	0	0	0	0	286,778
Rt-of-Way	233,750	0	0	0	0	0	0	233,750
Constr	948,734	0	0	0	0	0	0	948,734
Total	1,469,262	0	0	0	0	0	0	1,469,262
*128 FARMINGTON RD CORRIDOR (OR208) TSM - 185TH AVE TO LOMBARD AVE*****	236	*78-057	*01570	*FAU9064	*142	*****	8	****
Pre Eng	80,917	0	0	0	0	0	0	80,917
Constr	151,337	0	0	0	0	0	0	151,337
Total	232,254	0	0	0	0	0	0	232,254
*129 HALL / MCDONALD INTERSECTION IMPROVEMENTS*****	396	*85-024	*03719	*FAU9091	*141	*****	6	****
Constr	31,713	0	0	0	0	0	0	31,713
Total	31,713	0	0	0	0	0	0	31,713
*130 OR99W - PACIFIC HIGHWAY WEST AT CANTERBURY LAKE*****	469	*85-006	*02933	*FAPvar	*11W	*****	10	****
Constr	31,126	0	0	0	0	0	0	31,126
Total	31,126	0	0	0	0	0	0	31,126
*131 CORNELL ROAD PHASE II - ECL TO CORNELIUS PASS ROAD*****	585	*10060	*00738	*FAU9022	*734	*****	0	****
Pre Eng	404,643	0	0	0	0	0	0	404,643
Constr	2,281,853	0	0	0	0	127,500	0	2,409,353
Total	2,686,496	0	0	0	0	127,500	0	2,813,996
*132 MURRAY BLVD - JENKINS ROAD TO SUNSET HIGHWAY*****	586	*10059	*00549	*FAU9067	*734	*****	0	****
Pre Eng	662,431	0	0	0	0	0	0	662,431
Rt-of-Way	1,865,000	0	0	0	0	0	0	1,865,000
Constr	4,763,033	0	0	0	0	0	0	4,763,033
Total	7,290,464	0	0	0	0	0	0	7,290,464

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Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Washington County Projects
 (Continued)

*133 GREENBURG ROAD AT TIEDEMAN AVENUE - SIGNAL*****725 *86-037***04115*FAU9207*734*****1****								
Pre Eng	11,349	0	0	0	0	0	0	11,349
Constr	25,380	0	0	0	0	0	0	25,380
Total	36,729	0	0	0	0	0	0	36,729
*134 NW 185TH - ROCK CREEK BLVD TO TV HIGHWAY*****752 *10128***01304*FAU9043*734*****0****								
Pre Eng	818,445	0	0	0	0	0	0	818,445
Rt-of-Way	2,953,750	0	0	0	0	0	0	2,953,750
Constr	4,736,218	0	0	0	0	0	0	4,736,218
Total	8,508,413	0	0	0	0	0	0	8,508,413
*135 OR8 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO*****828 *79-85a***00691*FAP32***29*****11****								
Rt-of-Way	1,195,100	0	0	0	0	0	0	1,195,100
Constr	0	0	0	0	0	0	0	0
Total	1,195,100	0	0	0	0	0	0	1,195,100
*136 SCHOLLS FERRY ROAD / HALL BOULEVARD INTERSECTION*****829 *85-010***02353*FAU9234*143*****9****								
Pre Eng	131,632	0	0	0	0	0	0	131,632
Rt-of-Way	234,432	80,228	0	0	0	0	0	314,660
Constr	651,464	-599	0	0	0	0	0	650,865
Total	1,017,528	79,629	0	0	0	0	0	1,097,157
*137 HALL BOULEVARD - ALLEN TO GREENWAY*****830 *10237***02354*FAU9091*734*****1****								
Pre Eng	127,500	0	0	0	0	0	0	127,500
Rt-of-Way	633,250	0	0	0	0	0	0	633,250
Total	760,750	0	0	0	0	0	0	760,750
*138 WASHINGTON COUNTY RESERVE*****836 *00-000***00000*VARvar**na*****0****								
Reserve	0	0	0	0	0	0	259,349	259,349
Total	0	0	0	0	0	0	259,349	259,349
*139 CORNELIUS PASS ROAD - SUNSET HIGHWAY TO CORNELL ROAD*****867 *89-029***05183*FAU9053*734*****0****								
Constr	75,000	0	0	0	0	0	0	75,000
Total	75,000	0	0	0	0	0	0	75,000
*140 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK*****875 *86-077***03290*FAU9234*143*****7****								
Constr	814,937	0	0	0	0	0	203	815,140
Total	814,937	0	0	0	0	0	203	815,140
Total Washington County								
	58,364,025	79,629	0	0	0	0	413,059	58,856,713

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Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated

	1992	1993	1994	1995	1996	Post 1996	Authorized
Report Total	483,374,280	8,503,089	5,667,684	987,950	0	0	19,217,484

Federal Transit Administration Programs

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Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year

Project Description	Estimated Grant Award by Federal Fiscal Year		1993	1994	1995	1996	Post 1996	Authorized
	Obligated	Anticipated						
Federal Transit Administration-Sect 3								
1 Finalized Vouchered Projects**								
Constr	381,773	0	0	0	0	0	0	381,773
Non-Hwy Cp	30,248,883	0	0	0	0	0	0	30,248,883
Other	133,602	0	0	0	0	0	0	133,602
Total	30,764,259	0	0	0	0	0	0	30,764,259
2 BUS PURCHASES**								
Non-Hwy Cp	11,688,618	0	0	2,500,000	0	0	0	14,188,618
Supt Serv	11,382	0	0	0	0	0	0	11,382
Total	11,700,000	0	0	2,500,000	0	0	0	14,200,000
3 BANFIELD RETROFIT - OPERATIONS CONTROL**								
Non-Hwy Cp	0	0	0	3,700,000	0	0	0	3,700,000
Total	0	0	0	3,700,000	0	0	0	3,700,000
4 BANFIELD RETROFIT - DOUBLE TRACKING**								
Non-Hwy Cp	0	0	0	9,100,000	0	0	0	9,100,000
Total	0	0	0	9,100,000	0	0	0	9,100,000
5 BANFIELD RETROFIT - RUBY JUNCTION EXPANSION**								
Non-Hwy Cp	0	0	0	4,100,000	0	0	0	4,100,000
Total	0	0	0	4,100,000	0	0	0	4,100,000
6 HILLSBORO CORRIDOR PE/FEIS**								
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
7 CONVENTION CENTER AREA TRANSIT / HIGHWAY IMPROVEMENTS (T)**								
Pre Eng	212,874	0	0	0	0	0	0	212,874
Rt-of-Way	280,575	0	0	0	0	0	0	280,575
Constr	1,888,328	0	0	0	0	0	0	1,888,328
Other	118,220	0	0	0	0	0	0	118,221
Total	2,499,999	0	0	0	0	0	0	2,499,999
8 BANFIELD LRT CAPITAL GRANT - (FFA)**								
Non-Hwy Cp	66,815,675	0	5,789,528	0	0	0	0	72,605,203
Total	66,815,675	0	5,789,528	0	0	0	0	72,605,203
9 PROJECT BREAKDOWN**								
Other	0	0	0	13,500,000	0	0	0	13,500,000
Total	0	0	0	13,500,000	0	0	0	13,500,000
Total Federal Transit Administration-Sect 3	111,779,933	0	6,789,528	34,900,000	0	0	0	133,469,461

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Federal Transit Administration Program

Project Description

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Obligated Anticipated 1993 1994 1995 1996 Post 1996 Authorized

Federal Transit Administration-Trade

09 DEVELOPMENT OF TIGARD TRANSIT CENTER***131 *****var*****00000**OR**03-0027*****									
Pre Eng	91,311	0	0	0	0	0	0	0	91,311
Rt-of-Way	423,527	0	0	0	0	0	0	0	423,527
Constr	520,701	0	0	0	0	0	0	0	520,701
Total	1,035,539	0	0	0	0	0	0	0	1,035,539
10 MILWAUKIE TRANSIT STATION DEVELOPMENT***144 *****var*****00000**OR**03-0027*****									
Pre Eng	483	0	0	0	0	0	0	0	483
Constr	12,042	0	0	0	0	0	0	0	12,042
Total	12,525	0	0	0	0	0	0	0	12,525
11 OREGON CITY TRANSIT STATION***151 *****var*****00000**OR**03-0027*****									
Pre Eng	126,892	- 0	0	0	0	0	0	0	126,891
Rt-of-Way	173,570	0	0	0	0	0	0	0	173,570
Constr	685,852	0	0	0	0	0	0	0	685,852
Total	986,314	- 0	0	0	0	0	0	0	986,313
12 BUS PURCHASES***154 *****var*****00000**OR**00-0000*****									
Non-Hwy Cp	24,241,825	1,597,144	0	0	0	0	0	0	25,838,970
Supt Serv	166,582	0	0	0	0	0	0	0	166,582
Total	24,408,408	1,597,144	0	0	0	0	0	0	26,005,552
13 PASSENGER SHELTERS***380 *****00-000**00000**TRA*0000*****									
Non-Hwy Cp	0	612,951	0	0	0	0	0	0	612,951
Total	0	612,951	0	0	0	0	0	0	612,951
14 TIGARD PARK-AND-RIDE***435 *****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
15 PARK-AND-RIDE LOT ENGINEERING(3) - MILW/OC/TIG***453 *****var*****00000**OR**03-0035*****									
Pre Eng	35,999	0	0	0	0	0	0	0	36,000
Total	35,999	0	0	0	0	0	0	0	36,000
16 TRANSIT TRANSFER PROJECT***576 *****var*****00000**OR**03-0035*****									
Pre Eng	265,183	0	0	0	0	0	0	0	265,183
Constr	1,189,245	0	0	0	0	0	0	0	1,189,245
Total	1,454,428	0	0	0	0	0	0	0	1,454,428
17 WEST BURNSIDE / MORRISON TSM IMPROVEMENTS***600 *****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
18 ROUTE TERMINUS SITES***685 *****var*****00000**OR**0000*****									
Non-Hwy Cp	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
19 NORTH TERMINAL FACILITY***686 *****var*****00000**OR**03-0035*****									
Pre Eng	107,394	0	0	0	0	0	0	0	107,395
Rt-of-Way	531,561	- 0	0	0	0	0	0	0	531,561
Constr	866,400	0	0	0	0	0	0	0	866,400
Total	1,505,356	- 0	0	0	0	0	0	0	1,505,356
20 BEAVERTON PARK-AND-RIDE STATION***701 *****var*****00000**OR**03-0035*****									
Pre Eng	99,200	0	0	0	0	0	0	0	99,200
Rt-of-Way	160,271	- 0	0	0	0	0	0	0	160,271
Constr	360,800	0	0	0	0	0	0	0	360,800
Total	620,271	- 0	0	0	0	0	0	0	620,271
21 SUNSET TRANSIT CENTER AND PARK-AND-RIDE STATION***702 *****var*****00000**OR**03-0027*****									
Pre Eng	320,435	0	0	0	0	0	0	0	320,435
Rt-of-Way	2,542,248	0	0	0	0	0	0	0	2,542,248
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

