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METRO

Meeting: **JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**

Date: MAY 12, 1994

Day: THURSDAY

Time: 7:15 a.m.

Place: METRO, CONFERENCE ROOM 370

- *1. MEETING REPORT OF APRIL 14, 1994 - APPROVAL REQUESTED.
- *2. REVIEW OF DRAFT 1995 METRO TRANSPORTATION IMPROVEMENT PROGRAM (INCLUDING ODOT COMPONENT) - INFORMATIONAL - Andy Cotugno, Metro.
3. REGION 2040 PUBLIC INVOLVEMENT PROCESS - Andy Cotugno, Metro.
4. REPORT FROM THE JPACT FINANCE COMMITTEE- Ed Lindquist, Clackamas County, Andy Cotugno, Metro.

* Material enclosed.

PLEASE NOTE: Overflow parking is available at the City Center parking locations on the attached map and may be validated at the meeting. Parking on Metro premises in any space other than those marked "Visitors" will result in towing of vehicles.

MEETING REPORT

DATE OF MEETING: April 14, 1994

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Chair Rod Monroe, Susan McLain and Jon Kvistad, Metro Council; Bernie Giusto, Cities of Multnomah County; Earl Blumenauer, City of Portland; Fred Hansen DEQ; Tanya Collier, Multnomah County; Craig Lomnicki, Cities of Clackamas County; Royce Pollard, City of Vancouver; Dave Lohman (alt.), Port of Portland; Tom Walsh, Tri-Met; John Godsey (alt.), Cities of Washington County; Keith Ahola (alt.), WSDOT; Ed Lindquist, Clackamas County; Dave Sturdevant, Clark County; and Bruce Warner, ODOT

Guests: Elsa Coleman, Steve Dotterrer and Kate Deane, City of Portland; Dave Williams, John Rist and Lidwien Rahman, ODOT; Jerry Parmenter, Washington County; Molly O'Reilly, Citizen; Kathy Busse, Multnomah County; Dick Feeney, G.B. Arrington and Bernie Bottomly, Tri-Met; Susie Lahsene, Port of Portland; Dean Lookingbill (JPACT alt.), Southwest Washington RTC; Jim Beard, Oregon Environmental Council; Mary Legry, WSDOT; Rod Sandoz, Clackamas County; Bob Bothman, MCCI; Ron Bergman, Clark County Public Works; Mary Legry, WSDOT; Les White (JPACT alt.), C-TRAN; Howard Harris, DEQ; and Richard Ross, Cities of Multnomah County

Staff: Andrew Cotugno, Richard Brandman, Mike Hoglund, Gail Ryder, and Lois Kaplan, Secretary

MEDIA: Gordon Oliver, The Oregonian

SUMMARY:

The meeting was called to order and a quorum declared by Chair Rod Monroe.

MEETING REPORT

Councilor Kvistad moved, seconded by Councilor Giusto, to approve the March 10, 1994 JPACT Meeting Report as written. Being new to the Committee, Councilmember Pollard abstained.

RESOLUTION NO. 94-1937 - AMENDING THE FY 1994 METRO TRANSPORTATION IMPROVEMENT PROGRAM TO ALLOCATE FUNDS TO SUPPORT THE EXTENSION OF WESTSIDE LIGHT RAIL TO THE CITY OF HILLSBORO

Andy Cotugno reviewed the Staff Report/Resolution that amends the TIP in support of the Westside LRT extension to Hillsboro. This action would increase the Section 3 funds by \$75 million, delay \$8 million of Section 9 bus purchases programmed for FY 96-97 and allocate \$8 million of Section 9 Reserve funds in FY 97. The project will be financed by one-third FTA Section 3 funds, one-third formula funds (STP/Section 9), and one-third local sources.

Action Taken: Commissioner Blumenauer moved, seconded by Councilor Kvistad, to recommend approval of Resolution No. 94-1937, amending the FY 1994 Metro Transportation Improvement Program to allocate funds to support the extension of Westside light rail to the city of Hillsboro. The motion PASSED unanimously.

RESOLUTION NO. 94-1949 - ENDORSING THE ODOT/DLCD FUNDING RECOMMENDATIONS FOR THE TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM

Andy Cotugno noted that the ODOT/DLCD funding recommendations were acted upon at the April 6 joint JPACT/MPAC meeting and therefore required no additional consideration. On April 6, JPACT/MPAC voted to approve Resolution No. 94-1949 with an amendment adding the City of North Plains to Project 1UU (Sandy/Metro Satellite City Plan).

This agenda item was therefore removed from consideration.

REGIONAL TRANSPORTATION PLAN UPDATE

Andy Cotugno explained that this is only an initial introduction to the RTP update process, that it is not a time-critical issue, and that there will be four major activities during the Regional Transportation Plan (RTP) update: 1) the conclusions to be drawn from the 2040 process; 2) the TDM analysis; 3) DEQ's TDM programs for employee commute and developing new parking ratios; and 4) the Port's long-term effort for commodity flow. ISTEA and TPR components of the update include an interim RTP with constraints; setting targets for TDM, VMT per capita, financial constraints, conformity, and single-occupant vehicles (sov's) for major investment analyses to help guide the local jurisdictions with their Transportation System Plans; and defining the system to be served. Andy indicated that a fiscal constraint to the plan is required for both the ISTEA and TPR updates.

JPACT

April 14, 1994

Page 3

Andy then reviewed the flow chart that outlined both updates and the work team efforts for transit, bicycle/pedestrian, parking/TDM, highway, street design, freight and financial analyses.

BUDGET COMMITTEE REPORT

Andy reported that Metro's Budget Committee met on April 13 resulting in some preliminary recommendations for expenditure levels and program areas for the Planning Department budget. A handout was distributed reflecting those priority recommendations and the proposed "add" package. Conclusions still need to be reached on the General Fund and how to pay for these "visions."

Andy reported that the Ad hoc Dues Committee endorsed the list of additions in order to meet the planning mandates. At the joint JPACT/MPAC meeting, the committees recommended that the dues be included in Metro's budget. A letter from the Metro Area Planning Directors (MAPD) supported planning funds over and above the base budget proposal.

Andy felt that significant action has taken place in response to the comments received.

Fred Hansen expressed concern that the budget reflected a move away from outreach efforts, citing the importance of the level of public involvement and public education. He asked for an explanation of the logic in cutting that effort back. It was noted that the Budget Committee was concerned about raising taxes above the base budget, but felt it was important to fund planning at a full planning level. In the past, Metro has spent a tremendous amount of money on paper for public involvement and yet the agency is still relatively unknown to the public. The Executive Officer has asked that the approach be changed to a more media-related focus.

Chair Monroe indicated that Metro Council is desirous of having strong public outreach but questions whether the printing of expensive brochures is the answer. He noted that the General Fund budget will be dealt with next in an effort to save \$300,000 of excise tax to pay for these planning activities. He reported that the Budget Committee would be meeting on Tuesday, April 19, to make adjustments of any preliminary decisions, look at the revenue and balance the budget. He commented that it represents a combination of ways and means and revenue. There will be another opportunity for adjustment when the budget is considered at the full Council level.

Councilor McLain, Vice Chair of the Future Vision Commission, cited the need for a balance between electronic bulletin boards

JPACT
April 14, 1994
Page 4

and printed material. She acknowledged that not everyone wants to watch a video hearing. She noted that the Committee favors a means of wider exposure. She concurred that outreach needs to happen in the next year.

Councilor Kvistad felt there are Metro Councilors who would like to cut that budget in half. He felt that these programs were extensive.

Chair Monroe commented that the bottom line is that, in Planning, significant additions have been made to the Executive Officer's proposed budget.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
 Dick Engstrom
 JPACT Members



METRO

DATE: May 4, 1994
TO: JPACT/ Council Planning Committee
FROM: *Andy* Andy Cotugno
SUBJECT: ODOT Six-year Program

Attached for your information is a draft copy of the full annual TIP update which incorporates the recommendations relating to the ODOT Six-year Program. This material is being provided as a draft at this time and will be finalized for adoption at the June meetings. The Oregon Transportation Commission will consider adoption of the State TIP in July, to include the Metro TIP. Approval by FTA and AHWA is anticipated by October 1, 1994, the start of the new federal fiscal year.

Most of the annual TIP update reflects previously adopted actions, the most significant of which are associated with the ODOT Six-year Program cut process. The staff report to the resolution itemizes these past actions which I don't propose to focus on in detail.

The attached letter from me to Bruce Warner identifies the areas meriting further discussion. Please read the letter which will be the focus for discussions at the meeting. We will be available to respond to comment or questions on the balance of the packet.



METRO

May 5, 1994

Mr. Bruce Warner
Region 1 Manager
ODOT, Metro Branch
9002 SE McLoughlin Boulevard
Milwaukie, OR 97222

Dear Bruce:

This letter is in response to the issues raised by Dave Williams regarding the need to finalize the ODOT STIP package. The issues are the same raised in Dave's letter:

1. Hillsboro Extension

Attachment 1 provides a chronology of the Westside/Hillsboro budget and the change in revenue sources over time.

Attachment 2 provides the documentation justifying the increase to the Hillsboro extension cost from \$198 million to \$225 million, necessitating an increased funding allocation of \$27 million. The increased funding as reflected in the Final EIS is as follows:

Section 3 @ 1/3	\$ 9 million
Section 9	8 "
Tri-Met General Fund.	10 "
	<hr/>
	\$27 million

The commitment by Tri-Met of \$18 million, as noted above (Section 9 plus General Fund), is facilitated by the commitment of \$18 million of flexible STP funds toward their other bus and LRT capital program. However, as reflected in

Attachment 3 the Tri-Met Board has reiterated their commitment to the Westside Corridor project to Hillsboro as their number one priority and has committed this \$18 million regardless of whether STP funds are available to fund their other bus and LRT capital program. This action was necessary to keep the project on schedule and publish the Final EIS reflecting this funding approach prior to ODOT's completion of their Six-Year Program update. I propose including a note

Mr. Warner
May 5, 1994
Page 2

in the Metro TIP referring to the bus and LRT projects to which these STP funds have been allocated indicating that Section 9 and/or Tri-Met funds have been transferred off these projects to complete the funding package for Hillsboro.

In order to fund this \$18 million package, I propose \$9 million each from ODOT and Metro STP funds. However, this allocation would use nearly 50 percent of the remaining Metro STP funds which have been set aside to allocate after the region has established a clearer policy direction resulting from 2040. In order to simplify matters, I propose consolidating the remaining Metro STP "Regional Reserve" with the remaining ODOT "Reserve" into a single ODOT/Metro Region 2040 Reserve. The effect of all these changes would be as follows:

	<u>Current Status</u>	<u>Change</u>	<u>Proposed Status</u>
Tri-Met Bus/LRT Capital Program (linked to Hillsboro)			
ODOT STP	\$18.0M	-\$ 9.0M	\$ 9.0M
Metro STP	<u>0</u>	<u>+ 9.0</u>	<u>9.0</u>
	\$18.0M	\$ 0	\$18.0M
 Regional Reserve			
Metro STP	\$20.2M	-\$20.2M	\$ 0
 Altern. Mode Reserve			
ODOT STP	\$ 7.0M	\$ 0	\$ 7.0M
 Region 2040 Reserve			
ODOT STP	\$ 0	\$ 9.0M	\$ 9.0M
Metro STP	<u>0</u>	<u>11.2</u>	<u>11.2</u>
	\$ 0	\$20.2M	\$20.2M
 Total			
ODOT STP	\$25.0M	\$ 0	\$25.0M
Metro STP	<u>20.2</u>	<u>0</u>	<u>20.2</u>
	\$45.2M	\$ 0	\$45.2M

2. Description of the Rest of the Alternative Mode Package

With the above action, there would remain an ODOT/Metro STP Reserve in the amount of \$20.2 million to be allocated after the conclusion of the Region 2040 project (as reflected in No. 1 above). This will be allocated to road and alternative mode projects to begin implementation of the policy directions called for in the Region 2040 decision. In addition,

minimum of \$7.14 million would be retained in an "Alternative Mode" reserve. Consistent with the previous action dealing with alternative modes, eligible projects would include bike, pedestrian, transit, intermodal and transit-oriented development projects.

3. Highway Component of TIP

- a. **I-84.** I understand that the cost of the I-84 project is \$2 million higher than previously estimated to include the cost of the railroad structure east of the 238th interchange. Furthermore, the cost impact has been mitigated by reducing the length of the facility being widened from four lanes to six lanes and moving a bike path out of the I-84 right-of-way and onto Halsey. I recommend including this \$2 million addition in the final STIP and reducing the shift to alternative modes from \$36 million to \$34 million.
- b. **I-5/Kruse Way.** I understand that the recommendation adopted by JPACT and the Metro Council funded an I-5/Kruse Way - Phase I project to address the critical freeway-to-freeway movements and that ODOT does not expect this cost to change. I further understand that the Phase II project at \$8 million addresses earthquake proofing, shoulder widths and less critical auxiliary lanes on I-5 and can be deferred until later. In addition, neither Phase I nor Phase II address critical local circulation issues in the area. Inasmuch as the high priority ranking for this project was predicated on the freeway-to-freeway problem, I recommend retaining Metro's previous action to fund the Phase I project only at this time.

4. Transit Portion of the Package

Consistent with the above actions, the transit portion of the STIP would be \$27 million -- \$9 million of ODOT STP funds associated with Hillsboro; \$9 million of Metro STP funds associated with Hillsboro; and \$9 million of ODOT STP funds for other bus-related capital improvements. Due to the \$2 million increase on the I-84 project (as noted in 3a

Mr. Warner
May 5, 1994
Page 4

above), this amount is recommended to be reduced from \$29 million to \$27 million. The full project list is reflected as Attachment 4 and is summarized as follows:

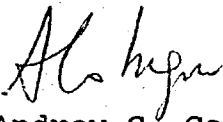
20 24' Vehicles for ADA service	\$ 1.25 million
120 Standard bus replacements	23.05
14 Standard bus increase	<u>2.70</u>

TOTAL	\$27.00 million
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A portion of this list involves bus replacements for which Tri-Met has carried out a life-cycle cost analysis which is provided in Attachment 5.

I hope this recommendation can be a joint proposal of Metro and ODOT staff to JPACT, the Metro Council and the Oregon Transportation Commission.

Sincerely,



Andrew C. Cotugno
Planning Director

ACC:lmk

Attachments

cc JPACT

Westside/Hillsboro LRT Funding Chronology**1990 A \$944 million "budget" is established. Voters approve \$125 million Tri-Met general obligation bond measure.**

Key assumptions included 75% federal Section 3 funding and a local match shared equally between the region and the state.

Federal Section 3	\$681.8 million
State	\$113.6 million
Local	<u>\$113.6 million</u>
Subtotal	\$909.0 million
Local Reserve	<u>\$ 35.0 million</u>
 Total	 <u>\$944.0 million</u>

1991 Funding Plans Materialize, Westside FEIS Published

The City of Portland, Metro, Tri-Met, and Washington County sign a Regional Compact pledging \$21 million to the corridor. The State Legislature pledges \$113.6 million to the corridor. Tri-Met submits a Westside Grant requesting \$567 million Section 3 for a \$756 million project to 185th Avenue. Authorization of the ISTEA includes \$515 million for the Westside at a 75% share, thus yielding a \$688 million project (515 is 75% of 688).

1992 Tri-Met and FTA sign a Full Funding Grant Agreement for the Westside

The region and state, via JPACT, agree to reduce the request for Section 3 funds for the Hillsboro Extension to 1/3 and replace those federal funds with STP and Section 9 funds. In return, the FTA becomes a more willing partner in FFGA negotiations and grants the Hillsboro Extension expedited review during Preliminary Engineering.

1994 Hillsboro Preliminary Engineering complete, FEIS published.

Hillsboro cost estimates are revised to \$225 million, a \$27 million increase over the Alternatives Analysis estimate. Tri-Met and Metro take steps to redirect funds within the region to fund the local portion of the Hillsboro increase while maintaining Tri-Met's bus replacement program. Currently, Tri-Met is negotiating an amendment to the FFGA to add the Hillsboro extension.