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Federal Transit Administration Program

Project Description

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Obligated Anticipated 1993 1994 1995 1996 Post 1996 Authorized

Federal Transit Administration-Trade
(Continued)

Project Description	Obligated	Anticipated	1993	1994	1995	1996	Post 1996	Authorized
22 WESTSIDE BUS GARAGE - PHASE III (MERLO ROAD)***704 *****var*****00000**OR**03-0027*****								
Pre Eng	70,710	0	0	0	0	0	0	70,711
Constr	434,386	0	0	0	0	0	0	434,387
Total	505,097	0	0	0	0	0	0	505,098
23 WASHINGTON COUNTY TRANSIT TSM IMPROVEMENTS***705 *****var*****00000**OR**03-0027*****								
Pre Eng	128,996	0	0	0	0	0	0	128,996
Rt-of-Way	256,000	0	0	0	0	0	0	256,000
Constr	819,547	0	0	0	0	0	0	819,547
Total	1,204,543	0	0	0	0	0	0	1,204,543
24 WESTSIDE BUS GARAGE - PHASE II***706 *****var*****00000**OR**03-0027*****								
Constr	5,926,841	0	0	0	0	0	0	5,926,841
Non-Hwy Cp	473,909	0	0	0	0	0	0	473,909
Total	6,400,750	0	0	0	0	0	0	6,400,750
25 SUPPORT SERVICE - RELOCATION & APPRAISAL COSTS / COST ALLOCATION***707 *****var*****00000**OR**03-0027*****								
Other	623,853	- 0	0	0	0	0	0	623,853
Total	623,853	- 0	0	0	0	0	0	623,853
26 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC***776 *****var*****00000**OR**0000*****								
Non-Hwy Cp	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
27 HILLSBORO TRANSIT CENTER WITH PARK-AND-RIDE***803 *****var*****00000**OR**03-0027*****								
Pre Eng	208,726	0	0	0	0	0	0	208,726
Rt-of-Way	534,370	0	0	0	0	0	0	534,370
Constr	1,070,752	0	0	0	0	0	0	1,070,753
Total	1,813,848	0	0	0	0	0	0	1,813,849
28 BEAVERTON TRANSIT CENTER***806 *****var*****00000**OR**03-0035*****								
Pre Eng	298,642	0	0	0	0	0	0	298,642
Rt-of-Way	827,634	0	0	0	0	0	0	827,634
Constr	1,924,933	- 0	0	0	0	0	0	1,924,933
Total	3,051,209	- 0	0	0	0	0	0	3,051,209
29 WESTSIDE TSM - LOVEJOY RAMP***809 *****var*****00000**OR**03-0027*****								
Pre Eng	1	0	0	0	0	0	0	1
Constr	1	0	0	0	0	0	0	1
Total	2	0	0	0	0	0	0	2
30 WESTSIDE TSM - SYLVAN BUS PULLOUT***813 *****var*****00000**OR**03-0027*****								
Pre Eng	1	0	0	0	0	0	0	1
Constr	1	0	0	0	0	0	0	1
Total	2	0	0	0	0	0	0	2
31 TRANSIT MALL EXTENSION NORTH - W BURNSIDE ST TO NW IRVING***822 *****9341*****06356**FAU**03-0035*****								
Pre Eng	725,440	0	0	0	0	0	0	725,440
Constr	0	4,961,280	0	0	0	0	0	4,961,280
Supt Serv	0	31,130	0	0	0	0	0	31,130
Total	725,440	4,992,410	0	0	0	0	0	5,717,850
32 SECTION 3 TRADE CONTINGENCY***825 *****var*****00000**OR**03-0035*****								
Other	312,345	206,374	0	0	0	0	0	518,720
Total	312,345	206,374	0	0	0	0	0	518,720
33 BANFIELD TRANSITWAY - (FFA)***826 *****68*****00000**FAP**03-0025*****								
Constr	20,150,000	0	0	0	0	0	0	20,150,000
Total	20,150,000	0	0	0	0	0	0	20,150,000
34 GLISAN STREET BUS LANE***851 *****9314*****00000**FAU**03-0035*****								
Pre Eng	6,663	0	0	0	0	0	0	6,663
Constr	1	0	0	0	0	0	0	1
Total	6,664	0	0	0	0	0	0	6,664
35 SPECIAL NEEDS TRANSPORTATION MINI-BUSES***897 *****var*****00000**OR**0000*****								
Non-Hwy Cp	1,200,000	0	0	0	0	0	0	1,200,000
Total	1,200,000	0	0	0	0	0	0	1,200,000

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

In Federal Dollars

Fiscal Years 1993 to Post 1996

Effective October 1, 1992

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year

Obligated Anticipated 1993 1994 1995 1996 Post 1996 Authorized

Federal Transit Administration-Trade
 (Continued)

Project Description	Obligated	Anticipated	1993	1994	1995	1996	Post 1996	Authorized
36 INFORMATION/COMMUNICATION EQUIPMENT***898 *****var*****00000**OR**0000*****								
Non-Hwy Cp	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Federal Transit Administration-Trade	69,391,120	7,408,879	0	0	0	0	0	76,800,000

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year
Obligated Anticipated 1993 1994 1995 1996 Post 1996 Authorized

Federal Transit Administration-Sect 9

37 Finalized Vouchered Projects***0 0000000*00000*****									
Other	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
38 METRO PLANNING***126 *****var*****00000**VAR*0000*****									
Pre Eng	533,664	0	0	0	0	0	0	0	533,664
Total	533,664	0	0	0	0	0	0	0	533,664
39 WESTSIDE LIGHT RAIL EXTENSION TO SW 185TH AVENUE***206 *****00000**TRA*00-0000*****									
Non-Hwy Cp	0	0	11,000,000	11,000,000	0	0	0	0	22,000,000
Total	0	0	11,000,000	11,000,000	0	0	0	0	22,000,000
40 BUS DISPATCH CENTER REPLACEMENT***219 *****var*****00000**OR*0000*****									
Non-Hwy Cp	0	0	300,000	5,200,000	0	0	0	0	5,500,000
Total	0	0	300,000	5,200,000	0	0	0	0	5,500,000
41 PROPERTY ACQUISITION - SE 17TH AND BOISE ST...LAND AND BUILDING***442 *****var*****00000**OR**90-0003*****									
Non-Hwy Cp	69,396	0	0	0	0	0	0	0	69,396
Total	69,396	0	0	0	0	0	0	0	69,396
42 BUS PURCHASE - STANDARDS(T)***452 *****var*****00000**TRA*90-X019*****									
Non-Hwy Cp	12,865,149	0	0	0	18,220,000	0	0	0	31,085,149
Total	12,865,149	0	0	0	18,220,000	0	0	0	31,085,149
43 BANFIELD LRT - VARIOUS SUPPORTING PROJECTS - (FFA)***462 *****68*****00000**FAP*90-X008*****									
Constr	7,096,000	0	0	0	0	0	0	0	7,096,000
Total	7,096,000	0	0	0	0	0	0	0	7,096,000
44 BUS LAYOVER FACILITY AT W BURNSIDE AND SW TICNER***516 *****9326*****00000**FAU*90-X007*****									
Constr	10,681	0	0	0	0	0	0	0	10,681
Total	10,681	0	0	0	0	0	0	0	10,681
45 BANFIELD PARK-AND-RIDES***675 *****84*****00000**FAI*var*****									
Other	0	0	0	0	0	0	800,000	800,000	800,000
Total	0	0	0	0	0	0	800,000	800,000	800,000
46 ROUTE TERMINUS SITES***685 *****var*****00000**OR**90-X019*****									
Non-Hwy Cp	350,852	0	0	0	0	0	0	0	350,852
Total	350,852	0	0	0	0	0	0	0	350,852
47 LIGHT RAIL VEHICLE PURCHASE (T)***693 *****var*****00000**OR**90-X035*****									
Non-Hwy Cp	16,011,872	0	0	0	0	0	0	0	16,011,872
Total	16,011,872	0	0	0	0	0	0	0	16,011,872
48 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC***776 *****var*****00000**OR**0000*****									
Non-Hwy Cp	11,159,751	0	0	0	0	0	0	0	11,159,751
Total	11,159,751	0	0	0	0	0	0	0	11,159,751
49 SPECIAL NEEDS TRANSPORTATION(INCL SNT INFO SYSTEM)***777 *****var*****00000**OR**90-X019*****									
Non-Hwy Cp	2,216,734	0	0	0	0	0	0	0	2,216,734
Total	2,216,734	0	0	0	0	0	0	0	2,216,734
50 MAINFRAME COMPUTER AND COMPUTER EQUIPMENT***778 *****var*****00000**OR**90-X031*****									
Non-Hwy Cp	747,840	0	0	0	0	0	0	0	747,840
Total	747,840	0	0	0	0	0	0	0	747,840
51 TELECOMMUNICATION NETWORK SYSTEM AND EQUIPMENT***780 *****var*****00000**OR**90-X003*****									
Non-Hwy Cp	277,417	0	0	0	0	0	0	0	277,417
Total	277,417	0	0	0	0	0	0	0	277,417
52 MANAGEMENT INFORMATION SYSTEMS***781 *****var*****00000**OR**90-X005*****									
Non-Hwy Cp	1,010,327	0	0	0	0	0	0	0	1,010,327
Total	1,010,327	0	0	0	0	0	0	0	1,010,327
53 UNIFIED WORK PROGRAM***782 *****var*****00000**OR**90-0003*****									
Other	6,052,273	0	0	0	0	0	0	0	6,052,273
Total	6,052,273	0	0	0	0	0	0	0	6,052,273

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1993 to Post 1996

In Federal Dollars

Effective October 1, 1992

Federal Transit Administration Program

Project Description

Project Description	Estimated Grant Award by Federal Fiscal Year		1993	1994	1995	1996	Post 1996	Authorized
	Obligated	Anticipated						
Federal Transit Administration-Sect 9 (Continued)								
54 HILLSBORO ALTERNATIVES ANALYSIS/DEIS (UWP)***								
Pre Eng	0	0	550,000	0	0	0	0	550,000
Alt Anal	1,625,304	0	0	0	0	0	0	1,625,304
Total	1,625,304	0	550,000	0	0	0	0	2,175,304
55 122ND AND BURNSIDE PARK-AND-RIDE***								
Pre Eng	64,000	0	0	0	0	0	0	64,000
Rt-of-Way	1,304,846	0	0	0	0	0	0	1,304,846
Constr	631,630	0	0	0	0	0	0	631,630
Total	2,000,476	0	0	0	0	0	0	2,000,476
56 WESTSIDE PE AND FEIS (UWP)***								
Non-Rwy Cp	4,493,865	- 0	0	0	0	0	0	4,493,865
Total	4,493,865	- 0	0	0	0	0	0	4,493,865
57 SECTION 9 OPERATING PROGRAM***								
Operating	41,323,316	0	4,610,000	4,840,000	5,080,000	5,340,000	0	61,193,316
Total	41,323,316	0	4,610,000	4,840,000	5,080,000	5,340,000	0	61,193,316
58 LIGHT RAIL VEHICLES - AIR CONDITIONING RETROFIT***								
Non-Rwy Cp	0	0	0	0	0	0	2,410,000	2,410,000
Total	0	0	0	0	0	0	2,410,000	2,410,000
59 RUBY JUNCTION STORAGE TRACK***								
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
60 WESTSIDE RAIL INITIATIVES***								
Other	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
61 LINE SECTION DOUBLE TRACKING***								
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Federal Transit Administration-Sect 9	107,845,118	0	5,460,000	21,040,000	16,080,000	23,360,000	3,210,000	177,195,118

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year
Obligated Anticipated 1993 1994 1995 1996 Post 1996 Authorized

Federal Transit Administration-Sect 3

Project Description	Obligated	Anticipated	1993	1994	1995	1996	Post 1996	Authorized
Federal Transit Administration-Sect 3								
62 WESTSIDE LIGHT RAIL EXTENSION TO SW 185TH AVENUE***206 *****00000**TRA*00-0000*****								
Non-Hwy Cp	0	14,400,000	85,000,000	104,000,000	104,000,000	104,000,000	103,600,000	515,000,000
Total	0	14,400,000	85,000,000	104,000,000	104,000,000	104,000,000	103,600,000	515,000,000
Total Federal Transit Administration-Sect 3								
	0	14,400,000	85,000,000	104,000,000	104,000,000	104,000,000	103,600,000	515,000,000

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

In Federal Dollars

Fiscal Years 1993 to Post 1996

Effective October 1, 1992

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year
 Obligated Anticipated 1993 1994 1995 1996 Post 1996 Authorized

Project Description	Obligated	Anticipated	1993	1994	1995	1996	Post 1996	Authorized
Report Total	289,016,171	21,808,879	102,449,528	154,740,000	120,080,000	127,560,000	106,810,000	922,464,579

Federal-Aid Urban & Regional Surface Transportation Programs

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

In Federal Dollars

Fiscal Years 1993 to Post 1996

Effective October 1, 1992

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

City of Portland FAU System Projects

Project Description	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
1 Finalized Vouchered Projects**0 0000000*00000*****CLOSED								
Pre Eng	1,573,743	0	0	0	0	0	0	1,573,743
Rt-of-Way	401,968	0	0	0	0	0	0	401,968
Constr	6,376,238	0	0	0	0	0	0	6,376,238
Non-Hwy Cp	131,555	0	0	0	0	0	0	131,555
Operating	217,108	0	0	0	0	0	0	217,108
Pending	0	0	0	0	0	0	0	0
Total	8,700,612	0	0	0	0	0	0	8,700,612
2 Completed Projects not Vouchered**1 0000000*00000*****								
Pre Eng	710,847	180	0	0	0	0	0	711,027
Constr	1,686,839	0	0	0	0	0	0	1,686,839
Reserve	0	0	0	0	0	0	0	0
Total	2,397,686	180	0	0	0	0	0	2,397,866
3 CITY OF PORTLAND FAU CONTINGENCY**44 *00-000**00000*VARvar**726*****0****								
Reserve	0	0	0	0	0	0	843,609	843,609
Total	0	0	0	0	0	0	843,609	843,609
4 MARINE DRIVE WIDENING TO FOUR LANES - I-5 TO RIVERGATE**298 *79-056**00458*FAU9962*120*****2****								
Constr	0	0	1,000,000	0	0	0	0	1,000,000
Total	0	0	1,000,000	0	0	0	0	1,000,000
5 COLUMBIA BLVD (BNRR) BRIDGE #9685 EMERGENCY REPAIRS**303 *87-002**04218*FAU9956*726*****0****								
Pre Eng	4,238	0	0	0	0	0	0	4,238
Constr	346,351	-19,538	0	0	0	0	0	326,813
Total	350,589	-19,538	0	0	0	0	0	331,051
6 WILLAMETTE GREENWAY TRAIL PROGRAM**375 *10018**00240*VARvar**726*****0****								
Pre Eng	61,500	0	0	0	0	0	0	61,500
Constr	0	0	0	0	0	0	330,000	330,000
Total	61,500	0	0	0	0	0	330,000	391,500
7 AIRPORT WAY UNITS II AND III - WE 138TH AVE TO 181ST AVE (5/5)**861 *84-022a**05002*FAU9964*726*****0****								
Reserve	0	439,272	0	0	0	0	0	439,272
Total	0	439,272	0	0	0	0	0	439,272
8 NW 9TH AVENUE IMPROVEMENTS - GLISAN TO FRONT**868 *89-020**05123*FAU9983*726*****0****								
Constr	372,304	7,696	0	0	0	0	0	380,000
Total	372,304	7,696	0	0	0	0	0	380,000
9 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS - OLESON RD TO BARBUR BLVD**869 *89-022**05127*FAU9404*726*****0****								
Pre Eng	104,465	1,135	0	0	0	0	0	105,600
Rt-of-Way	0	3,965	0	0	0	0	0	3,965
Constr	695,099	63,777	0	0	0	0	0	758,876
Total	799,564	68,877	0	0	0	0	0	868,441
10 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS - 9TH AVE TO 82ND AVE***870 *89-021**05126*FAU9822*726*****0****								
Pre Eng	99,575	23,625	0	0	0	0	0	123,200
Rt-of-Way	116,671	369	0	0	0	0	0	117,040
Constr	241,469	84,131	0	0	0	0	0	325,600
Total	457,715	108,125	0	0	0	0	0	565,840
11 INTERSECTION IMPROVEMENT PROGRAM***871 *89-023**05125*VARvar**726*****0****								
Pre Eng	11,059	0	0	0	0	0	0	11,059
Constr	87,990	17,010	0	0	0	0	0	105,000
Total	99,049	17,010	0	0	0	0	0	116,059
12 CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM***872 *89-028**05200*VARvar**726*****0****								
Pre Eng	38,552	0	0	0	0	0	0	38,552
Constr	0	309,448	0	0	0	0	0	309,448
Total	38,552	309,448	0	0	0	0	0	348,000
13 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

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

Effective October 1, 1992

In Federal Dollars

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

City of Portland FAU System Projects
 (Continued)

Project Description	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
14 ROLLADAY AVE - ML KING AVE TO NE 9TH AVE (GREELEY - BANFIELD)***890 *84-024d**04938*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
15 LLOYD BLVD - GRAND AVE TO NE 11TH AVE (GREELEY - BANFIELD)***891 *84-024c**04939*FAU9902*726*****0****								
Constr	231,160	-16,082	0	0	0	0	0	215,078
Total	231,160	-16,082	0	0	0	0	0	215,078
16 DEVELOPMENT RESERVE***919 *00-000**00000*FAUvar**726*****0****								
Reserve	0	0	0	0	0	0	856,013	856,013
Total	0	0	0	0	0	0	856,013	856,013
17 FY 90-91 ROAD REHABILITATION PROGRAM (#9)***930 *89-033a**05650*FAUvar**726*****0****								
Pre Eng	180,372	-43,307	0	0	0	0	0	136,863
Constr	567,057	86,143	0	0	0	0	263,080	918,280
Total	747,429	42,636	0	0	0	0	263,080	1,055,143
18 INTERSECTION SAFETY PROGRAM***931 *00-000**00000*FAUvar**726*****0****								
Pre Eng	0	16,700	0	0	0	0	0	16,700
Constr	0	163,700	0	0	0	0	0	163,700
Total	0	180,400	0	0	0	0	0	180,400
19 SIGNAL SAFETY IMPROVEMENTS***932 *91-008**05844*FAUvar**726*****0****								
Pre Eng	37,200	-23,200	0	0	0	0	0	14,000
Constr	0	136,480	0	0	0	0	0	136,480
Total	37,200	113,280	0	0	0	0	0	150,480
20 NW 13TH AVENUE INTERSECTIONS IMPROVEMENT***933 *00-000**00000*FAUvar**726*****0****								
Constr	0	150,000	0	0	0	0	0	150,000
Total	0	150,000	0	0	0	0	0	150,000
Total City of Portland FAU System	14,293,360	1,490,624	1,000,000	0	0	0	2,294,702	19,078,686