Federal Section 3	\$591.0 million
Federal STP and Section 9	\$ 74.0 million
State	\$113.6 million
Local	<u>\$134.4 million</u>
Subtotal	\$913.0 million
Future Federal/Local	<u>\$ 31.0 million</u>
Total	<u>\$944.0 million</u>

HILLSBORO COMPARISON
MAY 92 ESTIMATE TO FEB 94 ESTIMATE
March 3, 1994

	AA/LPA		Preliminary Eng		YOE Delta	Comments
	May 92 (1)	YOE	Feb 94 (2)	YOE		
Civil Portion (LS)	\$37.5	\$63.5	\$63.4	\$77.5	\$14.0	Now includes mitigation, civil portion of systems costs and updated Westside Costs
Track Materials	\$4.6	\$6.8	\$4.8	\$5.8	(\$1.0)	Reflects Westside cost data.
Vehicles	\$14.7	\$21.9	\$15.9	\$19.5	(\$2.4)	Reflects Low Floor LRV bid.
Operation Facility	\$1.4	\$2.1	\$1.9	\$2.3	\$0.2	Reflects Westside cost data.
Electrification	\$8.0	\$13.7	\$8.1	\$9.9	(\$3.8)	Pole foundations & other civil work moved to Civil costs.
Signals	\$8.4	\$14.4	\$6.4	\$7.8	(\$6.6)	Pole foundations & other civil work moved to Civil costs.
Communication	\$3.9	\$6.8	\$2.5	\$3.1	(\$3.7)	Reflects Westside cost data.
Fare Collection	\$1.9	\$3.3	\$1.8	\$2.2	(\$1.1)	Reflects reduced quantity.
ROW	\$15.7	\$23.7	\$20.3	\$24.8	\$1.1	Reflects Westside cost data.
E & A	\$17.4	\$27.9	\$33.0	\$40.4	\$12.5	Reflects Westside design cost experience (34%%).
Contingency	\$8.8	\$13.9	\$20.6	\$25.2	\$11.3	Reflects increased capital costs.
Interim Financing	\$0.0	\$0.0	\$6.5	\$6.5	\$6.5	Assumes worst case borrowing amount in 1997 & 1998.
Totals	\$122.3	\$198.0	\$185.1	\$225.0	\$27.0	

Notes: (1) Based upon Banfield Historical Cost Data Base.

(2) Based upon Hillsboro unit quantities and current Westside/185th cost information.

General Note: AA/LPA year of expenditure (YOE), was not based upon a developed schedule logic.

Current YOE calculation is based upon proposed construction schedule reflecting the end of 1998 date.

TRI-MET
MEMORANDUM

DATE: February 23, 1994

TO: Tri-Met Board of Directors

FROM: Tom Walsh *Tom Walsh*

SUBJECT: Resolution 94-02-12 the Tri-County Metropolitan Transportation District of Oregon (Tri-Met) Committing District General Funds and Federal Formula Funds to the Hillsboro Extension of the Westside Light Rail Project

This resolution authorizes the General Manager to execute an amendment to the Westside Full Funding Grant Agreement with the Federal Transit Administration to commit local and formula funds and federal Section 3 funds to the Hillsboro Extension.

Tri-Met is nearing completion of the Final Environmental Impact Statement (FEIS) for the Hillsboro Extension to the Westside Light Rail Project. Included in the FEIS is the required chapter on financing which reflects the \$132 million of local and formula funds previously identified for the extension.

The Hillsboro FEIS also contains the first formal engineering estimate of the cost of the extension at \$225 million in year of construction dollars. The FEIS further notes that \$75 million will be sought from federal Section 3 funds. The resolution authorizes the General Manager to commit a total of \$18 million in general funds and formula funds to complete the 1/3, 1/3, 1/3 funding formulation.

Upon completion of the FEIS and approval of the financing chapter, Tri-Met will seek Federal Transit Administration approval for an amendment to the Full Funding Grant Agreement for the Hillsboro Extension as called for in Section 328 of ISTEA. Subsequent to the approval of the amendment, Tri-Met will seek appropriation of the federal Section 3 funds.

RESOLUTION 94-02-12

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRI-MET) COMMITTING DISTRICT GENERAL FUNDS AND FEDERAL FORMULA FUNDS TO THE HILLSBORO EXTENSION OF THE WESTSIDE LIGHT RAIL PROJECT

WHEREAS, the Final Environmental Impact Statement (FEIS) is in the process of being completed for the Hillsboro Extension to the Westside Light Rail Project which includes a financial feasibility analysis; and

WHEREAS, Preliminary Engineering has produced a cost estimate for the Hillsboro Extension of \$225M year of construction dollars; and

WHEREAS, the previously adopted funding plan for the Hillsboro Extension requires one-third of the total cost to be sought from Federal Section 3 funds and two thirds from state, local and Surface Transportation Program, Section 9; and

WHEREAS, of the total \$225M required for the Hillsboro extension \$75M will be sought from Section 3 and the remaining \$150M from local and formula funds; and

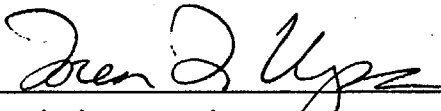
WHEREAS, local governments, Tri-Met and the State of Oregon Department of Transportation have already identified \$132M in local and formula funds for the Hillsboro extensions;

NOW THEREFORE BE IT RESOLVED:

1. That Tri-Met commit a total of \$18M in general funds and formula funds to the established Light Rail Construction fund for the completion of the Hillsboro Extension.
2. That Tri-Met actively seek a Federal Transit Administration (FTA) commitment and a Congressional appropriation for \$75M in Section 3 capital construction funds for the Hillsboro extension.

3. That the General Manager is authorized to execute an amendment to the Westside Full Funding Grant Agreement which contains this commitment of local and formula funds and FTA Section 3 funding.

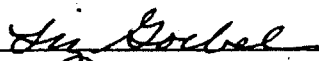
Dated: February 23, 1994


Presiding Officer

Attest:


Recording Secretary

Approved as to Legal Sufficiency:


Legal Department

Attachment 4

Response to 4/22 Dave Williams letter, question 3.B. and 3.C.

Tri-Met plans to use \$27 million of STP funds to purchase both standard fixed route buses and smaller demand response vehicles. The funds will be used to replace old vehicles and will also add new vehicles to Tri-Met's fleet to expand service. These bus purchases are part of Tri-Met's FY95-FY99 Capital Improvement Core Program. It is important to understand that the Core Program is part and parcel of the Strategic Plan. The Core Program portion of the Strategic Plan includes:

- a) the replacement and rehabilitation of existing capital assets to be able to maintain existing service levels, and
- b) additions to the capital plant based on what is required to successfully implement Westside corridor service, meet peak hour demand to downtown in other corridors, and maintain service reliability, as well as meet the mandated requirements of the Americans with Disabilities Act.

These are Tri-Met's and the region's top Strategic Plan priorities. The \$27 million of STP funds will supplement \$16 million of other federal funds that Tri-Met plans to use for necessary bus purchases during the next five years.

Between FY95 and FY98, Tri-Met plans to purchase:

1. Standard fixed route buses:
 - a. 135 replacement vehicles
 - b. 60 service increase vehicles:
 - 30 vehicles for Westside feeder service and other additional service to new areas
 - 15 vehicles to maintain service reliability
 - 15 vehicles to meet peak hour demand
2. 24' demand response vehicles:
 - 56 replacement vehicles
 - 38 service increase vehicles for the ADA
 - 6 service increase vehicles for community based service

Of these vehicles, Tri-Met plans to use STP funds to make the following bus purchases:

		<u>STP Funds</u>	<u>Year</u>
1.	20 24' vehicles for ADA service increases	\$ 1,248,017	FY95
2.	45 Standard bus replacements	\$ 9,992,000	FY96
	8 Standard buses - service increase		
3.	75 Standard bus replacements	\$15,759,983	FY98
	6 Standard buses - service increase		

Exhibit A illustrates Tri-Met's FY95-FY98 vehicle purchase program.

Exhibit A

<u>Project</u>		<u>Federal Total \$</u>	<u>Fund Source</u>	<u>Need Grant Award</u>	<u>Grants Process</u>
FY95					
1. SNT & Community Vehicles					
8 Replacement	545,000	436,000	Cigarette Tax	June '94	
<u>20</u> 1 Rep./1 Community,	<u>1,390,161</u>	<u>1,248,017</u>	STP	June '94	Apply with Section 9 grant,
17-18 SNT ADA					November '94 submittal with
28	1,935,161	1,648,017			LONP request
FY96					
1. Fixed Route Buses					
16 (15 300s-400s,	3,341,688	3,000,000	Interstate	Dec. '94	Submit grant to FTA Spring '94
1 Additional)			Transfer		Approval expected Sept. 30, 1994
<u>19</u> Service Increase	<u>3,998,000</u>	<u>3,589,000</u>	CMAQ2	Dec. '94	Letter to FTA informing of TIP
Buses					change Spring '94. FTA requests
35	7,339,688	6,589,000			transfer of funds Summer '94.
2. Fixed Route Buses	11,130,000	9,992,000	STP	March '95	Apply with Section 9 grant
45 Standard (artic replacement)					November submittal with LONP
<u>8</u> Standard (Service increase)					request
53					
3. SNT + Comm. Vehicles					
38 SNT Vehicles	2,207,948	1,766,358	Section 9	March '95	
20 Replacement					
10 ADA					
8 Comm. Based	599,665	538,350	CMAQ2	March '95	

<u>Project</u>		<u>Federal Total \$</u>	<u>Fund Source</u>	<u>Need Grant Award</u>	<u>Grants Process</u>
FY97 and FY98					
1. Fixed Route Buses-Standard					
91 (75 ADB replacement, 6 service increase	17,554,862	15,759,983	STP	March '96	Apply with Section 9 grant
26 Artic Replacement*	5,849,293	4,679,434	Section 9	March '96	November submittal with LONP request
10 service increase vehicles	2,227,916	2,000,000	Funding Unidentified		
2. SNT & Community Based Vehicles					
27 Replacement					
10 Additional ADA (for '97, '98)	2,814,095	2,251,276	Section 9	March '96	

* These articulated buses presently operate in the Westside Corridor. When Westside MAX opens, these articulated buses will be replaced with 26 standard buses and will be used to operate the Westside feeder bus service.

181.CP/dsj

Attachment 5

How does Tri-Met make its vehicle replacement decisions?

Tri-Met endeavors to maintain a fleet of revenue vehicles that are safe, clean and reliable. This is accomplished with preventive maintenance throughout the life of the vehicle and by replacing vehicles when they have reached the end of their useful life.

The decision to replace a revenue vehicle is determined by the age, mileage, condition of the structural members, exterior body panels, exterior paint, the major components (engine, transmission, rear axle), general interior and repair and roadcall (breakdown) history. Tri-Met is one of only a handful of transit districts in the nation that has a computerized Maintenance Management Information System (MMIS) for bus and rail vehicles. MMIS contains a complete repair, breakdown, parts, and labor cost history for each vehicle in the fleet. This information is used to determine when it would be cost-effective to replace a fleet of vehicles.

The transit industry standard replacement cycle for a 35 to 40 foot bus is twelve years. At Tri-Met, standard buses are maintained to have a life expectancy of 15 years. (Tri-Met presently has vehicles in its bus fleet that have been maintained in good condition for 22 years. All of these vehicles will be replaced within the next year.)

All of the vehicles Tri-Met plans to replace with STP funds will be at least 15 years old when replaced. A 15 year old bus will have travelled 750,000 miles, had its engine replaced three times, its transmission replaced 5 or more times, and had its LIFT overhauled 4 times. After 15 years of service, we generally begin to see some structural looseness and the mechanical problems are more numerous, more difficult to fix and more costly labor wise. Parts for vehicles that are 15 years old and older are often difficult to find and more expensive. Sometimes they are no longer available and must be manufactured in house. Labor hours per vehicle mile go up dramatically at about 15 years. In-service breakdowns also increase with increased mileage.

When an old fleet is replaced, the maintenance parts and labor cost savings are reallocated several ways. Newer vehicles are more complex than older vehicles--newer vehicles have more electronic components, LIFTs, electronic registering fareboxes, all of which Tri-Met has been and will be able to maintain without additional mechanics. Other savings will be reallocated by Tri-Met to increase service hours without increasing maintenance costs. Tri-Met tries to maintain an average fleet age of 7-8 years (some vehicles will be new, some will be 15 years old) to prevent large annual increases or decreases in maintenance costs when vehicles are added or replaced.

The attached analysis of articulated savings is an example of the type of work that goes into the decision to replace a fleet of vehicles. Tri-Met will be happy to provide any other life-cycle cost analyses ODOT is interested in seeing. Also attached is an overview of Tri-Met's MMIS system.



TRI-MET

BUS MAINTENANCE

INTEROFFICE MEMORANDUM

DATE: February 1, 1994

TO: Gary Brentano, Director of Bus & Facilities Maintenance

FROM: Andrew Aebi, Maintenance Analyst *AA*

SUBJECT: FY '95 Retirement of 36 Articulated Coaches

An internal departmental analysis has been made of the upcoming FY '95 replacement of 36 articulated coaches with 45 standard coaches. Savings will be realized within the Bus Maintenance Department; depending upon whether these artics are replaced with Flxible Metros or with Gillig Phantoms, the savings will be in a range of \$300,000 to \$400,000 per year, the majority of which will be in Materials & Services (as opposed to Personal Services); see table below.

BUS MAINTENANCE FY '95 COST SAVINGS

	Flxible Metro	Gillig Phantom
Labor	\$131,320 (42.8%)	\$170,769 (42.4%)
Parts	170,819 (55.6%)	230,049 (57.1%)
Fuel	3,578 (1.2%)	2,367 (0.6%)
Oil/Conv/Coolant	1,241 (0.4%)	24 (0.0%)
TOTAL	\$306,958 (100.0%)	\$403,209 (100.0%)

NOTE: Percentages may not add to zero because of rounding.

÷ .41
7456

÷ .41 (41% of 8000)
32200

-41% of 8000

These FY '95 savings reflect the retirement of only 36 artics next year; the retirement of the remaining 50 artics in FY '98 will result in additional savings which have not been quantified in this analysis. Please note the following:

FY '95 Retirement of 36 Articulated Coaches

February 1, 1994

Page 2 of 6

Full savings
716 10 people

■ **LABOR SAVINGS:** Retiring 36 artics will save between \$131,320 and \$170,769 per year; the equivalent of 2.8 to 3.7 journeyman mechanics. These "savings" should be thought of as "opportunity cost savings," because they do not necessarily result in an actual reduction in personnel. These figures are simply a manifestation of the artics' maintenance inefficiency that could now be avoided and used for another, more worthwhile purpose. Given the use of miles per labor hour (MPLH) as the basis for this portion of the analysis, several points are worth noting: *relative to other bus fleets*

First, the MPLHs were compared only in relative terms; one cannot multiply a fleet's MPLH by its mileage to derive an absolute number of labor hours required to maintain it. Nonproductive hours (whether a sick day, lunch, breaks, etc.) are not represented, nor are most unit rebuild hours, and mechanics tend to be conservative in reporting their hours.

Second, the MPLHs for Flxibles and Gilligs implicitly include hours spent maintaining wheelchair lifts, etc., which are *not* included in the MPLH for artics. This tends to understate the inefficiency of the artics' MPLH.

Third, the MPLH for artics represents a fleet which is in a different stage of its life cycle than the Flxibles and Gilligs. This tends to overstate the inefficiency of the artics' MPLH.

In conclusion, the MPLH is a useful (albeit imperfect) statistic in comparing the relative maintenance efficiency of two or more fleets, which may have little in common. It is *not* appropriate in determining absolute staffing levels or requirements.

■ **MILES PER LABOR HOUR:** The artics will likely be replaced with either Flxible Metros or with Gillig Phantoms. For FY '93, Flxible Metros achieved 163 miles per labor hour (MPLH); Gillig Phantoms' MPLH was 183; artics' MPLH was 102. These values represent ratios of 1.6 to 1 and 1.8 to 1, respectively, in comparing Flxibles and Gilligs with the artics. These figures suggest Financial Planning's assumption of a 1.5 to 1 ratio of artics versus standards is reasonable, if not conservative.

■ **SERVICING CREW:** No attempt has been made to quantify the change in servicing costs. Increasing the fleet size at Merlo by 9 coaches would represent a 5% increase at this garage. This might merit the addition of one helper position at Merlo, although this might be partially mitigated by the fact that an artic takes longer to service than a standard coach.

FY '95 Retirement of 36 Articulated Coaches

February 1, 1994

Page 3 of 6

■ **PARTS:** Last year, artics averaged \$8,271 of traceable parts usage which was 114% higher (over twice) the equivalent figure for a Flxible Metro of \$3,856 per bus. This represents a difference of \$4,415 per bus! Obviously once the entire artic fleet is retired, substantial carrying costs of parts inventory would be saved, since the artics' parts are the least interchangeable of all of our fleets' components. However, and these savings will not be realized until the remainder of the artic fleet is retired in FY '98.

Parts savings were based on calculated FY '93 parts cost per mile; this cost was applied to the increased mileage. These figures are probably conservative because artic parts are much harder to get than Flxible or Gillig parts; artic part usage probably would have been higher had the supply been available.

Nontraceable parts costs compatible with more than one fleet type were not included in the analysis, but less than 20% of parts usage fell into this category. Finally, parts usage costs were based on a 12 month period which did not correspond exactly to FY '93.

■ **FUEL:** The fuel savings reflect a MPG differential of 0.7 mile per gallon (4.5 for both Flxibles and Gilligs versus 3.8 for artics). This 18% difference in fuel efficiency more than compensates for the relatively small increase in mileage projected to occur with the additional coaches.

■ **OIL/CONVERTER/COOLANT:** These savings are similar to the fuel savings. While the savings in this area are infinitesimal relative to the absolute total, their direction of change is positive, nonetheless.

■ **ROADCALLS:** From a service quality perspective, replacing artics with Flxible Metros would eliminate 113 roadcalls per year; with Gillig Phantoms, 78 roadcalls per year; even with the increased mileage, wheelchair lifts, etc. With Flxibles, this would improve the District's overall miles between roadcalls (MBRC) from 4,847 to 5,014 (+3.4%); with Gilligs, from 4,847 to 4,975 (+2.6%).

The artics are easily the least reliable of our fleets as consistently demonstrated by MBRC statistics. Though difficult to quantify, ridership is obviously discouraged to some extent on artic lines. A recent Customer Contact Report from a regular rider on line 91X Tualatin Valley Highway Express (a line served exclusively by artics) noted, "The customer reports this bus breaks down at least twice a week. She says if you want people on the west side to ride the buses, they need to be kept on the road."

112 X 210

FY '95 Retirement of 36 Articulated Coaches

February 1, 1994

Page 4 of 6

u1
unified
costs
step
unified
admission

■ **CLEANING:** Another service quality issue is vehicle cleanliness. Artics are prone to interior fumes and are notoriously difficult to keep clean. Artics have two different exhaust systems, one for the engine and one for the furnace (as part of the heating system). These exhaust systems are mounted at ground level. In contrast, newer coaches' exhaust are of a stack configuration at the top of the coach, and are mounted in the rear. Since the exhaust is warmer than the outside air, the fumes rise and infiltrate the artics either through open windows or through the ventilation system. Dirt also enters the coach because the artics' doors do not fit and seal well against the outside elements. In addition, the artics' interior ceilings are especially difficult to clean.

Obviously the additional nine coaches will require interior cleaning, but artics are more difficult to keep clean for the reasons explored above. The new buses replacing the artics will take longer to clean because we will not be able to pressure wash them, but this will be true regardless of whether we buy artics or standards.

wp

■ **CONTINGENCY BUSES & MAINTAINING PULLOUTS:** Perhaps the greatest improvement to service quality will be made as a result of far fewer pullouts at Merlo Garage being missed during inclement weather. Currently when artics are grounded for weather, this effectively reduces the Merlo fleet size by as much as 46%, reducing this pool from 189 buses to 103 buses. There are currently 19 contingency buses available, but even so, Merlo is still left short by 67 buses. Maintaining pullouts at Merlo during icy and snowy weather has always proved to be a challenge, and missed pullouts will almost certainly decrease during extreme weather conditions.

Financial Planning's analysis made reference to "roughly" 1-3 full-time equivalent (FTE) mechanics being required to maintain our contingency fleet, as well as costs of land on which to park these vehicles. None of these costs have been included for purposes of this analysis.

■ **CAPITAL SAVINGS:** Financial Planning assumed a replacement artic cost of \$300K to \$340K per vehicle, compared to \$200K for a standard. Thus the artic to standard capital cost ratio would range between 1.5 and 1.7 to 1, which easily exceeds the 1.25 to 1 artic to standard substitution ratio. However, capital cost savings were not included for purposes of this analysis.

ASSUMPTIONS, SOURCES & METHODOLOGY

Labor savings: FY '93 labor hours were summed for each fleet and converted to an equivalent number of FY '93 budgeted journeyman mechanic positions based on the proportion of each fleet's labor hours to overall labor hours. The resulting number of journeyman mechanics for each fleet was multiplied by the FY '94 journeyman mechanic wage and fringe cost and then divided by FY '93 fleet mileage to yield a journeyman mechanic cost per mile. The artic mileage was assumed to decrease by a proportion of 36/86; Flixible and Gillig miles were assumed to increase by this amount, plus the projected FY '95 mileage increase. These mileage changes were multiplied by the journeyman cost per mile, and then the differences were compared for both scenarios (Flixible Metros and Gillig Phantoms).

Parts savings: Traceable parts usage cost for the time period of 12/92 through 11/93 was divided by FY '93 fleet mileage to yield a traceable parts usage cost per mile. The parts cost per mile was held constant and was applied to FY '95 mileage.

Fuel savings: Each fleet's fuel usage for FY '93 was multiplied by a fuel unit cost and was then divided by FY '93 fleet mileage to yield a fuel cost per mile. The fuel cost per mile was held constant and was applied to FY '95 mileage.

Oil, converter, coolant savings: Each fleet's liquid consumption usage for FY '93 was multiplied by the appropriate unit cost and was then divided by FY '93 fleet mileage to yield the various liquid consumption costs per mile. The oil, converter fluid, and coolant costs per mile were held constant and were applied to FY '95 mileage.

Roadcall savings: FY '93 miles between roadcalls (MBRC) were held constant and were applied to FY '95 mileage.

FY '93 miles, labor hours: Source: Fleet Management table DB01.FMD024_VEHIST

FY '94 journeyman mechanic wage and fringe cost: Base wage source: FY '94 Approved Budget. Fringe benefit source: Barbara Attridge, Accounting Manager. Formula is \$9,120 plus 7.65% of base wage (for Social Security) plus 0.4941% of base wage for Tri-Met in-lieu tax. ("In-lieu" tax percentage will increase to 0.6176% next year). \$34,464 base wage plus \$11,927 fringe benefits equals \$46,391 per year.

12/92 - 11/93 parts costs: Source: Walker System as reported by Linda Reed, Information Systems. Report IIMM/USE-FLT.

FY '95 Retirement of 36 Articulated Coaches

February 1, 1994

Page 6 of 6

FY '93 fuel, oil, converter, coolant costs: Source of aggregate totals: Fleet Management table DB01.FMD024_VEHHIST. Unit costs from Tina Hildebrand, Stores. Fuel cost, 46.785 cents per gallon; oil cost, \$2.75 per gallon or 68.75 cents per quart; converter fluid cost, \$2.40 per gallon or 60 cents per quart; coolant cost, \$1.44 per gallon or 36 cents per quart as of 1/14/94 at Center Garage.

FY '93 roadcalls: Source: Fleet Management table DB01.FMD021_ROADCALL.

FY '95 mileage increase: 210,158 miles annually, based on weekday increases for lines 12 and 96 multiplied by 260 weekdays per year. Source: Articulated Bus Replacement Study from Financial Planning.

Customer Contact: From CCR #940050007, report date 1/04/94.

Calculated data: Source: Symphony spreadsheet, d:\spreadsh\analysis\articret.

Maintenance Management Information System

Overview

The Maintenance Management Information System (MMIS) provides essential maintenance tracking functions and information needs required to maintain Tri-Met's vehicles, equipment, and facilities.

The MMIS provides five major functions:

Walker System

- 1) Inventory Control for Maintenance Stock
- 2) Purchasing

Fleet Management

- 3) Vehicle and Vehicle Component Maintenance Tracking
- 4) Light Rail Right of Way (ROW) Maintenance Tracking
- 5) Facilities and Equipment Maintenance Tracking

The Walker System is performing the Inventory Control and Purchasing functions.

The Fleet Management System provides the remaining three functions. The Vehicle and Vehicle Component Maintenance Tracking function currently includes Tri-Met's Bus, Light Rail, and Non-Revenue vehicles. Features included within this function are vehicle inspection and campaign scheduling, bus tire billing, liquid consumption, repair order processing, road call information, vehicle and component repair history, and maintenance labor information.

The Right of Way Maintenance Tracking includes all major equipment that is maintained along the Right of Way for Tri-Met's Light Rail line. Features included within this function are equipment inspection and campaign scheduling, electrical component readings, repair order processing, equipment and component repair history, and maintenance labor information.

The Facilities and Equipment Maintenance Tracking includes equipment at all of Tri-Met's major facilities, as well as, maintained equipment dispersed throughout the Metro area (Bus Shelters, Light Rail Platforms, etc...). Features included within this function are equipment inspection and campaign scheduling, electrical component readings, repair order processing, equipment and component repair history, and maintenance labor information.

Parts Posting: Parts that are taken from the inventory store room, and used in connection with a repair, are recorded against the Repair Order and the vehicle/component repaired. This is accomplished through a Parts Posting procedure which integrates the Walker inventory system to the Fleet Management system. The parts costing information along with labor hours and cost provide for the ability to quantify actual costs of repairs.

Vehicle Mileage Posting: Mileage is recorded against vehicles either directly from odometer readings, or based upon scheduled service. The scheduled service option takes established train of service mileage, couples it with the vehicle assigned, and increments the vehicle mileage. Supplemental entry of vehicle mileage is added for unscheduled service. Regardless of the method of recording vehicle mileage, components or assemblies assigned to a vehicle will accrue the mileage posted.

Liquid Consumption: The usage of liquid products (gas, diesel, oil, etc...) connected with the maintenance of a vehicle is captured through the Liquid Consumption posting process. All liquids recorded against a vehicle can then used to perform usage analyses (miles per gallon, miles per quart, etc...).

Tire Billing: Tires (identified by manufacturer) are assigned to vehicles for purposes of tracking mileage accrued on the tires. Monthly billings can then be produced showing the mileage each manufacturer is owed according to the contractual obligation.

Reporting: Due to the extensive use of coding structures throughout the system, a great deal of reporting capabilities exist. Several prepared reports are available as well as the ability to develop ad hoc reports. Examples of the types of reports available include:

- Fleet/Vehicle/Component Status
- Vehicle/Component Failure Rates
- Vehicle/Component Repair History
- Road Call Analyses
- Mileage comparisons to Repairs/Road Calls/PMs/Liquid Usage
- Repair Hour Trends

Right of Way and Facilities

Tracking Components: Components and Assemblies are tracked for ROW and Facilities Equipment in the exact same manner as Vehicles.

RECEIVED

APR 26 1994

April 22, 1994

DEPARTMENT OF
TRANSPORTATION

Region 1

Andy Cotugno
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FILE CODE:

Subject: TIP Addback Package

As you are aware, the Oregon Transportation Commission has some concerns about the size and form of the \$36 million "addback package" proposed by JPACT. Several meetings have been held in which these concerns have been expressed by Commissioner Hewitt, Don Forbes, and Bruce Warner to Metro and Tri-Met representatives.

We now need to try to reconstruct the package, responding as appropriate to these concerns. This memorandum attempts to list these concerns and provide the responses or information which ODOT was to provide. We now need Metro's and Tri-Met's suggestions on how to finalize a new proposal. A meeting with Bruce, which results in a new proposal to run by Hewitt and Forbes, seems the logical next step. This needs to happen by the first of May.

Issues to be Addressed

1. Hillsboro Extension

- A. Cost increase from DEIS to FEIS (\$198 million to \$225 million)
 - ODOT (Machan, Meele) have reviewed these estimates and concur with Tri-Met's cost justification. (See attachment)
- B. Need for added revenue contribution
 - Tri-Met (Walsh) has described the reasons for this (e.g., drop in federal contribution [\$565 million to \$515 million]), but a short piece reinforcing this point may be useful.



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C. Disclosure of State contribution

- The Metro and ODOT TIPs will need to explain the intention of the State to make a contribution to the LRT project, even if, in fact, the STP dollars buy buses because of the previous Tri-Met action on Hillsboro.

D. Metro contribution

- Previous funding packages had varying contributions by the feds, the State and region. The \$27 million increase on Hillsboro is now 1/3 federal, 2/3 State STP, recognizing that these are "regional" funds in terms of the State's allocation among ODOT regions. Some acknowledged regional contribution (Metro STP) needs to be developed (i.e., \$9 million State STP, \$9 million Regional STP).

2. Highway Component of TIP

A. No change to Kruse Way

- Based primarily on engineering adjustments to the I-84 project, the estimated cost of the highway component of the TIP has increased \$2 million

B. Full funding for Phase 1 and 2 of "Phoenix" design for Kruse Way

- If funded, this would add \$8 million in the highway portion of the TIP.

3. Transit Portion of Addback Package

A. Application of life-cycle costing to bus replacement purchases.

- It may be important to demonstrate that any purchase of replacement buses (see 1(c) above) has been justified by a life-cycle costing methodology which looks at the total cost effects (e.g., operations) of the replacement decisions. ODOT (Machan) has reviewed Tri-Met's MMIS model and the analysis performed for the bus replacement proposals in the original addback package. We are satisfied that these decisions are prudent and justified by their MMIS analysis.

B. Strategic Tri-Met investments (new purchases)

- Some of Tri-Met's original \$29 million share of the package, in fact, goes to new service. These components (e.g., feeder service to Westside LRT) need to be clearly identified.

C. Core program

- If Tri-Met still wishes to fund a portion of its core program not covered by 1(c) or deemed "strategic", then this will need to be set forth and resolved. We are not starting with the assumption that in this readjustment in the package Tri-Met is automatically assured \$29 million. The number needs to be reestablished.

4. Description of the Rest of the Addback Package

- Given 1(d) above, plus Metro's desire for maintaining a 2040 support fund, the format and size of the "alternate modes" portion of the addback package needs closure. When initially presented with the idea of a 2040 fund, Don and the Commissioner appeared favorable to the need for such a fund. The issues of contributing State STP dollars to the fund and ensuring Port and bike/pedestrian access also remain to be resolved.

DAVE

David G. Williams, Manager
Transportation Analysis Unit

DGS:po

cc: Bruce Warner
Bob VanVickle
George Machan
Marty Andersen

Attachments

acdW0422.e

**METRO**

Date: May 5, 1994
From: Terry Whisler
To: JPACT
Subject: CONSIDERATION OF THE DRAFT FY 1995 THROUGH POST-1998
METRO TRANSPORTATION IMPROVEMENT PROGRAM AND THE
FY 1995-1997 THREE- YEAR APPROVED PROGRAM

INTRODUCTION

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

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

NEW ACTION

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

ODOT Six-Year Program Reductions

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

balance the program. These additional savings would be considered by the OTC for reallocation to projects of benefit to alternative travel modes recommended by the region. Metro initiated a two-fold program to address these issues which included development of project selection criteria and an extensive public involvement process.

Project Selection Criteria. Metro developed both technical and administrative criteria for selection of projects to keep and to cut from the program. Five technical factors were considered which included project relationship to:

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

Five supplementary "administrative" criteria were developed in consultation with ODOT and members of the TIP Subcommittee of TPAC to consider critical project information not easily accounted for by the technical criteria. They addressed the following considerations:

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

Public Involvement Process. Metro initiated a public process to both refine the technical and administrative project selection criteria and to also help determine whether there was interest in the region for cutting more roadway construction funds than needed so that alternative mode projects could receive additional funding.

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

staff recommendations as to which projects should be cut and by what amounts and in the identification of the types of projects recommended to receive additional funding.

Metro Recommendation. In January 1994, Metro adopted Resolution No. 94-1890A which recommended a package of construction program cuts and deferrals totalling approximately \$173 million. The guiding objectives of the recommendations are to craft an ODOT Program that strengthens consistency with federal and state directives contained in ISTEA, the Clean Air Act, the OTP and the Transportation Planning Rule, to reduce reliance on Single Occupant Vehicle travel, increase multi-modal transportation options and improve air quality. The staff recommendation creates a program that:

- . Maintains and preserves existing transportation infrastructure investment;
- . Funds critical safety projects; and
- . Funds those regionally significant highway projects that are:
 - a. of critical need to the multi-modal transportation system
 - b. substantially supported by local overmatch made in anticipation of state completion;
 - c. likely to proceed on schedule;
 - d. linked to construction and enhanced operation of the Westside LRT;
 - e. important to the flow of commodities and goods; and
 - f. justified by high technical ranking.