Metropolitan Service District
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1993 to Post 1996

In Federal Dollars

Effective October 1, 1992

Federal Aid Urban System Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year						Authorized	
	Obligated	1992	1993	1994	1995	1996		Post 1996
Multnomah County FAU System Projects								
21 Finaled Vouchered Projects***								
Pre Eng	316,442	0	0	0	0	0	316,442	
Rt-of-Way	9,201	0	0	0	0	0	9,201	
Constr	1,086,181	0	0	0	0	0	1,086,181	
Reserve	0	0	0	0	0	0	0	
Total	1,411,824	0	0	0	0	0	1,411,824	
22 HAWTHORNE BRIDGE EAST APPROACH RAMPs REPLACEMENT (#2757C)***								
Pre Eng	97,250	0	0	0	0	0	97,250	
Constr	2,056,437	0	0	0	0	0	2,056,437	
Total	2,153,687	0	0	0	0	0	2,153,687	
23 NORTH MAIN RECONSTRUCTION (GRESHAM) - DIVISION TO POWELL***								
Pre Eng	55,383	0	0	0	0	0	55,383	
Constr	417,030	0	0	0	0	0	417,030	
Reserve	0	0	0	0	0	11,587	11,587	
Total	472,413	0	0	0	0	11,587	484,000	
Total Multnomah County FAU System	4,037,924	0	0	0	0	0	11,587	4,049,511

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

Effective October 1, 1992

In Federal Dollars

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Clackamas County FAU System Projects

24 Finalized Vouchered Projects***0 0000000*00000*****CLOSED									
Pre Eng	248,064	0	0	0	0	0	0	0	248,064
Rt-of-Way	74,366	0	0	0	0	0	0	0	74,366
Constr	2,449,968	0	0	0	0	0	0	0	2,449,968
Reserve	0	0	0	0	0	0	0	0	0
Total	2,772,398	0	0	0	0	0	0	0	2,772,398
25 Completed Projects not Vouchered***1 0000000*00000*****									
Pre Eng	73,346	0	0	0	0	0	0	0	73,346
Constr	195,317	-30,766	0	0	0	0	0	0	144,751
Total	269,063	-30,766	0	0	0	0	0	0	218,297
26 LOWER BOONES FERRY RD - MADRONA TO SW JEAN***68 *80-104***00677*FAU9473*703*****0****									
Pre Eng	333,762	16,238	0	0	0	0	0	0	350,000
Rt-of-Way	339,924	210,076	0	0	0	0	0	0	550,000
Constr	659,470	0	1,216,609	0	0	0	0	0	1,876,079
Total	1,333,156	226,314	1,216,609	0	0	0	0	0	2,776,079
27 HARMONY ROAD - LAKE ROAD TO 82ND DRIVE***79 *10031B***05017*FAU9702*703*****0****									
Pre Eng	36,992	0	0	0	0	0	0	0	36,992
Total	36,992	0	0	0	0	0	0	0	36,992
28 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE***578 *10031B***00500*FAU9653*703*****0****									
Rt-of-Way	162,581	86,993	0	0	0	0	0	0	249,574
Constr	631,383	0	0	0	0	0	0	0	631,383
Total	793,964	86,993	0	0	0	0	0	0	880,957
29 RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION***769 *86-083***04180*FAU9736*703*****0****									
Pre Eng	0	0	210,249	0	0	0	0	0	210,249
Total	0	0	210,249	0	0	0	0	0	210,249
30 BEAVERCREEK RD EXT (RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE***855 *10249***02375*FAU9742*703*****0****									
Constr	0	0	172,930	0	0	0	0	0	172,930
Total	0	0	172,930	0	0	0	0	0	172,930
31 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	0	0	833,000	0	833,000
Total	0	100,000	0	0	0	0	833,000	0	933,000
Total Clackamas County FAU System									
	5,203,573	362,541	1,599,788	0	0	0	833,000	0	8,000,902

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Federal Aid Urban System Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year						Authorized
	Obligated	1992	1993	1994	1995	1996	
Washington County FAU System Projects							
32 Finalized Vouchered Projects***							
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***							
Pre Eng	307,907	0	0	0	0	0	307,907
Constr	1,201,202	0	0	0	0	0	1,201,202
Total	1,709,109	0	0	0	0	0	1,709,109
34 CORNELL ROAD RECONSTRUCTION - E MAIN TO ELAM YOUNG PARKWAY***							
Constr	258,367	0	0	0	0	0	258,367
Total	258,367	0	0	0	0	0	258,367
35 BVTH/TUALATIN HWY AT SW BRIDGEPORT - SIGNAL/CHANNELIZE***							
Constr	169,868	0	0	0	0	142	170,010
Total	169,868	0	0	0	0	142	170,010
36 HALL / MCDONALD INTERSECTION IMPROVEMENTS***							
Rt-of-Way	2,232	0	0	0	0	293	2,525
Constr	112,475	0	0	0	0	0	112,475
Total	114,707	0	0	0	0	293	115,000
37 E STREET - PACIFIC AVENUE TO 23RD AVENUE***							
Constr	178,052	0	0	0	0	1,948	180,000
Total	178,052	0	0	0	0	1,948	180,000
38 WASHINGTON COUNTY RESERVE***							
Reserve	0	0	0	0	0	67,392	67,392
Total	0	0	0	0	0	67,392	67,392
39 MAPLE STREET AT TUALATIN VALLEY HIGHWAY - SIGNAL***							
Constr	73,892	0	0	0	0	5,183	79,075
Total	73,892	0	0	0	0	5,183	79,075
Total Washington County FAU System	4,177,693	0	0	0	0	74,958	4,252,651

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years, 1993 to Post 1996

In Federal Dollars

Effective October 1, 1992

Federal Aid Urban System Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year						Authorized
	Obligated	1992	1993	1994	1995	1996	
Tri-Met FAU System Projects							
40 Finaled Vouchered Projects***							CLOSED
Constr	1,110,747	0	0	0	0	0	1,110,747
Non-Hwy Cp	126,395	0	0	0	0	0	126,395
Total	1,237,142	0	0	0	0	0	1,237,142
41 TRI-MET RIDESHARE PROGRAM***							
Operating	838,027	0	53,178	0	0	0	891,205
Total	838,027	0	53,178	0	0	0	891,205
42 LIGHT RAIL VEHICLE PURCHASE (T)***							
Non-Hwy Cp	850,000	0	0	0	0	0	850,000
Total	850,000	0	0	0	0	0	850,000
Total Tri-Met FAU System	2,925,169	0	53,178	0	0	0	2,978,347

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

Federal Aid Urban System Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year						Authorized
	Obligated	1992	1993	1994	1995	1996	
Highway Division FAU System Projects							
43 Finaled Vouchered Projects***							CLOSED
Pre Eng	227,478	0	0	0	0	0	227,478
Rt-of-Way	94,226	0	0	0	0	0	94,226
Constr	812,390	0	0	0	0	0	812,390
Total	1,134,094	0	0	0	0	0	1,134,094
44 STATE STREET CORRIDOR (OR43) - TERWILLIGER TO LADD***							
Constr	0	0	0	0	0	22,000	22,000
Total	0	0	0	0	0	22,000	22,000
45 OR210 - SCHOLLS HWY AT 135TH AVE - SIGNAL/REALIGNMENT***							
Constr	81,435	0	0	0	0	28,451	109,886
Total	81,435	0	0	0	0	28,451	109,886
46 US26 - MT HOOD HWY AT PALMQUIST/ORIENT RD - GRADE/PAVE/SIGNAL***							
Constr	358	0	0	0	0	11,470	11,828
Total	358	0	0	0	0	11,470	11,828
47 HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING***							
Constr	77,413	0	0	0	0	1,353	78,766
Total	77,413	0	0	0	0	1,353	78,766
48 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK***							
Constr	2,393,794	0	0	0	0	203	2,393,997
Total	2,393,794	0	0	0	0	203	2,393,997
Total Highway Division FAU System	3,687,094	0	0	0	0	63,477	3,750,571

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1993 to Post 1996

In Federal Dollars

Effective October 1, 1992

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Metro Region and FAU Reserve Projects

49 Finalized Vouchered Projects***0 0000000*00000*****CLOSED									
Pre Eng	463,280	0	0	0	0	0	0	0	463,280
Rt-of-Way	318,162	0	0	0	0	0	0	0	318,162
Constr	1,147,655	0	0	0	0	0	0	0	1,147,655
Pending	0	0	0	0	0	0	0	0	0
Total	1,929,097	0	0	0	0	0	0	0	1,929,097
50 UNALLOCATED FEDERAL-AID URBAN FUNDS***114 *00-000**00000*VARvar**na*****0****									
Reserve	0	0	0	0	0	0	0	178,685	178,685
Total	0	0	0	0	0	0	0	178,685	178,685
Total Metro Region and FAU Reserve									
	1,929,097	0	0	0	0	0	0	178,685	2,107,782

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1993 to Post 1996

In Federal Dollars

Effective October 1, 1992

Federal Aid Urban System Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year					1996	Post 1996	Authorized
	Obligated	1992	1993	1994	1995			
Metro Region Total	21,962,530	362,341	1,652,966	0	0	0	1,161,707	25,139,764
Report Total	36,255,910	1,833,163	2,652,966	0	0	0	3,456,409	44,218,450

Metropolitan Service District
 Transportation Improvement Program
 Regional Surface Transportation Program Projects
 Obligations Through 06/30/92