The recommended Program allocates no funding to highway projects not currently in the TIP and defers to the Development element those projects previously identified for construction now left unfunded. The program reduction recommendations are incorporated into this Draft Metro FY 95 TIP and will be reviewed for approval by the OTC in July of this year.

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

Deferral of \$36 million of work related to reconstruction of the Sunset Highway between the Zoo Interchange and Highway 217 originally programmed to occur during construction of the Westside LRT, reducing the project allocation to a first phase of \$50 million.

Down-scoping of the I-5\217\Kruse Way Interchange from \$43 million to a first phase project of \$13.5 million.

Deferral of \$7 million to widen I-84 to six lanes from the 238th Interchange to Troutdale.

Deferral of \$50 million associated with the I-5: E. Marquam/Grand Ave/MLK Jr. Ramps to post-1998.

Deferral of \$17.2 million associated with the I-5: Water Street Ramps project to post-1998.

Down-scoping of the US 26: Hwy 217 to Murray project (\$20 million) to the Development program (EIS authorization only).

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

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

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

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

reduce the Tri-Met Core Capital Program allocation discussed above, from \$29 million to \$27 million.

2. US 26 Reconstruction.

The ability to defer \$38 million of this work was achieved in part by delaying until after 1998 the \$14.3 million cost of constructing a westbound truck climbing lane between the Zoo and Sylvan interchanges. This deferral was contingent on continued availability after 1998 of \$14.3 million earmarked for this project in the ISTEA Demonstration Grant program. In spring, the Office of Management and Budget recommended rescinding all such funds not obligated by the end of FY 94. ODOT has therefore proceeded with plans to construct this project in FY 1994.

This change does not, however, effect Metro's recommended "budget". A second element of the \$38 million savings assumed that \$50 million would be needed to both reconstruct the Sylvan overcrossing of US 26 and to construct an off-system collector/distributor system needed to alleviate significant westbound weave and merge safety problems. ODOT has engineered a solution to these problems costing only \$35 million. Thus the climbing lane and the westbound safety problems can both be accommodated within Metro's January fiscal cap.

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

Refinement of Tri-Met Core Capital Program Funds. Metro recommended allocation of \$29 million to Tri-Met's Core Capital Program needs. As previously mentioned, this figure has now been reduced to \$27 million. Tri-Met's need for the additional funds is related to the updated Hillsboro Extension financial plan; Tri-Met was required to allocate an additional \$18 million to the Extension project. This money was taken from resources previously allocated by Tri-Met to purchase buses that were anticipated to meet service demands associated with startup of Hillsboro rail service.

ODOT has countered Metro's January recommendation with a proposal to allocate \$18 million of State STP dollars to purchase buses for Tri-Met; nine million dollars of which would directly make up for the funding that Tri-Met shifted to Hillsboro. ODOT has requested and Metro staff concur, that the other \$9 million of "Hillsboro related" bus purchases should be funded by allocation of Regional STP Reserve dollars. Between these two fund pools, the full \$27 million bus purchase can be made.

ODOT would then allocate the "freed" \$9 million to a Region 2040 Reserve account that would be allocated, in cooperation with Metro, to implement both roadway and alternative mode projects consistent with the development form that will be recommended for adoption by the Region 2040 process this summer. This ODOT contribution would be matched by allocation of the remaining \$11.2 million balance of Regional STP Reserve dollars, thus creating a \$20.2 million "Region 2040 Reserve Account" (Metro ID #381).

Alternative Mode Construction Program Account. The \$7.16 million Alternative Mode Construction Program account (Metro ID #382) is recommended to remain intact and would be available to fund construction of projects related to TODs, bicycle and pedestrian projects of regional significance, and projects recommended for construction from the Congestion Management and Intermodal Management Systems, including up to \$1.05 million of Port of Portland recommended projects.

"Round 2" CMAQ and Transportation Enhancement Projects

The Metro FY 95 TIP would formally program anticipated FY 95, 96 and 97 CMAQ and Transportation Enhancement funds. These projects would include:

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

TABLE 1
FY 95 - 97 CMAQ PROJECTS

Metro

ID No. Project Description and Lead Agency

- 609 Transit-Oriented Development (TOD) - Phase II - The TOD will subsidize infrastructure costs associated with private development land use designs which increase density, mixed uses, and transit, bike, and pedestrian-friendly amenities and access. (DEQ)
- 613 Regional TDM - An expanded Transportation Demand Management (TDM) program would include programs to attract new participants to ridesharing and other alternatives to the single-occupant vehicle mode. (Tri-Met)
- 635 Columbia Slough Intermodal Expansion Bridge - This intermodal expansion rail bridge would span the Columbia Slough waterway and connect North and South Rivergate, allowing rail movement to terminals without going through congested inner-city rail yards and neighborhoods. (Port of Portland)
- 154 Buses for service expansion - New, cleaner buses would be purchased to provide expanded transit service and mobility in the region. (Tri-Met)
- 648 Gresham Traffic Signal Coordination & Optimization Project - Development and installation of an integrated traffic signal interconnection and operation system. The system would coordinate traffic signal phasing to reduce travel times, improve traffic flow and reduce emissions. (Gresham)
- 452 Mini-buses - Community based demand-responsive transit vehicles would be purchased for operation in areas which currently have no service. (Tri-Met)
- 606 Pedestrian to Transit: Phase III - Funds for the study, design and construction of capital improvements to the public right-of-way that will enhance pedestrian access to transit facilities. Phases I and II (CMAQ Round 1) study and design activities were funded with prior year grants; actual construction is to occur during Phase III. (PDOT)
- 615 Pedestrian to MAX Capital Program - Construction of priority capital improvements for pedestrian/bicycle access and amenities around eight Gresham MAX stations. (Gresham)
- 641 Portland Area Telecommuting Project - Funds to assist public agencies and private employers in the Portland area to develop and implement telecommuting programs. (ODOE)
- 629 Eastside Bikeway/Trail Loop (OMSI-Springwater) - Construction of a major urban bike-way/pedestrian trail in four segments. This segment would connect the Springwater Corridor trail to the Eastbank Esplanade. (Metro/Portland Parks)

- 628 Eastside Bikeway/Trail Loop (Springwater-Milwaukie) - Construction of a major urban bike-way/pedestrian trail in four segments. This segment would complete the Willamette Greenway/Eastside Trail link to Milwaukie. (Metro/City of Milwaukie)
- 604 Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps - Funds for improvements to the Willamette River bridges to enhance access by bicyclists, pedestrians and disabled persons. Specific projects could include reconstruction of bridge-heads to provide sidewalks and bike lanes, and construction of wheelchair/bicycle ramps from the bridges to the street system. (Multnomah Co.)
- 633 Strawberry Lane: Webster to I-205 - bike lanes - Construction of bike lanes on Strawberry Lane from Webster Road to I-205. The project would connect existing bike lanes on Webster to the bike path paralleling I-205. (Clack. Co.)
- 612 Sunset Transit Center pedestrian/bike bridge - This project would provide a bicycle/pedestrian connection between the Sunset Transit Center and the Cedar Hills shopping center. The bridge would span the Sunset Highway, a distance of 320 feet. (Tri-Met)
- 637 Highway 217 Corridor Bike Lanes - Phase I would focus on evaluation and prioritization of links needed to complete a continuous bike route parallel to Highway 217 in Washington County. The bike route generally follows Cedar Hills Blvd. and Hall Blvd. from the Sunset Highway to the I-5/I-205 interchange. Phase II would involve construction of high priority bike lanes identified in Phase I. (Washington Co.)
-

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

TABLE 2
FY 95 - 97 CMAQ PROJECTS

Metro

ID No. Project Description and Lead Agency

- | | |
|-----|--|
| 621 | <u>112th Linear Park.</u> Funding for 10-foot bicycle/pedestrian path, with small bridge, within a linear park paralleling NW 112th south of Cornell Road. (Washington Co.) |
| 306 | <u>Eastbank Trail: Steel Bridge/OMSI.</u> One of four trail segments providing Eastbank trail connection to the Springwater Corridor trail. (City of Portland) |
| 311 | <u>Cedar Creek Trail.</u> Completes a 3,550 foot bicycle/pedestrian trail in a heavily developed portion of the City of Sherwood. (City of Sherwood). |
| 312 | <u>Springwater - Boring Connection.</u> Acquisition of on-half mile segment of Springwater Corridor near Boring. (Clackamas Co.) |
| 316 | <u>Rock Creek Bike/Pedestrian Path).</u> Construction of a path parallel to Rock Creek between Rock Creek Park (just north of Sunset Highway) to Evergreen. (City of Hillsboro) |
| 318 | <u>Intermodal Transfer Park.</u> Reconstruct Troutdale Community Park to include bicycle/pedestrian access; construct a bus shelter; provide interpretive information and kiosk. (City of Troutdale) |
-

Transit Programming

The Metro FY 95 TIP would incorporate several recent changes to the region's transit programming. This would include:

Section 3 Programming Activity. FTA has authorized Tri-Met to allocate \$75 million of Section 3 funds as a Contingent Commitment of post-1997 revenues which would be appropriated to the region as an amendment of the Westside Light Rail Project Full Funding Grant Agreement to support extension of the system to Hillsboro. The funds are allocated within the new "Integrated Westside\Hillsboro LRT Project" (Metro ID #206) which combines previously separate Hillsboro Extension and Westside Full Funding Grant Agreement funds into a single program of expenditures across all fund categories.

Section 9 Programming Activity. Tri-Met has proposed comprehensive reprogramming of appropriated and projected Section 9 revenue to a number of

previously approved projects. Technically, most of these changes fall within the parameters of administrative TIP amendments. However, in aggregate, the proposal is substantial and several high-points are discussed in Table 3 below:

TABLE 3
TRI-MET SECTION 9 PROGRAM RECOMMENDATION

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

PROJECTS PREVIOUSLY APPROVED BY RESOLUTION
AND HEREIN REAFFIRMED

Prior Year Resolution Actions

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

TABLE 4
FY 94 METRO RESOLUTION ACTIONS
AFFECTING TIP PROGRAMMING

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

- 94-1905: **ALLOCATED FUNDS TO SUPPORT THE OREGON TRANSPORTATION FINANCE COMMITTEE PUBLIC OUTREACH PROGRAM (02-24-94).** *This allocated \$8,700 for continuation of work on the Oregon Transportation Finance Study (formerly the Oregon Roads Finance Study.)*
- 94-1916: **APPROVED ADOPTION OF THE FY 95 UNIFIED WORK PROGRAM (3/10/94).** *This action also allocated \$70,000 of Regional STP funds as partial support of a study to assess commodity goods movement relative to the anticipated 2040 transportation network.*
- 94- 1937: **ALLOCATED FUNDS TO SUPPORT THE EXTENSION OF WESTSIDE LIGHT RAIL TO THE CITY OF HILLSBORO (final adoption pending).** *This resolution allocated an additional \$8 million of Section 9 revenue to the Hillsboro Extension in FY 96 (\$30 million total allocation) and programmed \$65 million of Section 3 revenue anticipated as an amendment of the Westside Full Funding Grant Agreement.*
-

Administrative Amendments

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

Previous Projects

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

OTHER ITEMS OF NOTE

Fund Balances

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

- . Regional STP. Appropriation of Regional STP funds fell below expectation in both FY 93 and 94. The current unallocated reserve now stands at \$18.517 million, down \$2.448 million from the projected reserve of approximately \$21 million.
- . Interstate Transfer. As of November, 1994, the region has been appropriated all but \$1.740 million of the total \$517,750,507 Interstate Transfer authorization that resulted from withdrawal of three approved Interstate freeway projects in the '70s and '80s. Unless additional appropriation is made by Congress, this shortfall will leave the I-205 Buslane Withdrawal project (Metro ID #907) at a balance of approximately \$12.601 million (plus as much as \$1.6 million of Tri-Met General Revenue bonds pledged as repayment to the account in the event it is determined by the region that the ultimate scope of this project will require the funding).
- . Section 9. The 1994 appropriation of Section 9 revenue was approximately \$450,000 higher than previously anticipated. This increase has been assumed through the remainder of ISTEA, increasing the Section 9 program total by approximately \$1.5 million.

CONTENTS

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

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

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

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

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

JPACT

May 5, 1994

Page 14

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

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

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

Following the FTA projects are those projects forming the the remnant of the Federal-Aid Urban System (FAU) Program organized by jurisdiction. The region's outstanding FAU balance of \$8.25 million of FAU funds was used by ODOT at the close of the 1992 fiscal year to complete a state-sponsored project. In exchange, ODOT will make available to the region an equal sum of state STP funds to complete those projects which were originally programmed to use the FAU funds. The resulting repayment program has been dubbed the "FSTP" program and is included as a distinct program in the TIP as a way of tracking the state's repayment of the borrowed funds. The FAU program "history" of authorized and obligated funds is also included for reference purposes.

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

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

- . State Congestion Mitigation/Air Quality Program
- . Transportation Enhancement Program (TE)

FISCAL CONSTRAINT

The list of projects contained in the TIP is "fiscally constrained to reasonably expected revenue", i.e., the region is reasonably sure that there will be money available to pay for authorized project activity. With respect to federal funds, this expectation is based on consideration of funds received by the region in the first two years of ISTEA as a benchmark for projecting the funds that will be appropriated by Congress over the remaining five years of ISTEA. The first two years of appropriations have been less than authorized by the Act. Therefore, the formula use to estimate future revenue is conservative as it "discounts" the maximum amount ISTEA authorizes for appropriation to reflect the reduced historical trend. The TIP programs 100 percent of the discounted revenue projection.

PROJECT SELECTION

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

The year a project is scheduled for funding, and thus the manner in which its relative priority is established, is a function of need, readiness and regional equity. The need for a project is established by technical and administrative criteria established by JPACT and Metro Council. Technical considerations include congestion relief, correction of hazards, and ratios of benefit to cost. Administrative considerations include project relationships to regional goals identified in the RTP and the 15 planning factors identified in ISTEA.

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

Although projects may be moved between years, fiscal constraint in any given year must continue to be maintained. However, the demonstration of fiscal constraint may

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

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

Finally, regional equity plays an important role in prioritization of projects. In previous years, equity was ensured by the requirement that certain classes of federal funds be suballocated on the basis of population. ISTEA prohibits this practice in order to increase the likelihood that important regional needs will be addressed regardless of cost or geographic location. However, equity is an approved long-term consideration. In the Metro region, individual year allocations to jurisdictions are not treated as annual entitlements to fixed amounts based on population. Rather, the distribution of funds in an equitable manner is a long-term objective of TIP programming founded in public policy. Specifically, the desire to program funding to the most "important" projects is tempered by the legitimate need to maintain a balanced regional transportation system.

GENERAL REQUIREMENTS

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

recognizing that the principal responsibility for involving the private sector should rest with Tri-Met since it is the only operator in the Portland region. In accordance with these requirements, Tri-Met's compliance with the policy to ensure private sector participation is YET TO BE DETERMINED.

- Financial Capacity. On March 30, 1987, UMTA (FTA) issued Circular 7008.1 which requires transit agencies and MPOs to evaluate the financial ability of transit agencies to construct and operate projects proposed in the TIP. Tri-Met's Finance Administration has conducted an analysis of the District's ability to fund the capital improvements appearing in the TIP. The results ARE YET TO BE DETERMINED.
- Air Quality. Clean Air Act of 1990 - Interim Conformity. The TIP has been found to comply with the Clean Air Act Amendments of 1990 and the Phase I Interim Conformity Guidelines. The TIP has been found to be consistent with the most recent estimates of mobile source emissions; provides for the expeditious implementation of transportation control measures; and contributes to annual emission reductions consistent with Section 182(b)(1) and 187(a)(7) of the Act. The TIP conformity is YET TO BE DETERMINED.
- Certification of the Urban Transportation Planning Process. ODOT and Metro have certified that the planning process carried out by Metro is in conformance with requirements established as a prerequisite for receipt of federal highway and transit funding. This certification is documented in Resolution No. 94-1917 and its attachments.
- ISTEA mandates that as part of compliance with federal metropolitan planning requirements, the TIP is to explicitly address 15 planning factors. This evaluation is YET TO BE DETERMINED.
- Title 23 U.S.C. and the Federal Transit Act, as amended by ISTEA, prohibits programming of federal funds for highway or transit projects that provide a significant increase in SOV capacity in TMAs that are nonattainment for carbon monoxide and/or ozone, unless the project results from an approved Congestion Management System. This analysis is YET TO BE DETERMINED.

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

METRO

Effective October 1, 1994

DRAFT

Regional Surface Transportation Program

Fiscal Year 1995

METRO
Transportation Improvement Program
In Federal Dollars
Regional Surface Transportation Program

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

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

REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECTS

1 LOWER BOONES FERRY RD - MADRONA TO SW JEAN (CLACKAMAS)**68 *00-000***00000*FAU9473*703*****0****								
Constr	0	300,000	0	0	0	0	0	300,000
Total	0	300,000	0	0	0	0	0	300,000
2 REGIONAL SURFACE TRANSPORTATION PROGRAM RESERVE**100 *00-000***00000*na*na*****0****								
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
3 OREGON TRANSPORTATION FINANCE STUDY; SYSTEM STUDY '94**111 *00-000***00000*STP*****na*****0****								
Sys Study	125,447	8,700	0	0	0	0	0	134,147
Total	125,447	8,700	0	0	0	0	0	134,147
4 FY 93-94 SIGNAL RETIMING (CITY OF PORTLAND)**123 *93-054***06973*STP*****na*****0****								
Pre Eng	0	125,000	0	0	0	0	0	125,000
Total	0	125,000	0	0	0	0	0	125,000
5 METRO PLANNING**126 *80-404***00000*VARvar**na*****0****								
Pre Eng	3,148,812	0	325,000	0	0	0	0	3,473,812
Total	3,148,812	0	325,000	0	0	0	0	3,473,812
6 FY 93-94 ROAD REHABILITATION (CITY OF PORTLAND)**141 *91-013A**06971*STP*****na*****0****								
Constr	575,948	1,718,516	0	0	0	0	0	2,294,464
Total	575,948	1,718,516	0	0	0	0	0	2,294,464
7 BURGARD INTERSECTION IMPROVEMENT (CITY OF PORTLAND)**142 *93-055***06974*STP*****na*****0****								
Pre Eng	0	100,000	0	0	0	0	0	100,000
Total	0	100,000	0	0	0	0	0	100,000
8 COLUMBIA BLVD FEASIBILITY STUDY (CITY OF PORTLAND)**143 *00-000***00000*STP*****na*****0****								
Sys Study	0	150,000	0	0	0	0	0	150,000
Total	0	150,000	0	0	0	0	0	150,000
9 TRANSIT PREFERENTIAL CORRIDOR STUDY (CITY OF PORTLAND)**145 *93-058***06978*STP*****na*****0****								
Pre Eng	0	80,000	0	0	0	0	0	80,000
Total	0	80,000	0	0	0	0	0	80,000
10 SOUTH PORTLAND CIRCULATION STUDY (CITY OF PORTLAND)**146 *93-190***08042*STP*****na*****0****								
Sys Study	0	120,000	0	0	0	0	0	120,000
Total	0	120,000	0	0	0	0	0	120,000
11 SOUTHERN TRIANGLE STUDY (CITY OF PORTLAND)**148 *93-056***06975*STP*****na*****0****								
Pre Eng	0	32,000	0	0	0	0	0	32,000
Total	0	32,000	0	0	0	0	0	32,000
12 FY 93-94 SIGNAL SAFETY REMODELS (CITY OF PORTLAND)**149 *93-053***06972*STP*****na*****0****								
Pre Eng	0	30,000	0	0	0	0	0	30,000
Constr	0	215,000	0	0	0	0	0	215,000
Total	0	245,000	0	0	0	0	0	245,000
13 BUS PURCHASES (TRI-MET)**154 *00-000***00000*OR*var**na*****0****								
Non-Hwy Cp	0	0	0	0	9,000,000	0	0	9,000,000
Total	0	0	0	0	9,000,000	0	0	9,000,000
14 92ND AVENUE - IDLEMAN TO COUNTY LINE (CLACKAMAS)**160 *93-134***07187*STP*****na*****0****								
Pre Eng	0	0	150,000	0	0	0	0	150,000
Total	0	0	150,000	0	0	0	0	150,000
15 SUNNYSIDE ROAD - I-205 TO 172ND (CLACKAMAS)**161 *93-086***07051*STP*****na*****0****								
Env Study	0	570,000	0	0	0	0	0	570,000
Total	0	570,000	0	0	0	0	0	570,000
16 EAST SUNNYSIDE VILLAGE CIRCULATION SYSTEM (CLACKAMAS)**163 *****STP*****na*****0****								
Pre Eng	0	30,000	0	0	0	0	0	30,000
Total	0	30,000	0	0	0	0	0	30,000
17 CORNELL RD. - CORNELIUS PASS RD TO JOHN OLSEN AVE (WASHINGTON)**171 *00-000***07434*STP*****na*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Constr	1,115,463	0	0	0	0	0	0	1,115,463
Total	1,115,463	0	0	0	0	0	0	1,115,463

Approved Program Years

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

Fiscal Years 1995 to Post 1998

Effective October 1, 1994

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated

1994

1995

1996

1997

1998

Post 1998

Authorized

REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECTS
(Continued)

18 INTEGRATED WESTSIDE/HILLSBORO LRT PROJECT***	206	*00-000***06595*TRA*****na*****0****						
Non-Hwy Cp	0	11,000,000	11,000,000	0	0	0	0	22,000,000
Total	0	11,000,000	11,000,000	0	0	0	0	22,000,000
19 MARINE DR WIDENING TO FOUR LANE - I-5 TO RIVERGATE (COP)***	298	*0*****0*****FAU9962*120*****2****						
Constr	0	1,700,000	0	0	0	0	0	1,700,000
Total	0	1,700,000	0	0	0	0	0	1,700,000
20 REGIONAL 2040 RESERVE***	381	*00-000***00000*STP*****0****						
Reserve	0	0	0	11,217,092	0	0	0	11,217,092
Total	0	0	0	11,217,092	0	0	0	11,217,092
21 NE SANDY BV TO NE GLISAN ST - 223RD CONNECTOR/207TH (MULTNOMAH)***	864	*****FAU9867*726*****0****						
Constr	0	1,825,257	2,533,621	0	0	0	0	4,358,878
Total	0	1,825,257	2,533,621	0	0	0	0	4,358,878
22 33D TO 33C TRANSFER***	899	*00-000***00000*STP*****2*****0****						
Constr	0	5,516,779	0	0	0	0	0	5,516,779
Total	0	5,516,779	0	0	0	0	0	5,516,779
23 33C TO 33D TRANSFERS***	900	*00-000***00000*STP*****0****						
Other	0	-5,516,779	0	0	0	0	0	-5,516,779
Total	0	-5,516,779	0	0	0	0	0	-5,516,779
24 33C TO STATE GAS TAX***	901	*00-000***00000*STP*****0****						
Other	0	106,000	0	0	0	0	0	106,000
Total	0	106,000	0	0	0	0	0	106,000
25 JOHNSON CREEK BV - LINWOOD AV TO 82ND AV (CLACKAMAS)***	905	*00-000***00000*FAU9704*703*****0****						
Constr	0	0	249,218	0	0	0	0	249,218
Total	0	0	249,218	0	0	0	0	249,218
26 OR208 - 209TH AVENUE TO 167TH (WASHINGTON)***	934	*00-000***00000*FAU9064*142*****8****						
Pre Eng	0	0	1,000,000	0	0	0	0	1,000,000
Total	0	0	1,000,000	0	0	0	0	1,000,000
Total REGIONAL SURFACE TRANSPORTATION PROGRAM								
	4,965,670	18,110,473	15,257,839	11,217,092	9,000,000	0	0	58,551,074

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 Approved Program Years

DRAFT

Regional CMAQ Program

Fiscal Year 1995

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994 Regional CMAQ Program

Project Description

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

REGIONAL CMAQ PROGRAM PROJECTS

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

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998

Portland Urbanized Area

In Federal Dollars

Regional CMAQ Program

Effective October 1, 1994

Project Description

	Estimated Expenditures by Federal Fiscal Year							
	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
REGIONAL CMAQ PROGRAM PROJECTS (Continued)								
16 PEDESTRIAN/BIKE ACCESS FOR MAX (MULTNOMAH)***615 *93-048***06907*CMA*****0****								
Pre Eng	64,000	0	0	0	0	0	0	64,000
Rt-of-Way	0	0	0	500,000	0	0	0	500,000
Constr	0	0	0	0	500,000	0	0	500,000
Total	64,000	0	0	500,000	500,000	0	0	1,064,000
17 CENTRAL CITY BIKEWAY FACILITIES (CITY OF PORTLAND)***617 *93-038***06908*CMA*****0****								
Pre Eng	0	20,000	0	0	0	0	0	20,000
Rt-of-Way	0	0	70,000	0	0	0	0	70,000
Constr	0	0	0	190,000	0	0	0	190,000
Total	0	20,000	70,000	190,000	0	0	0	280,000
18 KELLY PT PK RD - N. RIVERGATE BLVD/N LOMBARD BIKEWAY (POP)***619 *93-035***06910*CMA*****0****								
Pre Eng	0	0	0	0	0	0	0	20,000
Constr	0	0	300,000	0	0	0	0	300,000
Total	0	0	320,000	0	0	0	0	320,000
19 PEDESTRIAN/BIKE KING ON STEEL BRIDGE (CITY OF PORTLAND)***620 *93-040***06911*CMA9361*1W*****0****								
Pre Eng	198,400	51,600	0	0	0	0	0	250,000
Rt-of-Way	0	0	40,000	0	0	0	0	40,000
Constr	0	0	0	0	1,070,000	0	0	1,070,000
Total	198,400	51,600	40,000	0	1,070,000	0	0	1,360,000
20 COLUMBIA SOUTH SHORE TRANSIT DEMO (PORT OF PTLD, TRI-MET)***621 *93-036***06912*CMA*****0****								
Constr	0	89,725	0	0	0	0	0	89,725
Total	0	89,725	0	0	0	0	0	89,725
21 OREGON CITY DOWNTOWN PARK & RIDE (OREGON CITY)***622 *93-032***06913*CMA*****0****								
Pre Eng	0	25,405	0	0	0	0	0	25,405
Rt-of-Way	0	370,000	0	0	0	0	0	370,000
Constr	0	0	125,000	0	0	0	0	125,000
Total	0	395,405	125,000	0	0	0	0	520,405
22 ELECTRIC VEHICLE DEMO (DEQ)***623 *93-043***06914*CMA*****0****								
Pre Eng	0	0	26,918	0	0	0	0	26,918
Constr	0	0	40,376	0	0	0	0	40,376
Total	0	0	67,294	0	0	0	0	67,294
23 REGIONAL PUBLIC EDUCATION (DEQ)***625 *93-044***06916*CMA*****0****								
Pre Eng	448,625	0	0	0	0	0	0	448,625
Total	448,625	0	0	0	0	0	0	448,625
24 MAX BIKE LOCKERS/BUS SHELTERS (MULTNOMAH, CITY OF GRESHAM)***627 *93-060***06917*CMA*****0****								
Pre Eng	0	12,000	0	0	0	0	0	12,000
Rt-of-Way	0	4,000	0	0	0	0	0	4,000
Constr	0	48,000	0	0	0	0	0	48,000
Total	0	64,000	0	0	0	0	0	64,000
25 EASTSIDE BIKEWAY/TRAIL LOOP (SPRINGWATER-MILWAUKIE) (MILW/METRO)***628 *93-147***07260*CMA*****0****								
Pre Eng	0	91,200	0	0	0	0	0	91,200
Total	0	91,200	0	0	0	0	0	91,200
26 EASTSIDE BIKEWAY TRAIL LOOP (OMSI-SPRINGWATER)***629 *****CMA*****0****								
Constr	0	0	0	584,000	0	0	0	584,000
Total	0	0	0	584,000	0	0	0	584,000
27 STRAWBERRY LANE BIKE LANE (CLACKAMAS)***633 *****CMA*****0****								
Pre Eng	0	0	20,000	0	0	0	0	20,000
Rt-of-Way	0	0	0	209,600	0	0	0	209,600
Total	0	0	20,000	209,600	0	0	0	229,600
28 COLUMBIA SLOUGH INTERMODAL EXPANSION BRIDGE (PORT OF PORTLAND)***635 *****DEMO*****0****								
Constr	0	0	0	1,000,000	0	0	0	1,000,000
Total	0	0	0	1,000,000	0	0	0	1,000,000
29 HIGHWAY 217 CORRIDOR BIKE/PED FUND (WASHINGTON)***637 *****CMA*****0****								
Pre Eng	0	0	53,000	0	0	0	0	53,000
Rt-of-Way	0	0	0	422,000	0	0	0	422,000
Constr	0	0	0	0	421,000	0	0	421,000
Total	0	0	53,000	422,000	421,000	0	0	896,000

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994 Regional CMAQ Program

Project Description

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

Approved Program Years

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Interstate Transfer Program

Fiscal Year 1995

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998

In Federal Dollars

Portland Urbanized Area

Effective October 1, 1994

Interstate Transfer Program

Project Description

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

Category I Projects

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***1 Finald Vouchered Projects*****0 0000000*00000*****
Pre Eng      447,648      0      0      0      0      0      0      447,648
Rt-of-Way    1,339,429      0      0      0      0      0      0      1,339,429
Constr       5,879,244      0      0      0      0      0      0      5,879,244
Non-Hwy Cp      0      0      0      0      0      0      0      0
Operating    155,015      0      0      0      0      0      0      155,015
Reserve       0      0      0      0      0      0      0      0
Sys Study     0      0      0      0      0      0      0      0
Pre AA        0      0      0      0      0      0      0      0
Total        7,821,336      0      0      0      0      0      0      7,821,336

***2 Completed Projects not Vouchered*****10000000*00000*****
Pre Eng      18,828,687      0      0      0      0      0      0      18,828,687
Rt-of-Way    20,259,158      0      0      0      0      0      0      20,259,158
Constr      128,367,198      0      0      0      0      0      0      128,367,198
Non-Hwy Cp    2,863,490      0      0      0      0      0      0      2,863,490
Reserve       0      0      0      0      0      0      0      0
Pre AA       997,050      0      0      0      0      0      0      997,050
Total       171,315,583      0      0      0      0      0      0      171,315,583

***3 RESERVE FOR OREGON DEPARTMENT OF TRANSPORTATION (ODOT)*****107 *00-000***00000*VARvar**na*****0****
Reserve       0      0      0      0      1,323,006      0      0      1,323,006
Total         0      0      0      0      1,323,006      0      0      1,323,006

***4 BANFIELD TRANSITWAY - HIGHWAY FUNDS*****115 *80-900***00000*FAP68**2*****0****
Pre Eng       5,506,103      0      0      0      0      0      0      5,506,103
Rt-of-Way     7,929,650      0      0      0      0      0      0      7,929,650
Constr       14,194,021      42      0      0      0      0      0      14,194,064
Total        27,629,774      42      0      0      0      0      0      27,629,817

***5 INCIDENT RESPONSE EQUIPMENT*****122 *93-028***06718*PAI*****0****
Constr        0      595,000      0      0      0      0      0      595,000
Total         0      595,000      0      0      0      0      0      595,000

***6 METRO PLANNING*****126 *80-404***00000*VARvar**na*****0****
Pre Eng       2,314,004      44,075      0      0      0      0      0      2,358,079
Total        2,314,004      44,075      0      0      0      0      0      2,358,079

***7 MCLOUGHLIN BOULEVARD LRT ALTERNATIVES ANALYSIS AND DEIS(T)*****128 *00-000***00000*FAP26***1R*****0****
Alt Anal      0      2,587,950      0      0      0      0      0      2,587,950
Total         0      2,587,950      0      0      0      0      0      2,587,950

***8 MCLOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD*****134 *77-159a**04872*FAP26***1R*****4****
Rt-of-Way     8,296,000      394,825      0      0      0      0      0      8,690,825
Total        8,296,000      394,825      0      0      0      0      0      8,690,825

***9 MCLOUGHLIN BLVD PHASE II - TACOMA TO HIGHWAY 224*****136 *77-159b**04873*FAP26***1R*****5****
Constr       9,675,867      633,133      0      0      0      0      0      10,309,000
Total        9,675,867      633,133      0      0      0      0      0      10,309,000