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Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
1 REGIONAL SURFACE TRANSPORTATION PROGRAM RESERVE**100 *00-000***00000*na*na***na*****0****							
Reserve	0	8,346,711	10,404,832	0	0	9,360,319	38,567,313
Total	0	8,346,711	10,404,832	0	0	9,360,319	38,567,313
2 METRO PLANNING**126 *80-404***00000*VARvar**na*****0****							
Pre Eng	282,602	15,200	0	0	0	0	297,802
Total	282,602	15,200	0	0	0	0	297,802
3 WESTSIDE LIGHT RAIL EXTENSION TO SW 183TH AVENUE**206 *00-000***00000*TRA*****na*****0****							
Non-Hwy Cp	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
4 WESTSIDE LIGHT RAIL EXTENSION TO HILLSBORO**246 *00-000***06595*TRA*****na*****0****							
Non-Hwy Cp	0	0	11,000,000	11,000,000	0	0	22,000,000
Total	0	0	11,000,000	11,000,000	0	0	22,000,000
Total	282,602	8,361,911	10,404,832	11,000,000	11,000,000	9,360,319	60,865,115

Other Programs

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1993 to Post 1996

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Federal-Aid Interstate Projects

Project Description	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
Federal-Aid Interstate Projects								
1 I-5 - E MARQUAM INTCHG (SE WATER AVE RAMP) - (I)**345 *76-011**05697*FAI5****1*****301*****								
Constr	0	0	0	0	0	0	17,794,600	17,794,600
Total	0	0	0	0	0	0	17,794,600	17,794,600
2 I-84 - NE 181ST AVE TO 223RD AVE - WIDEN, NEW INTCHGS**372 *84-021a**00787*FAI84****2*****13*****								
Pre Eng	1,132,646	0	0	0	0	0	0	1,132,646
Constr	0	0	26,680,000	0	0	0	0	26,680,000
Total	1,132,646	0	26,680,000	0	0	0	0	27,812,646
Total Federal-Aid Interstate Projects	1,132,646	0	26,680,000	0	0	0	17,794,600	45,607,246

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
Federal-Aid Interstate 4R Projects								
3 I-205 - AIRPORT WY TO COLUMBIA BLVD - WIDEN SB ON-RAMP,ADD AUX L**306 *86-062***03270*FAI205**64*****24*****								
Constr	0	460,000	0	0	0	0	0	460,000
Total	0	460,000	0	0	0	0	0	460,000
4 I-5 - EAST MARQUAM INTERCHANGE GRAND AVE/ML KING AVE RAMP (III)**320 *76-011***00597*FAI5****1*****301*****								
Constr	0	0	0	0	0	0	53,856,480	53,856,480
Total	0	0	0	0	0	0	53,856,480	53,856,480
5 I-5 - NB CONNECTION TO SB I-405(8958E) - DECK RESTORATION**336 *10217***01489*FAI5****1*****303*****								
Constr	0	0	0	0	0	0	1,420,188	1,420,188
Total	0	0	0	0	0	0	1,420,188	1,420,188
6 I-5 - TERWILLIGER BLVD INTERCHANGE OVERCROSSING/RAMPS**360 *84-035***01945*FAU9383*1*****297*****								
Constr	0	11,868,000	0	0	0	0	0	11,868,000
Total	0	11,868,000	0	0	0	0	0	11,868,000
7 I-5 - STAFFORD INTERCHANGE**403 *86-061***03271*FAI5****1*****286*****								
Pre Eng	634,463	129,000	0	0	0	0	0	783,463
Rt-of-Way	2,003,941	0	0	0	0	0	0	2,003,941
Constr	0	0	0	8,447,352	0	0	0	8,447,352
Total	2,638,404	129,000	0	8,447,352	0	0	0	11,234,756
8 I-5 - GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSIDENCE MP287**472 *85-008***02910*FAI5****1*****287*****								
Constr	0	0	0	737,760	0	0	0	737,760
Total	0	0	0	737,760	0	0	0	737,760
9 I-205 - AT SANDY BLVD WEST BOUND CONNECTION**682 *86-058***04059*FAI205**64*****24*****								
Pre Eng	38,548	0	0	0	0	0	0	38,548
Constr	0	360,000	0	0	0	0	0	360,000
Total	38,548	360,000	0	0	0	0	0	398,548
10 I-5 - UPPER BOONES FERRY TO I-205 INTERCHANGE**876 *84-127***02499*FAI5****1*****289*****								
Pre Eng	145,230	164,393	0	0	0	0	0	309,823
Constr	0	3,128,000	0	0	0	0	0	3,128,000
Total	145,230	3,292,393	0	0	0	0	0	3,437,823
11 I-5 - AT HIGHWAY 217/KRUSE WY INTERCHANGE CONNECTION**893 *86-056***03277*FAI5****1*****292*****								
Constr	0	0	0	38,824,620	0	0	0	38,824,620
Total	0	0	0	38,824,620	0	0	0	38,824,620
12 I-84 - UPRR (GRAHAM ROAD) BRIDGE #6967 REPLACEMENT**911 *00-000***03342*FAU9883*2*****18*****								
Constr	0	2,631,200	0	0	0	0	0	2,631,200
Total	0	2,631,200	0	0	0	0	0	2,631,200
13 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE**922 *84-023b**04738*FAI68***2*****15*****								
Constr	0	0	0	29,049,300	0	0	0	29,049,300
Total	0	0	0	29,049,300	0	0	0	29,049,300
14 REGIONAL RAMP METERING, TRAFFIC LOOP REPAIR, AND MESSAGE SIGNING**927 *90-039***03503*VARvar*var*****0*****								
Constr	0	873,840	0	0	0	0	0	873,840
Total	0	873,840	0	0	0	0	0	873,840
Total Federal-Aid Interstate 4R Projects								
	2,842,182	19,616,633	0	29,049,300	48,009,732	0	53,276,668	154,794,517

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1993 to Post 1996

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Federal-Aid Primary Projects

Project Description	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
Federal-Aid Primary Projects								
15 TUALATIN VALLEY HWY - HILLSBORO SIGNALS (13 LOCATIONS)***878 *84-034***03334**FAP32***29*****13*****								
Constr	0	686,400	0	0	0	0	0	686,400
Total	0	686,400	0	0	0	0	0	686,400
Total Federal-Aid Primary Projects	0	686,400	0	0	0	0	0	686,400

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992.

State Highway Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year					Post 1996	Authorized
	Obligated	1992	1993	1994	1995		
Highway Bridge Replacement Projects							
16 I-5 - SEISMIC RETROFIT FIVE BRIDGES - PHASE I***220 *92-001**06467*FAI5**1*****302*****							
Constr	0	0	832,000	0	0	0	832,000
Total	0	0	832,000	0	0	0	832,000
17 US-30B - ST JOHNS BRIDGE JOINT REPAIR***245 *00-000**06022*FAU9966*123*****1*****							
Constr	0	0	0	0	0	1,160,000	1,160,000
Total	0	0	0	0	0	1,160,000	1,160,000
18 HAWTHORNE BRIDGE (#2757E) PHASE II - SERVICE LIFE EXTENSION***407 *85-037a**04069*FAU9366*726*****0*****							
Pre Eng	95,960	0	0	0	0	0	95,960
Constr	0	1,240,000	0	0	0	0	1,240,000
Total	95,960	1,240,000	0	0	0	0	1,335,960
19 HAWTHORNE BRIDGE EAST APPROACH RAMP REPLACEMENT (#2757C)***506 *84-097**02914*FAU9366*726*****0*****							
Pre Eng	248,240	0	0	0	0	0	248,240
Constr	0	1,040,000	0	0	0	0	1,040,000
Total	248,240	1,040,000	0	0	0	0	1,288,240
20 I-5 - W MARQUAM INTCHG TO MARQUAM BRIDGE - RETROFIT CONNECTIONS***925 *90-057**05745*FAI5**1*****300*****							
Constr	0	0	7,392,000	0	0	0	7,392,000
Total	0	0	7,392,000	0	0	0	7,392,000
21 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR***928 *90-053**04340*VARvar**var*****0*****							
Constr	0	0	896,000	0	0	0	896,000
Total	0	0	896,000	0	0	0	896,000
Total Highway Bridge Replacement Projects	344,200	2,280,000	8,224,000	896,000	0	1,160,000	12,904,200

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

State Highway Program

Effective October 1, 1992

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

Hazard Elimination System Projects

Project Description	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
22 OR213 - CASCADE HWY SO - ABERNETHY RD TO BEAVERCREEK RD***203 *91-001***05821*FAP78**160*****0*****								
Constr	0	549,000	0	0	0	0	0	549,000
Total	0	549,000	0	0	0	0	0	549,000
23 SE STARK STREET AT SE 202ND AVENUE - SIGNAL UPGRADE***209 *91-011***06366*FAU9810*726*****0*****								
Pre Eng	0	18,000	0	0	0	0	0	18,000
Constr	0	176,400	0	0	0	0	0	176,400
Total	0	194,400	0	0	0	0	0	194,400
24 BEAVERTON TUALATIN HWY @ SW WASHINGTON DRIVE***211 *86-088***03611*fa9091*141*****4*****								
Rt-of-Way	0	31,500	0	0	0	0	0	31,500
Constr	0	207,000	0	0	0	0	0	207,000
Total	0	238,500	0	0	0	0	0	238,500
25 OR-99E - PACIFIC HIGHWAY EAST AT LOMBARD (PORTLAND)***259 *****06581*FAP26**1E*****4*****								
Constr	0	0	360,000	0	0	0	0	360,000
Total	0	0	360,000	0	0	0	0	360,000
26 BEAVERTON/TUALATIN HWY AT SW OAK - SIGNAL/LEFT TURN LANES***414 *84-066***00764*FAU9091*141*****4*****								
Constr	0	190,000	0	0	0	0	0	190,000
Total	0	190,000	0	0	0	0	0	190,000
27 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000***322 *****06390*VARvar**var*****0*****								
Constr	0	0	225,000	0	0	0	0	225,000
Total	0	0	225,000	0	0	0	0	225,000
28 OR210 - SCHOLLS HWY AT SW JAMIESON ROAD - LT TURN REFUGE***677 *86-112***03916*FAU9234*143*****12*****								
Constr	0	0	144,000	0	0	0	0	144,000
Total	0	0	144,000	0	0	0	0	144,000
29 NE HALSEY STREET AT NE 148TH AVE - SIGNAL UPGRADE***909 *89-040***05825*FAU9838*726*****0*****								
Constr	0	109,800	0	0	0	0	0	109,800
Total	0	109,800	0	0	0	0	0	109,800
Total Hazard Elimination System Projects	0	1,281,700	729,000	0	0	0	0	2,010,700