***10 BUS PURCHASES (TRI-MET)*****154 *00-000***00000*CR*var**na*****0****
Non-Hwy Cp    0      3,000,000      0      0      0      0      0      3,000,000
Total         0      3,000,000      0      0      0      0      0      3,000,000

***11 FREEWAY MANAGEMENT OPERATIONS CENTER*****262 *90-006A**06662*na*na**var*****0****
Constr       98,658      -12,408      0      0      0      0      0      86,250
Total        98,658      -12,408      0      0      0      0      0      86,250

***12 YEON/ VAUGHN/ NICOLAI/ WARDWAY AND ST HELENS ROAD RECONSTRUCTION*****269 *79-038**00129*VARvar**726*****0****
Pre Eng      1,985,482      0      0      0      0      0      0      1,985,482
Constr       44,322      0      0      0      0      0      0      44,322
Reserve       0      0      0      0      0      0      0      0
Total        2,029,804      0      0      0      0      0      0      2,029,804

***13 TRI-MET RIDESHARE PROGRAM*****295 *80-313**02151*VARvar**na*****0****
Operating     1,708,185      226,527      0      0      0      0      0      1,934,713
Total        1,708,185      226,527      0      0      0      0      0      1,934,713

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Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998

Portland Urbanized Area

In Federal Dollars

Interstate Transfer Program

Effective October 1, 1994

Project Description

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

Category I Projects								
(Continued)								
14 BANFIELD LRT CAPITAL GRANT - (FFA)***					434	*30-025***00000*	FAP68***2*****	0****
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
15 METRO TECHNICAL ASSISTANCE***					440	*80-404***00000*	VARvar**na*****	0****
Operating	65,878	36,000	0	0	0	0	0	101,878
Total	65,878	36,000	0	0	0	0	0	101,878
16 NW YEON AVE - NW ST HELENS RD TO NW NICOLAI***					733	*79-038***00364*	FAP1***2W*****	0****
Rt-of-Way	760,217	0	0	0	0	0	0	760,217
Constr	9,839,200	211,544	0	0	0	0	0	10,050,745
Reserve	0	0	0	0	0	0	0	0
Total	10,599,417	211,544	0	0	0	0	0	10,810,962
17 VAUGHN ST / WARDWAY - NW 31ST AVE TO NW 24TH AVE***					735	*79-038***00387*	FAU9296*726*****	0****
Constr	1,000,912	763	0	0	0	0	0	1,001,675
Total	1,000,912	763	0	0	0	0	0	1,001,675
18 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	4,452,733	- 0	0	0	0	0	0	4,452,733
Reserve	0	0	0	0	0	0	0	0
Total	5,455,804	- 0	0	0	0	0	0	5,455,804
19 REGIONAL RESERVE***					755	*00-000***00000*	VARvar**na*****	0****
Reserve	0	0	0	0	11,802	0	0	11,802
Total	0	0	0	0	11,802	0	0	11,802
20 NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM***					802	*84-016***02358*	VARvar**726*****	0****
Pre Eng	83,027	59,007	0	0	0	0	0	142,035
Total	83,027	59,007	0	0	0	0	0	142,035
21 TRANSIT MALL EXTENSION NORTH - W BURNSIDE ST TO NW IRVING***					822	*91-009***06356*	FAU9341*726*****	0****
Pre Eng	270,300	0	0	0	0	0	0	270,300
Constr	3,146,025	0	0	0	0	0	0	3,146,025
Total	3,416,325	0	0	0	0	0	0	3,416,325
22 SUNSET HIGHWAY RAMP METERING***					827	*10231***02235*	FAP27***47*****	67****
Pre Eng	32,848	7,152	0	0	0	0	0	40,000
Constr	693,105	36,895	0	0	0	0	0	730,000
Total	725,953	44,047	0	0	0	0	0	770,000
23 I-205 BUSLANES WITHDRAWAL RESERVE(T)***					907	*00-000***00000*	TRA205**64*****	18****
Reserve	0	0	0	0	14,341,283	0	0	14,341,283
Total	0	0	0	0	14,341,283	0	0	14,341,283
Total Category I	252,236,529	7,820,506	0	0	15,676,091	0	0	275,733,127

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 Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

Interstate Transfer Program

Project Description	Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized
Obligated								
City of Portland Projects								
24 Finaled Vouchered Projects***	00000000*00000*****							CLOSED
Pre Eng 1,246,823	0	0	0	0	0	0	0	1,246,823
Rt-of-Way 1,111,410	-1	0	0	0	0	0	0	1,111,409
Constr 24,613,209	0	0	0	0	0	0	0	24,613,209
Reserve 0	0	0	0	0	0	0	0	0
Total 26,971,442	-1	0	0	0	0	0	0	26,971,441
25 Completed Projects not Vouchered***	10000000*00000*****							
Pre Eng 1,327,693	0	0	0	0	0	0	0	1,327,693
Rt-of-Way 708,133	0	0	0	0	0	0	0	708,133
Constr 20,783,695	0	0	0	0	0	0	0	20,783,695
Operating 32,519	0	0	0	0	0	0	0	32,519
Total 22,852,040	0	0	0	0	0	0	0	22,852,040
26 I-5 - GREELEY/I-5 CONNECTION - LANDSCAPING***	21 *76-009***00305*FAUvar**726*****0****							
Constr 92,898	0	0	0	0	0	0	0	92,899
Total 92,898	0	0	0	0	0	0	0	92,899
27 MCLOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION***	153 *80-081***02345*VARvar**726*****0****							
Pre Eng 19,043	0	0	0	0	0	0	0	19,043
Constr 0	0	0	0	0	0	0	0	0
Total 19,043	0	0	0	0	0	0	0	19,043
28 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	0	298,044
Rt-of-Way 476,620	0	0	0	0	0	0	0	476,620
Constr 1,646,619	0	0	0	0	0	0	0	1,646,620
Total 2,421,283	0	0	0	0	0	0	0	2,421,284
29 ST HELENS ROAD RECONSTRUCTION - WEST CITY LIMITS TO NW KITTRIDGE***	271 *79-067***02107*FAP1***2W*****5****							
Pre Eng 62,165	-11,012	0	0	0	0	0	0	51,153
Rt-of-Way 0	256	0	0	0	0	0	0	256
Constr 156,182	-147,649	0	0	0	0	0	0	8,533
Total 218,347	-158,405	0	0	0	0	0	0	59,942
30 NORTHWEST PORTLAND TRANSPORTATION STUDY***	285 *79-035***01088*VARvar**726*****0****							
Pre Eng 28,804	0	0	0	0	0	0	0	28,804
Total 28,804	0	0	0	0	0	0	0	28,804
31 MARINE DR WIDENING TO FOUR LANE - I-5 TO RIVERGATE (COP)***	298 *79-056***00458*FAU9962*120*****2****							
Pre Eng 2,394,082	16	0	0	0	0	0	0	2,394,098
Rt-of-Way 5,525,000	-2,380,000	0	0	0	0	0	0	3,145,000
Constr 8,079,313	-2,678,903	0	0	0	0	0	0	5,400,410
Total 15,998,395	-5,058,887	0	0	0	0	0	0	10,939,508
32 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES - NE 60TH AVE TO I-205***	301 *79-055***00881*FAU9966*123*****9****							
Pre Eng 298,577	0	0	0	0	0	0	0	298,577
Rt-of-Way 225,649	0	0	0	0	0	0	0	225,649
Constr 2,462,096	20,094	0	0	0	0	0	0	2,482,191
Total 2,986,322	20,094	0	0	0	0	0	0	3,006,417
33 SW TERWILLIGER BLVD - BARBUR BLVD TO TAYLORS FERRY RD***	309 *80-015***00709*FAU9361*726*****0****							
Pre Eng 525,897	218	0	0	0	0	0	0	526,115
Rt-of-Way 23,477	0	0	0	0	0	0	0	23,477
Constr 1,598,900	-58,312	0	0	0	0	0	0	1,540,588
Total 2,148,274	-58,094	0	0	0	0	0	0	2,090,180
34 SW BERTHA BLVD - SW VERMONT TO BARBUR BLVD***	515 *84-078***02535*FAU9420*726*****0****							
Pre Eng 183,880	-1,527	0	0	0	0	0	0	182,353
Rt-of-Way 16,150	0	0	0	0	0	0	0	16,150
Constr 1,334,549	6,581	0	0	0	0	0	0	1,341,130
Total 1,534,579	5,054	0	0	0	0	0	0	1,539,633
35 NW 23RD AVE / BURNSIDE***	626 *10093***00733*FAU9326*726*****0****							
Pre Eng 188,500	92,767	0	0	0	0	0	0	281,267
Rt-of-Way 206,125	-94,681	0	0	0	0	0	0	111,444
Constr 0	443,079	0	0	0	0	0	0	443,079
Total 394,625	441,165	0	0	0	0	0	0	835,790

Approved Program Years

Fiscal Years 1995 to Post 1998		METRO Transportation Improvement Program						Portland Urbanized Area	
Effective October 1, 1994		In Federal Dollars							
Project Description		Interstate Transfer Program							
Estimated Expenditures by Federal Fiscal Year									
Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized		

City of Portland Projects (Continued)									
36 NW 21ST/22ND - THURMAN TO FRONT***630 *10126****00743*FAU9317*726*****0****									
Pre Eng	54,230	0	0	0	0	0	54,230		
Total	54,230	0	0	0	0	0	54,230		
37 NW INTERSECTION IMPROVEMENTS - 22 LOCATIONS***631 *10017****00545*VARvar**726*****0****									
Pre Eng	33,000	67,117	0	0	0	0	100,117		
Constr	137,253	12,382	0	0	0	0	149,636		
Total	170,253	79,499	0	0	0	0	249,753		
38 CITYWIDE SIGNAL SYSTEM ANALYSIS***660 *89-027****05128*VARvar**726*****0****									
Pre Eng	1,039,873	46,143	0	0	0	0	1,086,016		
Constr	2,849,392	-41,882	0	0	0	0	2,807,510		
Total	3,889,265	4,260	0	0	0	0	3,893,526		
39 COLUMBIA BLVD - DELAWARE TO CHAUTAUQUA RRKINGS***712 *10131****00768*FAU9956*726*****0****									
Pre Eng	116,429	0	0	0	0	0	116,429		
Total	116,429	0	0	0	0	0	116,429		
40 BANFIELD FIRE LINE***724 *80-900****00000*FAP68**2*****0****									
Pre Eng	15,842	-15,842	0	0	0	0	0		
Total	15,842	-15,842	0	0	0	0	0		
41 SW VERMONT STREET - 30TH AVENUE TO OLESON ROAD***726 *10133****02013*FAU9398*726*****0****									
Pre Eng	123,318	- 0	0	0	0	0	123,318		
Total	123,318	- 0	0	0	0	0	123,318		
42 MARQUAM RAMP ST IMPROVEMENTS - SE WATER, YAMHILL, TAYLOR, CLAY***727 *10132****01412*FAU9366*726*****0****									
Pre Eng	102,834	0	0	0	0	0	102,834		
Constr	871,736	0	0	0	0	0	871,736		
Total	974,570	0	0	0	0	0	974,570		
43 82ND AVENUE - DIVISION TO CRYSTAL SPRINGS - UNITS 1 & 2***730 *79-049b****00700*FAU9713*68*****4****									
Pre Eng	637,048	-158,481	0	0	0	0	478,567		
Rt-of-Way	830,003	31,372	0	0	0	0	861,375		
Constr	1,073,393	159,433	0	0	0	0	1,232,827		
Total	2,540,445	32,323	0	0	0	0	2,572,769		
44 NW FRONT AVE - GLISAN TO COUCH (EVERETT-FRONT CONNECTOR)***751 *10140****01250*FAU9300*726*****0****									
Pre Eng	291,123	-24,540	0	0	0	0	266,583		
Constr	2,024,513	0	0	0	0	0	2,024,513		
Total	2,315,636	-24,540	0	0	0	0	2,291,096		
45 BANFIELD FREEWAY - CITY BRIDGE REPAIR WORK***808 *80-900****00000*FAI84**2*****0****									
Constr	149,405	-149,405	0	0	0	0	0		
Total	149,405	-149,405	0	0	0	0	0		
46 SIGNAL MODIFICATIONS(3) - NORTH PORTLAND***840 *84-001****02362*VARvar**726*****0****									
Pre Eng	53,850	-49,958	0	0	0	0	3,892		
Constr	0	49,958	0	0	0	0	49,958		
Total	53,850	0	0	0	0	0	53,850		
47 SIGNAL REPLACEMENTS(22)***842 *84-002****02364*VARvar**726*****0****									
Pre Eng	32,689	0	0	0	0	0	32,689		
Constr	680,957	-300	0	0	0	0	680,657		
Total	713,646	-300	0	0	0	0	713,346		
48 NE LOMBARD / COLUMBIA BLVD VIA NE 60TH AVENUE***854 *80-011****00835*FAU9917*123*****9****									
Pre Eng	212,925	-92,070	0	0	0	0	120,855		
Total	212,925	-92,070	0	0	0	0	120,855		
49 NE GERTZ/13TH - VANCOUVER WAY TO MERRITT/FAZIO***857 *84-051****02464*FAU9961*726*****0****									
Pre Eng	169,856	0	0	0	0	0	169,856		
Constr	1,094,681	0	0	0	0	0	1,094,682		
Total	1,264,537	0	0	0	0	0	1,264,538		
50 AIRPORT WAY UNIT DESIGN - I-205 TO 181ST AVE***858 *84-022****02355*FAU9964*726*****0****									
Pre Eng	1,805,245	- 1	0	0	0	0	1,805,244		
Total	1,805,245	- 1	0	0	0	0	1,805,244		

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 Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994 Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized
Obligated							
City of Portland Projects (Continued)							

**51 AIRPORT WAY EMBANKMENT (2/5)							
Pre Eng	47,557	-47,557	0	0	0	0	0
Constr	2,596,641	-201,520	0	0	0	0	2,395,121
Total	2,644,198	-249,077	0	0	0	0	2,395,121

**52 AIRPORT WAY - I-205 TO 138TH AVENUE (1/5)							
Pre Eng	71,784	-71,784	0	0	0	0	0
Constr	4,685,646	66,562	0	0	0	0	4,752,208
Total	4,757,430	-5,222	0	0	0	0	4,752,208

**53 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE(5/5)							
Constr	7,209,916	-255,772	0	0	0	0	6,954,144
Pending	0	0	0	0	0	0	0
Total	7,209,916	-255,772	0	0	0	0	6,954,144

**54 JOHNSON CREEK BLVD - 32ND AVENUE TO 45TH AVENUE							
Pre Eng	102,850	0	0	0	0	0	102,850
Constr	0	0	897,150	0	0	0	897,150
Total	102,850	0	897,150	0	0	0	1,000,000

**55 45TH AVENUE - HARNEY TO GLENWOOD							
Pre Eng	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

**56 AIRPORT WAY - THREE STRUCTURES - 158th AVE TO 181ST AVE(3/5)							
Constr	1,762,655	-14,691	0	0	0	0	1,747,964
Total	1,762,655	-14,691	0	0	0	0	1,747,964

**57 AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE TO 181ST AVE(4/5)							
Constr	600,660	0	0	0	0	0	600,660
Total	600,660	0	0	0	0	0	600,660

Total City of Portland	107,143,362	-5,499,910	897,150	0	0	0	102,540,602

 Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998

Portland Urbanized Area

In Federal Dollars

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
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Multnomah County Projects