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

State Modernization Projects

Project Description	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
30 I-205 - COLUMBIA BLVD SOUTHBOUND ON-RAMP***233 *00-000***05861*FAI205**64*****24*****								
Constr	0	0	0	0	0	368,880	0	368,880
Total	0	0	0	0	0	368,880	0	368,880
31 OR-8 TUALATIN VALLEY HWY - BEAV/TIGARD HWY TO 117TH***240 *00-000***06131*FAP32***29*****3*****								
Constr	0	0	0	0	0	4,074,400	0	4,074,400
Total	0	0	0	0	0	4,074,400	0	4,074,400
32 OR213 CASCADE SOUTH - E PORTLAND FREEWAY TO HOLCOMB BOULEVARD***921 *90-001***05625*FAP78***160*****0*****								
Constr	0	750,000	0	0	0	0	0	750,000
Total	0	750,000	0	0	0	0	0	750,000
33 OR208 - FARMINGTON ROAD - 209TH AVENUE TO MURRAY BOULEVARD***934 *86-060***03279*FAU9064*142*****3*****								
Constr	0	0	0	0	0	3,880,000	0	3,880,000
Total	0	0	0	0	0	3,880,000	0	3,880,000
Total State Modernization Projects	0	750,000	0	0	0	8,323,280	0	9,073,280

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1992

State Highway Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year							Authorized
	Obligated	1992	1993	1994	1995	1996	Post 1996	
State Operations Projects								
34 US30BY - ST JOHNS BRIDGE PAINTING***								
Constr	0	2,822,000	0	0	0	0	0	2,822,000
Total	0	2,822,000	0	0	0	0	0	2,822,000
35 BEAVERTON TUALATIN HWY @ SW WASHINGTON DRIVE***								
Pre Eng	0	43,820	0	0	0	0	0	43,820
Total	0	43,820	0	0	0	0	0	43,820
36 I-84 - HALSEY STREET UNDERCROSSING BRIDGE #13516***								
Constr	0	315,000	0	0	0	0	0	315,000
Total	0	315,000	0	0	0	0	0	315,000
37 OR-99W - SW HAMILTON TO BEAVERTON/HILLSDALE HWY JCT - GUARDRAIL***								
Constr	0	0	290,000	0	0	0	0	290,000
Total	0	0	290,000	0	0	0	0	290,000
38 OR-8 - TUALATIN VALLEY OVERLAY - 110TH TO 160TH***								
Constr	0	0	0	0	0	1,020,800	0	1,020,800
Total	0	0	0	0	0	1,020,800	0	1,020,800
39 OR-8 - TUALATIN VALLEY HWY AT MARKET CENTRE ENTRANCE***								
Constr	0	0	500,000	0	0	0	0	500,000
Total	0	0	500,000	0	0	0	0	500,000
40 I-405 - FREMONT BRIDGE/RAMPS DECK RESTORATION AND JOINT REPAIR***								
Constr	0	0	1,390,000	0	0	0	0	1,390,000
Total	0	0	1,390,000	0	0	0	0	1,390,000
41 STATE FINANCED PROJECTS AT OR UNDER \$100,000***								
Pre Eng	0	25,000	0	0	0	0	0	25,000
Constr	0	290,000	0	0	0	0	0	290,000
Total	0	315,000	0	0	0	0	0	315,000
42 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000***								
Constr	0	195,700	0	0	0	0	0	195,700
Total	0	195,700	0	0	0	0	0	195,700
43 HALL BOULEVARD AT BURNEAM STREET - SIGNAL***								
Constr	0	130,000	0	0	0	0	0	130,000
Total	0	130,000	0	0	0	0	0	130,000
44 OR8 TV HWY - CANYON LANE TO WALKER ROAD - TRAFFIC SIGNALS***								
Constr	0	270,000	0	0	0	0	0	270,000
Total	0	270,000	0	0	0	0	0	270,000
45 OR99W PACIFIC HWY WEST AT 124TH AVENUE - SIGNAL/REALIGN***								
Constr	0	0	0	0	0	870,000	0	870,000
Total	0	0	0	0	0	870,000	0	870,000
46 OR217 BEAV/TIG HWY - SUNSET HWY TO I-5 - RAMP METERING***								
Constr	0	0	450,000	0	0	0	0	450,000
Total	0	0	450,000	0	0	0	0	450,000
47 REGIONAL RAMP METERING, TRAFFIC LOOP REPAIR, AND MESSAGE SIGNING***								
Constr	0	800,000	0	0	0	0	0	800,000
Total	0	800,000	0	0	0	0	0	800,000
48 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR***								
Constr	0	0	200,000	0	0	0	0	200,000
Total	0	0	200,000	0	0	0	0	200,000
49 REGIONAL GUARDRAIL IMPROVEMENTS***								
Constr	0	0	0	920,000	0	0	0	920,000
Total	0	0	0	920,000	0	0	0	920,000
Total State Operations Projects	0	4,891,520	2,830,000	920,000	0	1,890,800	0	10,532,320

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

In Total Cost Dollars

State Highway Program

Fiscal Years 1993 to Post 1996

Effective October 1, 1992

Project Description

Estimated Expenditures by Federal Fiscal Year

	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
Bikeways Projects								
50 OR-43 OSWEGO HWY RETAINING WALL/BIKEWAY - MCVEY TO BURNHAM***231 *00-000**06130*FAU9565*3*****7*****								
Constr	0	0	0	0	387,200	0	0	387,200
Total	0	0	0	0	387,200	0	0	387,200
51 BIKEWAY PROJECTS***384 *10169D**03949*VARvar**na*****0*****								
Constr	0	200,000	400,000	840,000	160,000	0	0	1,600,000
Total	0	200,000	400,000	840,000	160,000	0	0	1,600,000
Total Bikeways Projects	0	200,000	400,000	840,000	547,200	0	0	1,987,200

Metropolitan Service District
Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
Obligated 1992 1993 1994 1995

1996 Post 1996 Authorized

Access Oregon Highway Projects

52 MCLOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD***134 *77-159a**04872*FAP26***1E*****4*****	Constr	0	9,500,000	0	0	0	0	0	9,500,000
	Total	0	9,500,000	0	0	0	0	0	9,500,000
53 PACIFIC HIGHWAY WEST AT EDY / SCHOLLS - SIX CORNERS***463 *88-040**04358*FAP9***1W*****13*****	Rt-of-Way	0	2,000,000	0	0	0	0	0	2,000,000
	Constr	0	2,800,000	0	0	0	0	0	2,800,000
	Total	0	4,800,000	0	0	0	0	0	4,800,000
54 WESTERN BYPASS - PHASE I - SUNSET HWY TO PACIFIC HWY***720 *88-011**05124*VARtbd**734*****0*****	Pre Eng	0	1,037,500	0	0	0	0	0	1,037,500
	Total	0	1,037,500	0	0	0	0	0	1,037,500
Total Access Oregon Highway Projects		0	15,337,500	0	0	0	0	0	15,337,500

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

Effective October 1, 1992

In Federal Dollars

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

State Surface Transportation Program Projects

Project Description	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
State Surface Transportation Program Projects								
55 WESTSIDE LIGHT RAIL EXTENSION TO SW 185TH AVENUE***206 *00-000**00000*TRA*****na*****0*****								
Non-Rwy Cp	0	0	0	0	0	22,000,000	0	22,000,000
Total	0	0	0	0	0	22,000,000	0	22,000,000
56 I-84 - I-84 AT 82ND AVENUE PARK AND RIDE LOT***222 *****06243*FAI84**2*****5*****								
Constr	0	0	216,000	0	0	0	0	216,000
Total	0	0	216,000	0	0	0	0	216,000
57 I-84 - ARGAY DOWNS SOUNDWALL (PORTLAND)***223 *****05746*FAI84**2*****7*****								
Constr	0	0	117,000	0	0	0	0	117,000
Total	0	0	117,000	0	0	0	0	117,000
58 I-84 - GATEWAY PARK AND RIDE LOT***225 *00-000**06241*FAI84**2*****6*****								
Constr	0	0	0	664,000	0	0	0	664,000
Total	0	0	0	664,000	0	0	0	664,000
59 OR-210 - SCROLLS AT BEEF BEND ROAD - LEFT TURN REFUGE***232 *00-000**04440*FAU9234*143*****5*****								
Constr	0	0	0	0	580,800	0	0	580,800
Total	0	0	0	0	580,800	0	0	580,800
60 OR-99K MCLOUGHLIN BLVD PH IV - SE HAROLD ST TO SE TACOMA ST INTC***241 *00-000**04875*FAP26**1E*****3*****								
Constr	0	0	0	0	0	5,667,200	0	5,667,200
Total	0	0	0	0	0	5,667,200	0	5,667,200
61 US26 - SUNSET HIGHWAY OVERLAY - STOREY CREEK TO CORNELL ROAD***267 *90-027d**03663*FAP27**47*****60*****								
Constr	0	0	0	2,411,200	0	0	0	2,411,200
Total	0	0	0	2,411,200	0	0	0	2,411,200
62 I-205 - WILLAMETTE RIVER BRIDGE ICE DETECTORS***332 *86-099**03280*FAI205**64*****9*****								
Constr	0	0	0	0	0	156,774	0	156,774
Total	0	0	0	0	0	156,774	0	156,774
63 I-405 EAST FREMONT BRIDGE APPROACH***376 *00-000**05856*FAI405**61*****4*****								
Constr	0	0	0	0	720,000	0	0	720,000
Total	0	0	0	0	720,000	0	0	720,000
64 US26 - SUNSET / NW 185TH AVE INTERCHANGE***426 *84-013**00847*FAP27**47*****64*****								
Constr	0	5,427,000	0	0	0	0	0	5,427,000
Total	0	5,427,000	0	0	0	0	0	5,427,000
65 REGIONAL RAMP METERING, TRAFFIC LOOP REPAIR, AND MESSAGE SIGNING***927 *90-022**05278*VARvar**var*****0*****								
Constr	0	0	990,000	0	0	0	0	990,000
Total	0	0	990,000	0	0	0	0	990,000
66 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR***928 *90-040**04343*VARvar**var*****0*****								
Constr	0	0	522,000	0	0	0	0	522,000
Total	0	0	522,000	0	0	0	0	522,000
Total State Surface Transportation Program Projects	0	5,427,000	1,845,000	3,075,200	1,300,800	27,823,974	0	39,471,974



Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1993 to Post 1996

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

State Surface Transportation Program (Safety) Projects

Project Description	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
67 I-205 - I-205 AT GLISAN NORTHBOUND; AT NE GLISAN SOUTHBOUND***227 *00-000***05857*FAI205**64*****21*****								
Constr	0	0	0	0	451,878	0	0	451,878
Total	0	0	0	0	451,878	0	0	451,878
68 OR-210 SCHOLLS HIGHWAY NORTHBOUND AT HIGHWAY 217 LT LANE***242 *00-000***06010*FAU9234*143*****9*****								
Constr	0	0	0	0	0	0	316,800	316,800
Total	0	0	0	0	0	0	316,800	316,800
69 OR210 - FANNO CREEK TO BEAVERTON/TIGARD HWY(TIGARD)***881 *86-049***03908*FAU9234*143*****9*****								
Rt-of-Way	0	30,000	0	0	0	0	0	30,000
Constr	0	0	792,000	0	0	0	0	792,000
Total	0	30,000	792,000	0	0	0	0	822,000
70 OR43 - OSWEGO HIGHWAY AT JOLIE POINTE ROAD***884 *86-054***03939*FAU9565*3*****10*****								
Constr	0	0	0	400,000	0	0	0	400,000
Total	0	0	0	400,000	0	0	0	400,000
Total State Surface Transportation Program (Safety) Projects								
	0	30,000	792,000	400,000	451,878	0	316,800	1,990,678

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1993 to Post 1996

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year
 Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

National Highway System Program Projects

Project Description	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
71 US-26 - MURRAY ROAD TO HIGHWAY 217***256 *00-000**06021*FAP27**47*****67*****								
Constr	0	0	0	0	0	0	16,380,000	16,380,000
Total	0	0	0	0	0	0	16,380,000	16,380,000
72 I-205 - COLUMBIA RIVER TO NE FAILING GRADING/LNDSCPG***334 *87-009**02511*FAI205**64*****23*****								
Constr	0	0	1,720,400	0	0	0	0	1,720,400
Total	0	0	1,720,400	0	0	0	0	1,720,400
73 I-5 - BOONES FERRY RD TO COMMERCE CIRCLE (WILSONVILLE)***406 *86-061a**06023*fas**0*****286*****								
Constr	0	0	0	756,204	0	0	0	756,204
Total	0	0	0	756,204	0	0	0	756,204
74 OR8 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO***828 *79-085b**05024*FAP32**29*****11*****								
Constr	0	0	0	4,092,000	0	0	0	4,092,000
Total	0	0	0	4,092,000	0	0	0	4,092,000
75 I-205 - E PORTLAND FREEWAY AT SUNNYBROOK INTERCHANGE***865 *86-082**03346*FAI205**64*****14*****								
Constr	0	0	0	0	0	0	20,011,740	20,011,740
Total	0	0	0	0	0	0	20,011,740	20,011,740
Total National Highway System Program Projects	0	0	1,720,400	4,848,204	0	0	36,391,740	42,960,344

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1993 to Post 1996

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1992 1993 1994 1995 1996 Post 1996 Authorized

State Congestion Mitigation/Air Quality Program Projects

76 OR-43 - TAYLOR'S FERRY ROAD TO I-205 (MACS)***226 *00-000***05853*FAU9363*3*****2*****								
Constr	0	0	1,390,400	0	0	0	0	1,390,400
Total	0	0	1,390,400	0	0	0	0	1,390,400
77 US-30B - SANDY BLVD METROPOLITAN AREA CORRIDOR STUDY***230 *00-000***06239*FAU9326*39*****0*****								
Constr	0	0	0	3,880,800	0	0	0	3,880,800
Total	0	0	0	3,880,800	0	0	0	3,880,800
78 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING(III)***386 *10143c***01892*FAP27***47*****72*****								
Constr	0	0	1,320,000	0	0	0	0	1,320,000
Total	0	0	1,320,000	0	0	0	0	1,320,000
79 OR217 BEAV/TIG HWY - SUNSET HWY TO I-5 - RAMP METERING***915 *90-056A**06231*FAP79***144*****7*****								
Constr	0	0	540,000	0	0	0	0	540,000
Total	0	0	540,000	0	0	0	0	540,000
80 REGIONAL RAMP METERING, TRAFFIC LOOP REPAIR, AND MESSAGE SIGNING***927 *90-047***04383*VARvar**var*****0*****								
Constr	0	0	460,000	0	0	0	0	460,000
Total	0	0	460,000	0	0	0	0	460,000
Total State Congestion Mitigation/Air Quality Program Projects	0	0	3,170,400	3,880,800	0	0	0	7,591,200

Metropolitan Service District
 Transportation Improvement Program

Fiscal Years 1993 to Post 1996

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1992

State Highway Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year					1996	Post 1996	Authorized
	Obligated	1992	1993	1994	1995			
Other Funding Programs Projects								
81 US-26 - CEDAR HILLS BLVD INTERCHANGE TO SW 76TH AVENUE***247 *88-033d**06597*FAP27***47*****68*****								
Constr	0	0	30,800,000	0	0	0	0	30,800,000
Total	0	0	30,800,000	0	0	0	0	30,800,000
82 US-26 - SW 82ND PLACE (GOLF CREEK ACCESS ROAD)***250 *88-033i**06596*FAP27***47*****69*****								
Constr	0	0	950,000	0	0	0	0	950,000
Total	0	0	950,000	0	0	0	0	950,000
83 US-26 - HIGHLANDS (ZOO) INTERCHANGE***251 *88-033a**06015*FAP27***47*****72*****								
Constr	0	0	7,130,000	0	0	0	0	7,130,000
Total	0	0	7,130,000	0	0	0	0	7,130,000
84 US-26 - SYLVAN INTERCHANGE TO HIGHLANDS INTERCHANGE***253 *88-033f**06016*FAP27***47*****71*****								
Constr	0	0	0	9,870,000	0	0	0	9,870,000
Total	0	0	0	9,870,000	0	0	0	9,870,000
85 US-26 - CAMELOT INTERCHANGE TO SYLVAN INTERCHANGE***254 *88-033g**06017*FAP27***47*****68*****								
Constr	0	0	0	58,500,000	0	0	0	58,500,000
Total	0	0	0	58,500,000	0	0	0	58,500,000
86 US-26 - BEAVETON/TIGARD HIGHWAY TO CAMELOT INTERCHANGE***255 *88-033h**06018*FAP27***47*****69*****								
Constr	0	0	0	0	0	3,940,000	0	3,940,000
Total	0	0	0	0	0	3,940,000	0	3,940,000
87 OR-217 - SUNSET HIGHWAY TO TUALATIN VALLEY HIGHWAY***258 *****06598*FAP79***144*****0*****								
Constr	0	0	11,900,000	0	0	0	0	11,900,000
Total	0	0	11,900,000	0	0	0	0	11,900,000
Total Other Funding Programs Projects	0	0	50,780,000	9,870,000	58,500,000	3,940,000	0	123,090,000

Metropolitan Service District
 Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1993 to Post 1996

In Total Cost Dollars

Effective October 1, 1992

State Highway Program

Project Description

Project Description	Estimated Expenditures by Federal Fiscal Year							
	Obligated	1992	1993	1994	1995	1996	Post 1996	Authorized
report total	4,319,028	50,300,755	94,540,400	53,069,104	112,690,410	41,978,054	110,939,808	468,037,539

TRANSPORTATION AND PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 92-1670, APPROVING AN AMENDMENT TO THE UNIFIED WORK PROGRAM TO PROVIDE FOR TRANSPORTATION AND LAND USE MODELING IMPROVEMENTS

Date: September 24, 1992

Presented by: Councilor McLain

Committee Recommendation: At the September 22 meeting, the Transportation and Planning Committee voted unanimously to recommend Council adoption of Resolution No. 92-1670. Voting in favor: Councilors Devlin, McLain, Buchanan, and Washington.

Committee Issues/Discussion: Keith Lawton, Technical Manager, presented the staff report. He said the resolution was before the committee because it takes an amendment to the Unified Work Program to allow expenditure of federal funds. The department recently became aware of some discretionary Federal Highway Administration (FHA) funding that may be available for the Region 2040 Project, if expended before the end of the federal fiscal year - September 30, 1992. The Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) have both approved the resolution.

The proposal would allow the department to streamline the linkage between for interactive modeling between the land use forecasting model and the transportation forecasting model. They have already done a lot of work with LUTRAQ. This funding will allow the software to be put together more effectively so that alternatives can be run much faster, particularly for the Region 2040 Project. It will also allow testing for consistency with the economic base looked at in the land use forecasting model.

Improving the model will be completed near Christmas. Testing of alternatives A, B, and C for the Region 2040 Project will follow.