58 Finalized Vouchered Projects***00000000*00000*****CLOSED							
Pre Eng	184,980	0	0	0	0	0	184,980
Rt-of-Way	87,463	0	0	0	0	0	87,463
Constr	5,751,147	0	0	0	0	0	5,751,147
Reserve	0	0	0	0	0	0	0
Sys Study	0	0	0	0	0	0	0
Total	6,023,590	0	0	0	0	0	6,023,590
59 Completed Projects not Vouchered***10000000*00000*****							
Pre Eng	89,394	0	0	0	0	0	89,394
Constr	601,458	0	0	0	0	0	601,458
Reserve	0	0	0	0	0	0	0
Total	690,852	0	0	0	0	0	690,852
60 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	193,822
Rt-of-Way	752,971	0	0	0	0	0	752,971
Constr	2,325,237	0	0	0	0	0	2,325,237
Reserve	0	0	0	50,000	0	0	50,000
Total	3,272,030	0	0	50,000	0	0	3,322,030
61 221ST/223RD - POWELL BLVD TO FARISS RD - UNITS 1 & 2***205 *77-078***01688*FAU9867*726*****0****							
Pre Eng	283,968	0	0	0	0	0	283,968
Rt-of-Way	1,156,670	0	0	0	0	0	1,156,670
Constr	1,879,806	0	0	0	0	0	1,879,806
Reserve	0	0	0	27,637	0	0	27,637
Total	3,320,444	0	0	27,637	0	0	3,348,081
62 221ST AVENUE - POWELL THROUGH JOHNSON CREEK BRIDGE - (1 & 2)***214 *78-012***00590*FAU9867*726*****0****							
Pre Eng	274,787	0	0	0	0	0	274,787
Rt-of-Way	248,639	0	0	0	0	0	248,639
Constr	2,275,366	0	0	0	0	0	2,275,366
Reserve	0	0	0	40,457	0	0	40,457
Total	2,798,792	0	0	40,457	0	0	2,839,249
63 SANDY BLVD CORRIDOR - 99TH AVE TO 162ND AVE***244 *78-049***00118*FAU9966*59*****11****							
Pre Eng	77,415	0	0	0	0	0	77,415
Rt-of-Way	12,836	-790	0	0	0	0	12,046
Constr	471,623	0	0	0	0	0	471,623
Total	561,874	-790	0	0	0	0	561,084
64 MT HOOD AT BIRDSDALE(POWELL/ 190TH INTERSECTION IMPROVEMENT)***293 *77-064***00366*FAP24***26*****10****							
Pre Eng	361,918	0	0	-3,248	0	0	358,670
Rt-of-Way	571,693	0	0	-3,043	0	0	568,650
Constr	1,404,287	0	0	30,540	0	0	1,434,827
Total	2,337,898	0	0	24,249	0	0	2,362,147
65 BURNSIDE ST - STARK TO 223RD AVE(BANFIELD FUNDED: STARK TO 199TH)***294 *76-034***00132*FAU9822*726*****0****							
Rt-of-Way	222,417	0	0	0	0	0	222,417
Constr	1,754,683	0	0	0	0	0	1,754,683
Reserve	0	0	0	65,269	0	0	65,269
Total	1,977,100	0	0	65,269	0	0	2,042,369
66 US30B - NE PORTLAND HWY AT NE 158TH - SIGNAL/CHANNELIZE***404 *78-049C**02091*FAU9966*123*****0****							
Constr	63,452	3,179	0	0	0	0	66,631
Total	63,452	3,179	0	0	0	0	66,631
67 HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT(#2757C)***506 *84-097***02914*FAU9366*726*****0****							
Constr	1,707,525	292,475	0	0	0	0	2,000,000
Total	1,707,525	292,475	0	0	0	0	2,000,000
68 SCHOLLS/SKYLINE IMPROVEMENTS - CANYON CT TO RAAB RD(I)***831 *84-014C**02586*FAU9235*726*****0****							
Pre Eng	0	54,272	0	0	0	0	54,272
Total	0	54,272	0	0	0	0	54,272
69 SE STARK STREET - 242ND AVENUE TO 257TH AVENUE***837 *10206***02036*FAU9810*726*****0****							
Pre Eng	16,594	0	0	25,906	0	0	42,500
Constr	1,306,481	10,039	0	0	0	0	1,316,520
Total	1,323,075	10,039	0	25,906	0	0	1,359,020

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998

In Federal Dollars

Portland Urbanized Area

Effective October 1, 1994

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
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Multnomah County Projects
(Continued)

70 SE STARK STREET - 221ST AVENUE TO 242ND AVENUE***844 *85-054***03686*FAU9810*726*****0****							
Pre Eng	151,555	-18,700	0	0	0	0	132,855
Rt-of-Way	263,500	0	0	0	0	0	263,500
Constr	1,348,201	18,538	0	0	0	0	1,366,740
Reserve	0	0	0	127,704	0	0	127,704
Total	1,763,256	-161	0	127,704	0	0	1,890,799
71 NE SANDY BV TO NE GLISAN ST - 223RD CONNECTOR/207TH (MULTNOMAH)***864 *89-025***05149*FAU9867*726*****0****							
Pre Eng	0	0	0	0	0	0	0
Rt-of-Way	106,250	-106,250	0	0	0	0	0
Constr	931,476	1,192,113	0	0	0	0	2,123,589
Reserve	0	631,374	0	0	0	0	631,374
Total	1,037,726	1,717,237	0	0	0	0	2,754,963
Total Multnomah County							
26,877,614	2,076,250	0	0	361,222	0	0	29,315,087

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

Interstate Transfer Program

Effective October 1, 1994

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Clackamas County Projects

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**72FinalVoucheredProjects*****00000000*00000*****CLOSED
Pre Eng      311,529      0      0      0      0      0      0      311,529
Rt-of-Way    184,790      0      0      0      0      0      0      184,790
Constr      4,001,053      0      0      0      0      0      0      4,001,053
Reserve      0      0      0      0      0      0      0      0
Pending      0      0      0      0      0      0      0      0
Total      4,497,372      0      0      0      0      0      0      4,497,372

**73Completed Projects not Vouchered*****10000000*00000*****
Pre Eng      252,053      0      0      0      0      0      0      252,053
Rt-of-Way    829,173      0      0      0      0      0      0      829,173
Constr      1,983,054      0      0      0      0      0      0      1,983,054
Reserve      0      0      0      0      0      0      0      0
Total      3,064,280      0      0      0      0      0      0      3,064,280

**74 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      43,732      0      0      165,682
Constr      338,292      0      0      0      0      0      0      338,292
Total      484,317      0      0      0      43,732      0      0      528,049

**75 HIGHWAY 212 IMPROVEMENTS (I-205 EAST TO HIGHWAY 224)*****124 *77-037***00384*FAP74***171*****0****
Pre Eng      487,891      0      0      0      0      0      0      487,891
Rt-of-Way    2,878,114      0      0      0      0      0      0      2,878,114
Constr      4,994,657      0      0      0      0      0      0      4,994,657
Reserve      0      0      0      18,526      0      0      0      18,526
Total      8,360,662      0      0      0      18,526      0      0      8,379,188

**76 OREGON CITY BYPASS - PARK PLACE TO COMMUNITY COLLEGE*****125 *76-007***01670*FAP78***160*****0****
Pre Eng      1,167,420      0      0      0      0      0      0      1,167,420
Rt-of-Way    5,077,369      0      0      0      0      0      0      5,077,369
Constr      16,383,423      13,325      0      0      0      0      0      16,396,748
Total      22,628,212      13,325      0      0      0      0      0      22,641,537

**77 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      0      0      0      0      0      0      1,063,213
Reserve      0      0      0      222,880      0      0      0      222,880
Total      1,887,597      0      0      0      222,880      0      0      2,110,477

**78 JOHNSON CK BLVD IMPROVEMENT - CASCADE HWY N TO LESTER INTCHG*****405 *86-076***03355*FAU9704*703*****0****
Constr      903,860      -31,500      0      0      0      0      0      872,360
Reserve      0      0      0      29,650      0      0      0      29,650
Total      903,860      -31,500      0      0      0      0      0      902,010

**79 KING RD AND 42ND(PORION) - 44TH TO 42ND/MONROE SE OF 42ND*****500 *85-055***03626*FAU9714*703*****0****
Pre Eng      34,360      0      0      0      15,640      0      0      50,000
Constr      170,331      19,481      0      0      0      0      0      189,813
Total      204,691      19,481      0      0      0      0      0      239,813

**80 RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I*****553 *10037***00705*FAU9702*nb*****0****
Pre Eng      291,404      16,142      0      0      0      0      0      307,546
Rt-of-Way    154,942      -3,642      0      0      0      0      0      151,300
Constr      1,404,758      -62,885      0      0      0      0      0      1,341,873
Reserve      0      0      0      0      0      0      0      0
Total      1,851,104      -50,385      0      0      0      0      0      1,800,719

**81 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    764,684      200,915      0      0      0      0      0      965,600
Constr      2,768,074      25,494      0      0      0      0      0      2,793,568
Total      4,178,757      226,409      0      0      0      0      0      4,405,167

**82 THIESSEN/JENNINGS CORRIDOR - OATFIELD RD TO JOHNSON RD(REVISED)*****581 *10052***02024*FAU9698*703*****0****
Pre Eng      134,517      30,000      0      0      0      0      0      164,517
Total      134,517      30,000      0      0      0      0      0      164,517

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Approved Program Years

METRO
Transportation Improvement Program
In Federal Dollars

Fiscal Years 1995 to Post 1998
Effective October 1, 1994

Portland Urbanized Area

Interstate Transfer Program

Project Description

Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized
Obligated							
Clackamas County Projects (Continued)							
83 RAILROAD AVENUE/HARMONY ROAD - 82ND/SUNNYSIDE REALIGNMENT - II***764 *10037***00660*FAU9718*703*****0****							
Pre Eng	69,937	0	0	0	0	0	69,937
Rt-of-Way	454,074	0	0	0	0	0	454,074
Constr	540,025	0	0	0	0	0	540,025
Reserve	0	0	0	0	676	0	676
Total	1,064,036	0	0	0	676	0	1,064,712
84 RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION***769 *86-083***04180*FAU9736*703*****0****							
Pre Eng	138,549	311,451	0	0	0	0	450,000
Total	138,549	311,451	0	0	0	0	450,000
85 HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING***853 *10252***00976*FAU9565*3*****11****							
Pre Eng	70,762	0	0	0	0	0	70,762
Rt-of-Way	25,173	0	0	0	0	0	25,173
Constr	225,547	0	0	0	0	0	225,547
Reserve	0	0	0	0	7,082	0	7,082
Total	321,482	0	0	0	7,082	0	328,564
86 BEAVERCREEK RD EXT(RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE***855 *10249***02375*FAU9742*703*****0****							
Pre Eng	140,046	0	0	0	0	0	140,046
Constr	0	0	316,219	0	0	0	316,219
Total	140,046	0	316,219	0	0	0	456,265
87 HARRISON STREET - HIGHWAY 224 TO 32ND AVENUE***904 *00-000***00000*FAU9714*703*****0****							
Pre Eng	0	0	0	50,000	0	0	50,000
Total	0	0	0	50,000	0	0	50,000
88 JOHNSON CREEK BV - LINWOOD AV TO 82ND AV (CLACKAMAS)***905 *00-000***00000*FAU9704*703*****0****							
Pre Eng	0	0	0	0	0	0	0
Constr	0	0	222,308	0	0	0	222,308
Total	0	0	222,308	0	0	0	222,308
Total Clackamas County	49,859,483	518,781	538,527	0	388,186	0	51,304,978

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998
Effective October 1, 1994

Portland Urbanized Area

In Federal Dollars

Interstate Transfer Program

Project Description	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
Washington County Projects								
89 Finaled Voucher Projects***00000000*00000*****CLOSED								
Pre Eng	212,501	0	0	0	0	0	0	212,501
Rt-of-Way	329,293	0	0	0	0	0	0	329,293
Constr	13,056,943	0	0	0	0	0	0	13,056,943
Reserve	0	0	0	0	0	0	0	0
Total	13,598,737	0	0	0	0	0	0	13,598,737
90 Completed Projects not Voucher***10000000*00000*****								
Pre Eng	2,063,600	0	0	0	0	0	0	2,063,600
Rt-of-Way	8,491,620	45,332	0	0	0	0	0	8,536,952
Constr	14,911,796	-45,332	0	0	0	0	0	14,866,464
Reserve	0	0	0	0	0	0	0	0
Total	25,467,016	0	0	0	0	0	0	25,467,016
91 ALLEN BLVD RECONSTRUCTION - MURRAY BLVD TO HWY217***93 *80-085***00306*FAU9088*na*****0****								
Constr	-24,000	24,000	0	0	0	0	0	0
Total	-24,000	24,000	0	0	0	0	0	0
92 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE***121 *79-076***00376*FAP27***144*****69****								
Pre Eng	506,912	0	0	0	0	0	0	506,912
Rt-of-Way	1,934,681	0	0	0	0	0	0	1,934,681
Constr	6,908,401	36,463	0	0	0	0	0	6,944,864
Total	9,349,994	36,463	0	0	0	0	0	9,386,457
93 CORNELL ROAD RECONSTRUCTION - E MAIN TO ELAM YOUNG PARKWAY***132 *80-038***00139*FAU9022*734*****0****								
Pre Eng	155,945	0	0	0	0	0	0	155,945
Rt-of-Way	159,293	0	0	0	26,007	0	0	185,300
Constr	2,586,470	79,000	0	0	0	0	0	2,665,471
Total	2,901,708	79,000	0	0	26,007	0	0	3,006,716
94 OR8 - TUALATIN VALLEY HIGHWAY AT 185TH STREET***207 *76-027***00350*FAP32***29*****7****								
Pre Eng	183,477	0	0	0	0	0	0	183,477
Rt-of-Way	994,422	0	0	0	0	0	0	994,422
Constr	953,957	16,909	0	0	0	0	0	970,866
Total	2,131,856	16,909	0	0	0	0	0	2,148,765
95 FARMINGTON RD CORRIDOR(OR208) TSM - 185TH AVE TO LOMBARD AVE***236 *78-057***02233*FAU9064*142*****8****								
Pre Eng	83,025	-2,108	0	0	0	0	0	80,917
Constr	152,280	-943	0	0	0	0	0	151,337
Total	235,305	-3,051	0	0	0	0	0	232,254
96 OR99W - PACIFIC HIGHWAY WEST AT CANTERBURY LANE***469 *85-006***02933*FAPvar**1W*****10****								
Constr	32,741	-1,615	0	0	0	0	0	31,126
Total	32,741	-1,615	0	0	0	0	0	31,126
97 CORNELL ROAD PHASE II - ECL TO CORNELIUS PASS ROAD***585 *10060***00738*FAU9022*734*****0****								
Pre Eng	404,643	0	0	0	0	0	0	404,643
Constr	2,281,853	0	0	127,500	0	0	0	2,409,353
Total	2,686,496	0	0	127,500	0	0	0	2,813,996
98 MURRAY BLVD - JENKINS ROAD TO SUNSET HIGHWAY***586 *10059***00549*FAU9067*734*****0****								
Rt-of-Way	39	-39	0	0	0	0	0	0
Constr	-42,000	42,000	0	0	0	0	0	0
Total	-41,960	41,960	0	0	0	0	0	0
99 GREENBURG ROAD AT TIEDEMAN AVENUE - SIGNAL***725 *86-037***04115*FAU9207*734*****1****								
Constr	3,270	-3,270	0	0	0	0	0	0
Total	3,270	-3,270	0	0	0	0	0	0
*100 HALL BOULEVARD AT BURNHAM STREET - SIGNAL*****728 *85-033***03913*FAU9091*141*****6****								
Constr	1,814	-1,814	0	0	0	0	0	0
Total	1,814	-1,814	0	0	0	0	0	0
*101 SCHOLLS FERRY ROAD / HALL BOULEVARD INTERSECTION*****829 *85-010***02353*FAU9234*143*****9****								
Pre Eng	131,632	0	0	0	0	0	0	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

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998

Portland Urbanized Area

In Federal Dollars

Interstate Transfer Program

Effective October 1, 1994

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

Washington County Projects (Continued)									

*102 HALL BOULEVARD - ALLEN TO GREENWAY*****830 *10237***02354*FAU9091*734*****1****									
Pre Eng	53,260	-53,260	0	0	0	0	0	0	0
Rt-of-Way	-53,260	53,260	0	0	0	0	0	0	0
Total	- 0	0	0	0	0	0	0	0	0

*103 WASHINGTON COUNTY RESERVE*****836 *00-000***00000*VARvar**na*****0****									
Reserve	0	0	0	0	259,349	0	0	259,349	0
Total	0	0	0	0	259,349	0	0	259,349	0

*104 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK*****875 *86-077***03290*FAU9234*143*****7****									
Constr	814,937	0	0	0	203	0	0	815,140	0
Total	814,937	0	0	0	203	0	0	815,140	0

Total Washington County									
58,175,443	268,210	0	0	413,059	0	0	58,856,713		

Approved Program Years

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

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 Approved Program Years

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Federal Transit Administration Program