Councilor McLain noted funds were being made available due to federal interest in the project. She interprets this interest to be a "pat on the back" encouraging the Council in the direction they have chosen.

FINANCE COMMITTEE REPORT

RESOLUTION NO. 92-1672, ESTABLISHING THE DISTRICT'S INTENT TO INCLUDE A CITIZENS' BOND SALE AS PART OF ITS GENERAL OBLIGATION BOND ISSUANCE OF \$200 MILLION FOR THE REGIONAL GREENSPACES SYSTEM

Date: September 22, 1992

Presented by: Councilor Wyers

COMMITTEE RECOMMENDATION: At its September 17, 1992 meeting the Finance Committee voted 4-0 to recommend Council adoption of Resolution No. 92-1672. Voting were Councilors Van Bergen, Devlin, Hansen, and Wyers. Councilor Gardner was absent.

COMMITTEE DISCUSSION/ISSUES: Finance Director Jennifer Sims presented the staff report. She said the purpose of the Citizens' Bond program would be to make Greenspaces bonds available to "average" people who couldn't normally afford the minimum cost of such bonds. This program would set aside up to \$3 million of the bond issue in \$1000 denominations. It would be administered by a local bank, and would be slightly more costly than a usual program. If approved, information on the Citizens' Bond program will be shared with the public as part of the information campaign concerning the Greenspaces bond measure.

Councilor Wyers asked Ms. Sims to explain the rationale for this program. Ms. Sims said it was consistent with the grassroots nature of the Greenspaces program by extending the opportunity for financial participation to more people, many of whom could not otherwise afford to invest in the Greenspaces program.

Councilor Devlin asked Ms. Sims to compare this program with the Baccalaureate Bond program and a program at the City of Beaverton. Ms. Sims said the City of Beaverton offered a low denomination Citizens' Bond program on a water bond re-funding, which was very popular. She said the format of the proposed Greenspaces program was similar to the Baccalaureate Bond program, in that it would be a zero-coupon bond which would be purchased for less than face value and redeemed for face value at maturity.

In response to questions from Councilor Van Bergen, Ms. Sims and Chris Scherer said the program would be publicized prior to the bond sale, and citizens who wanted to buy the bonds would deal directly with a trustee bank which would handle the sales.

FINANCE COMMITTEE REPORT

RESOLUTION NO. 92-1676, APPROVING A CONTRACT FOR PERFORMANCE AUDIT SERVICES

Date: September 22, 1992 Presented by: Councilor Van Bergen

COMMITTEE RECOMMENDATION: At its September 17, 1992 meeting the Finance Committee voted 4-0 to recommend Council adoption of Resolution No. 92-1676. Voting were Councilors Van Bergen, Devlin, Hansen, and Wyers. Councilor Gardner was absent.

COMMITTEE DISCUSSION/ISSUES: Council Analyst Casey Short presented the staff report. He advised the committee of the process for selecting a contractor for performance audit services, and said the selection committee recommended the firm of Talbot, Korvola and Warwick be awarded the contract. (See Don Carlson's September 14 memo to the Finance Committee, attached.) He said Mr. Jack Talbot and Mr. Brad Rafish of the firm were at the meeting, and were available to answer questions.

Councilor Hansen asked if the proposed Charter contained anything regarding performance auditing. Councilor Devlin said that if the Charter passes the Council will continue to do performance auditing until 1995, when an Auditor will be separately elected; one of the Auditor's duties under the Charter will be performance auditing. Councilor Hansen asked if passage of the Charter would affect the standing of this contract. Mr. Short said he didn't know, but would find out. (General Counsel Dan Cooper has subsequently advised Council staff that the Auditor would become responsible for administration of the contract upon taking office, if the contract were still in effect. The contract contains a termination clause allowing Metro to terminate it with five days' notice. In short, the Council would have the following options in FY 1994-95: end the contract; do a six-month performance audit; start an audit and let the Auditor complete it; or leave the contract in force but not direct any work to be done, allowing the Auditor to determine how to handle it in 1995.)



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: September 14, 1992
To: Finance Committee
From: Donald E. Carlson, Council Administrator
Re: Resolution No. 92-1676 Approving a Contract for Performance Audit Services

The purpose of this memo is to provide information to the Finance Committee on the selection process for Resolution No. 92-1676 which is on the Committee's September 17, 1992 agenda. Background information on this proposed contract is as follows:

1. The Council's prior three year performance audit contract with KPMG Peat Marwick expired on June 30, 1992. On July 23, 1992 the Council adopted Resolution No. 92-1653 approving and releasing an RFP for performance audit services. Seven written responses to the RFP were received by August 17, 1992 from the following firms: Coopers & Lybrand; David M. Griffith and Associates, LTD.; KPMG Peat Marwick; Moss Adams; P. Maxwell Group; Public Knowledge; and Talbot, Korvola & Warwick.
2. A Screening Panel made up of Don Carlson, Council Administrator; Dick Engstrom, Deputy Executive Officer; Casey Short, Council Analyst; and Dick Tracy, City of Portland Audit Manager; reviewed and rated the proposals according to the evaluation factors shown on Exhibit A. The panel met on September 2, 1992 and selected the following top three rated firms for oral interviews: KPMG Peat Marwick; Talbot, Korvola & Warwick; and Coopers & Lybrand. Councilor Van Bergen attended the meeting but did not participate in the rating process.
3. An Interview Panel met on September 10, 1992 with representatives of the three firms mentioned above in separate interviews. Members of this Panel included the four persons on the Screening Panel plus Jim Gardner, Presiding Officer and George Van Bergen, Finance Committee Chair. Each firm was asked the same set of questions as shown on Exhibit B plus follow-up questions as appropriate. Based upon the interviews and the previous written responses the Interview Panel recommends Talbot, Korvola & Warwick be awarded the performance audit contract. The Panel was impressed with 1) Talbot's knowledge of and experience with performance audits; 2) the quality of recent work performed for the District in

developing a records management system for the Solid Waste Department and an accounting procedures manual and 3) the fact that it is a local firm with a competitive fee structure.

Council Staff recommends that Resolution No. 92-1676 be amended by the Finance Committee to insert the name of Talbot, Korvola & Warwick in the appropriate places. Staff will meet with representatives of the firm in the week following Council action on this resolution to start the process of determining this years performance audit work. This process will include discussions with Finance Committee members and the Executive Officer. Any revision to the Scope of Work resulting from these discussions will be brought back to the Finance Committee and Council as appropriate.

cc: Metro Council
Rena Cusma
Dick Engstrom
Jack Talbot

92-1676.memo

Evaluator: _____

PERFORMANCE AUDIT SERVICES
METRO COUNCIL
EVALUATION FORM

Name of Proposing Firm: _____

1. Effectiveness of approach to conducting a performance audit.
(Up to 30 points)

Comments: _____

POINTS: _____

2. Quality of proposed staff. (Up to 30 points)

Comments: _____

POINTS: _____

3. Qualifications and experience in conducting performance audits. (Up to 30 points)

Comments: _____

POINTS: _____

4. Cost Proposal (Up to 10 points)

Comments: _____

POINTS: _____

TOTAL POINTS (100 possible) _____

Ballots cast to appoint
TERRY MOORE TO DISTRICT 2
COUNCIL MEETING 9/24/1992

BALLOT NO. 1

BALLOT FOR CANDIDATE TO FILL
VACANT DISTRICT 2 POSITION

I vote for Candidate

Carl Hammous

for Metro Councilor District 2
for the term beginning
September 24, 1992, and ending
January 2, 1993.

Signed: Councilor



BALLOT NO. 1

BALLOT FOR CANDIDATE TO FILL
VACANT DISTRICT 2 POSITION

I vote for Candidate

Moore

for Metro Councilor District 2
for the term beginning
September 24, 1992, and ending
January 2, 1993.

Signed: Councilor

Jim
Garner

BALLOT NO. 1

BALLOT FOR CANDIDATE TO FILL
VACANT DISTRICT 2 POSITION

I vote for Candidate

Terry Moore

for Metro Councilor District 2
for the term beginning
September 24, 1992, and ending
January 2, 1993.

Signed: Councilor

Paul M. ...

BALLOT NO. 1

BALLOT FOR CANDIDATE TO FILL
VACANT DISTRICT 2 POSITION

I vote for Candidate

Jerry S. H. Moore

for Metro Councilor District 2
for the term beginning
September 24, 1992, and ending
January 2, 1993.

Signed: Councilor

Jude Myers

BALLOT NO. 1

BALLOT FOR CANDIDATE TO FILL
VACANT DISTRICT 2 POSITION

I vote for Candidate

Terry Moore

for Metro Councilor District 2
for the term beginning
September 24, 1992, and ending
January 2, 1993.

Signed: Councilor Hansen


BALLOT NO. 1

BALLOT FOR CANDIDATE TO FILL
VACANT DISTRICT 2 POSITION

I vote for Candidate

Tevvy Moore

for Metro Councilor District 2
for the term beginning
September 24, 1992, and ending
January 2, 1993.

Signed: Councilor 

BALLOT NO. 1

BALLOT FOR CANDIDATE TO FILL
VACANT DISTRICT 2 POSITION

I vote for Candidate

Terry Moore

for Metro Councilor District 2
for the term beginning
September 24, 1992, and ending
January 2, 1993.

Signed: Councilor Susan McLain

BALLOT NO. 1

BALLOT FOR CANDIDATE TO FILL
VACANT DISTRICT 2 POSITION

I vote for Candidate

Terry Moore
for Metro Councilor District 2
for the term beginning
September 24, 1992, and ending
January 2, 1993.

Signed: Councilor [Signature]

BALLOT NO. 1

BALLOT FOR CANDIDATE TO FILL
VACANT DISTRICT 2 POSITION

I vote for Candidate

TERRY S.H. MOORE
for Metro Councilor District 2
for the term beginning
September 24, 1992, and ending
January 2, 1993.

Signed: Councilor Edward J. Washburn