Fiscal Year 1995

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year	
Obligated	Anticipated 1995
1995	1995
1996	1996
1997	1997
1998	1998
1999	1999
2000	2000
2001	2001
2002	2002
2003	2003
2004	2004
2005	2005
2006	2006
2007	2007
2008	2008
2009	2009
2010	2010
2011	2011
2012	2012
2013	2013
2014	2014
2015	2015
2016	2016
2017	2017
2018	2018
2019	2019
2020	2020
2021	2021
2022	2022
2023	2023
2024	2024
2025	2025
2026	2026
2027	2027
2028	2028
2029	2029
2030	2030
2031	2031
2032	2032
2033	2033
2034	2034
2035	2035
2036	2036
2037	2037
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2049	2049
2050	2050
2051	2051
2052	2052
2053	2053
2054	2054
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2056	2056
2057	2057
2058	2058
2059	2059
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2061	2061
2062	2062
2063	2063
2064	2064
2065	2065
2066	2066
2067	2067
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2070	2070
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2078	2078
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2080	2080
2081	2081
2082	2082
2083	2083
2084	2084
2085	2085
2086	2086
2087	2087
2088	2088
2089	2089
2090	2090
2091	2091
2092	2092
2093	2093
2094	2094
2095	2095
2096	2096
2097	2097
2098	2098
2099	2099
2100	2100

1996

1997

1998

Post 1998

Authorized

Federal Transit Administration-Sect 3

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

Approved Program Years

METRO
Transportation Improvement Program
In Federal Dollars
Portland Urbanized Area

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

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

Federal Transit Administration-Trade

6 Finaled Vouchered Projects**00000000*00000*****
 Non-Hwy Cp 0 0 0 0 0 0 0 0
 Total 0 0 0 0 0 0 0 0

7 Completed Projects not Vouchered**10000000*00000*****
 Pre Eng 1,070,185 - 1 0 0 0 0 1,070,183
 Rt-of-Way 2,650,933 - 0 0 0 0 0 2,650,933
 Constr 31,952,547 0 0 0 0 0 31,952,547
 Non-Hwy Cp 26,117,806 0 0 0 0 0 26,117,807
 Supt Serv 148,182 0 0 0 0 0 148,182
 Total 61,939,655 - 1 0 0 0 0 61,939,654

8 PASSENGERSHELTERS**380*****00-000****00000**TRA*03-0044*****
 Non-Hwy Cp 612,951 0 0 0 0 0 612,951
 Total 612,951 0 0 0 0 0 612,951

9 TIGARD PARK-AND-RIDE**435*****var*****04821**PAI*03-0035*****
 Pre Eng 44,000 0 0 0 0 0 44,000
 Constr 353,600 0 0 0 0 0 353,600
 Total 397,600 0 0 0 0 0 397,600

10 TRANSIT TRANSFER PROJECT**576*****var*****00000**OR*03-0035*****
 Pre Eng 265,129 0 0 0 0 0 265,129
 Constr 1,189,245 0 0 0 0 0 1,189,245
 Total 1,454,374 0 0 0 0 0 1,454,374

11 WEST BURNSIDE / MORRISON TSM IMPROVEMENTS**600*****9326*****00000**FAU*03-0027*****
 Pre Eng 10,200 0 0 0 0 0 10,200
 Constr 68,040 0 0 0 0 0 68,040
 Total 78,240 0 0 0 0 0 78,240

12 SUNSET TRANSIT CENTER AND PARK-AND-RIDE STATION**702 *****var*****00000**OR*03-0027*****
 Pre Eng 960,435 0 0 0 0 0 960,435
 Rt-of-Way 1,902,248 0 0 0 0 0 1,902,248
 Constr 0 0 0 0 0 0
 Supt Serv 0 0 0 0 0 0
 Total 2,862,683 0 0 0 0 0 2,862,683

13 WASHINGTON COUNTY TRANSIT TSM IMPROVEMENTS**705 *****var*****00000**OR*03-0027*****
 Pre Eng 169,917 0 0 0 0 0 169,917
 Rt-of-Way 256,000 0 0 0 0 0 256,000
 Constr 819,547 0 0 0 0 0 819,547
 Total 1,245,464 0 0 0 0 0 1,245,464

14 SUPPORT SERVICE - RELOCATION & APPRAISAL COSTS / COST ALLOCATION**707 *****var*****00000**OR*03-0035*****
 Other 584,934 - 0 0 0 0 0 584,934
 Total 584,934 - 0 0 0 0 0 584,934

15 TRANSIT MALL EXTENSION NORTH - W BURNSIDE ST TO NW IRVING**822 *****9341*****06356**FAU*03-0035*****
 Pre Eng 730,970 0 0 0 0 0 730,970
 Constr 4,961,280 0 0 0 0 0 4,961,280
 Supt Serv 31,130 0 0 0 0 0 31,130
 Total 5,723,380 0 0 0 0 0 5,723,380

16 SECTION 3 TRADE CONTINGENCY**825 *****var*****00000**OR*03-0035*****
 Other 480,583 0 0 0 0 0 480,584
 Total 480,583 0 0 0 0 0 480,584

17 GLISAN STREET BUS LANE**851 *****9314*****00000**FAU*03-0035*****
 Pre Eng 6,663 0 0 0 0 0 6,663
 Constr 1 0 0 0 0 0 1
 Total 6,664 0 0 0 0 0 6,664

18 SPECIAL NEEDS TRANSPORTATION MINI-BUSES**897 *****var*****00000**OR*03-0041*****
 Non-Hwy Cp 1,413,472 0 0 0 0 0 1,413,472
 Total 1,413,472 0 0 0 0 0 1,413,472

Total Federal Transit Administration-Trade
 76,800,001 - 1 0 0 0 0 76,800,000

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 Approved Program Years

METRO
Transportation Improvement Program
In Federal Dollars
Portland Urbanized Area

Fiscal Years 1995 to Post 1998
Effective October 1, 1994

Federal Transit Administration Program

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

Federal Transit Administration-Sect 9

19 Finaled Voucher Projects***00000000*00000*****							
Pre Eng	597,664	0	0	0	0	0	597,664
Rt-of-Way	1,304,846	0	0	0	0	0	1,304,846
Constr	7,738,311	0	0	0	0	0	7,738,311
Non-Hwy Cp	9,177,692	0	0	0	0	0	9,177,692
Other	6,052,273	0	0	0	0	0	6,052,273
Total	24,870,786	0	0	0	0	0	24,870,786
20 BUS PURCHASES (TRI-MET)***154*****var*****00000**OR*****							
Non-Hwy Cp	12,865,149	0	0	4,679,200	10,021,224	0	27,565,573
Total	12,865,149	0	0	4,679,200	10,021,224	0	27,565,573
21 INTEGRATED WESTSIDE/HILLSBORO LRT PROJECT***206*****00000**TRA*90-X055*****							
Pre Eng	550,000	0	871,520	0	0	0	1,421,520
Non-Hwy Cp	0	0	10,128,480	17,000,000	2,000,000	0	29,128,480
Total	550,000	0	11,000,000	17,000,000	2,000,000	0	30,550,000
22 BUS DISPATCH CENTER REPLACEMENT***219*****var*****00000**OR**90-X046*****							
Non-Hwy Cp	5,326,836	0	0	0	0	0	5,326,836
Total	5,326,836	0	0	0	0	0	5,326,836
23 MINIBUSES FOR EXPANDED SERVICE (TRI-MET)***452*****var*****00000**CMA*****							
Non-Hwy Cp	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
24 BANFIELD PARK-AND-RIDES***675*****84*****00000**FAI*var*****							
Other	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
25 LIGHT RAIL VEHICLE PURCHASE (T)***695*****var*****00000**OR**90-X035*****							
Non-Hwy Cp	16,011,872	0	0	0	0	0	16,011,872
Total	16,011,872	0	0	0	0	0	16,011,872
26 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC***776*****var*****00000**OR**90-X028*****							
Non-Hwy Cp	11,148,491	0	0	0	0	0	11,148,491
Total	11,148,491	0	0	0	0	0	11,148,491
27 HILLSBORO ALTERNATIVES ANALYSIS/DEIS (UWP)***783*****var*****00000**OR**0000*****							
Pre Eng	0	0	0	0	0	0	0
Alt Anal	1,625,504	0	0	0	0	0	1,625,504
Total	1,625,504	0	0	0	0	0	1,625,504
28 SECTION 9 OPERATING PROGRAM***824*****var*****00000**OR**0000*****							
Operating	45,711,694	4,388,000	3,510,000	3,510,000	3,510,000	0	60,629,694
Total	45,711,694	4,388,000	3,510,000	3,510,000	3,510,000	0	60,629,694
29 LIGHT RAIL VEHICLES - AIR CONDITIONING RETROFIT***896*****var*****00000**OR**0*****							
Non-Hwy Cp	0	0	0	2,320,000	1,672,000	0	3,992,000
Total	0	0	0	2,320,000	1,672,000	0	3,992,000
30 SPECIAL NEEDS TRANSPORTATION MINI-BUSES***897*****var*****00000**OR**03-0041*****							
Non-Hwy Cp	0	0	2,657,378	2,477,000	0	0	5,134,378
Total	0	0	2,657,378	2,477,000	0	0	5,134,378
Total Federal Transit Administration-Sect 9							
	118,110,332	4,388,000	14,510,000	27,846,578	20,328,224	1,672,000	186,855,134

Approved Program Years

METRO
 Transportation Improvement Program
 In Federal Dollars
 Portland Urbanized Area

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

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

FEDERAL TRANSIT ADMINISTRATION-SEC 3 WSLR

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

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 Approved Program Years

METRO
 Transportation Improvement Program
 Portland Urbanized Area

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

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

Federal Transit Administration - Sec. 20

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

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 Approved Program Years

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

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994 Federal Transit Administration Program

Project Description

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

Federal Transit Administration-Sect 16

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

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 Approved Program Years

METRO
Transportation Improvement Program
In Federal Dollars
Federal Transit Administration Program

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

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

Section 3 Descret. WS Systems Completion								
40 BANFIELD RETROFIT - OPERATIONS CONTROL***								
Non-Hwy Cp	0	1,409,000	0	0	0	0	0	1,409,000
Total	0	1,409,000	0	0	0	0	0	1,409,000
41 BANFIELD RETROFIT - DOUBLE TRACKING***								
Non-Hwy Cp	0	8,025,000	0	0	0	0	0	8,025,000
Total	0	8,025,000	0	0	0	0	0	8,025,000
42 BANFIELD RETROFIT - RUBY JUNCTION EXPANSION***								
Non-Hwy Cp	0	3,975,000	0	0	0	0	0	3,975,000
Total	0	3,975,000	0	0	0	0	0	3,975,000
Total Section 3 Descret. WS Systems Completion	0	13,409,000	0	0	0	0	0	13,409,000

Approved Program Years

	METRO						
	Transportation Improvement Program						
Fiscal Years 1995 to Post 1998	In Federal Dollars						Portland Urbanized Area
Effective October 1, 1994	Federal Transit Administration Program						
Project Description	Estimated Grant Award by Federal Fiscal Year						
	Obligated	Anticipated	1995	1996	1997	1998	Post 1998 Authorized

Report Total	482,857,873	21,721,998	132,000,000	142,036,578	142,464,174	77,862,000	0 998,942,624

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Approved Program Years

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FAU/STP Replacement Program

Fiscal Year 1995

METRO
Transportation Improvement Program
In Federal Dollars
Portland Urbanized Area

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

Project Description

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

City of Portland Projects

1 ARTERIAL STREET 3R PROGRAM**43 *89-033***05383*VARvar**726*****0****									
Pre Eng	61,274	28,093	0	0	0	0	0	89,367	0
Constr	77,716	-77,716	0	0	0	0	0	0	0
Total	138,990	-49,623	0	0	0	0	0	89,367	0
2 CITY OF PORTLAND FAU CONTINGENCY**44 *00-000***00000*VARvar**726*****0****									
Reserve	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
3 MARINE DR WIDENING TO FOUR LANE - I-5 TO RIVERGATE (COP)**298 *79-056***00458*FAU9962*120*****2****									
Constr	-123	1,000,123	0	0	0	0	0	1,000,000	0
Total	-123	1,000,123	0	0	0	0	0	1,000,000	0
4 COLUMBIA BLVD (BNRR) BRIDGE #9685 EMERGENCY REPAIRS**303 *87-002***04218*FAU9956*726*****0****									
Constr	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
5 WILLAMETTE GREENWAY TRAIL PROGRAM**575 *10018***00240*VARvar**726*****0****									
Pre Eng	-61,500	0	0	0	61,500	0	0	0	0
Constr	0	0	0	0	330,000	0	0	330,000	0
Total	-61,500	0	0	0	391,500	0	0	330,000	0
6 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE(5/5)**861 *84-022e**05002*FAU9964*726*****0****									
Reserve	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
7 NW 9TH AVENUE IMPROVEMENTS - GLISAN TO FRONT**868 *89-020***05123*FAU9983*726*****0****									
Constr	2,233	5,463	0	0	0	0	0	7,696	0
Total	2,233	5,463	0	0	0	0	0	7,696	0
8 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS - OLESON RD TO BARBUR BLVD**869 *89-022***05127*FAU9404*726*****0****									
Pre Eng	12,195	-11,060	0	0	0	0	0	1,135	0
Rt-of-Way	0	0	0	0	0	0	0	0	0
Constr	138,272	-57,500	0	0	0	0	0	80,772	0
Total	150,467	-68,560	0	0	0	0	0	81,907	0
9 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS - 9TH AVE TO 82ND AVE**870 *89-021***05126*FAU9822*726*****0****									
Pre Eng	0	23,625	0	0	0	0	0	23,625	0
Rt-of-Way	-33,911	33,911	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0	0
Total	-33,911	57,536	0	0	0	0	0	23,625	0
10 INTERSECTION IMPROVEMENT PROGRAM**871 *89-023***05125*VARvar**726*****0****									
Pre Eng	1,802	-1,802	0	0	0	0	0	0	0
Constr	2,290	14,720	0	0	0	0	0	17,010	0
Total	4,092	12,917	0	0	0	0	0	17,010	0
11 CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM**872 *89-028***05200*VARvar**726*****0****									
Pre Eng	-18,113	18,113	0	0	0	0	0	0	0
Constr	305,694	29,488	0	0	0	0	0	335,182	0
Total	287,580	47,601	0	0	0	0	0	335,182	0
12 DOWNTOWN MALL REHABILITATION PROGRAM**873 *89-032***05384*FAU9341*726*****0****									
Pre Eng	0	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
13 HOLLADAY AVE - ML KING AVE TO NE 9TH AVE (GREELEY - BANFIELD)**890 *84-024d**04958*FAU9903*726*****0****									
Constr	0	89,320	0	0	0	0	0	89,320	0
Total	0	89,320	0	0	0	0	0	89,320	0
14 LLOYD BLVD - GRAND AVE TO NE 11TH AVE (GREELEY - BANFIELD)**891 *84-024c**04959*FAU9902*726*****0****									
Constr	-1,167	1,167	0	0	0	0	0	0	0
Total	-1,167	1,167	0	0	0	0	0	0	0
15 DEVELOPMENT RESERVE**919 *00-000***00000*FAUvar**726*****0****									
Reserve	0	0	0	0	606,013	0	0	606,013	0
Total	0	0	0	0	606,013	0	0	606,013	0

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994 FAU/STP REPLACEMENT PROGRAM

Project Description Estimated Expenditures by Federal Fiscal Year

Obligated 1994 1995 1996 1997 1998 Post 1998 Authorized

City of Portland Projects
(Continued)

16 AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE to 181ST AVE(4/5)***920 *0*****0*****FAU9964*726*****0****							
Reserve	0	0	0	0	676,547	0	676,547
Total	0	0	0	0	676,547	0	676,547
17 FY 90-91 ROAD REHABILITATION PROGRAM (#9)***930 *89-033a**05650*FAUvar**726*****0****							
Pre Eng	0	0	0	0	0	0	0
Constr	-9,879	9,879	0	0	0	0	0
Total	-9,879	9,879	0	0	0	0	0
18 INTERSECTION SAFETY PROGRAM***931 *00-000**00000*FAUvar**726*****0****							
Pre Eng	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
19 FY 90-91 SIGNAL SAFETY IMPROVEMENTS***932 *91-008**05844*FAUvar**726*****0****							
Pre Eng	0	0	0	0	0	0	0
Constr	0	223,800	0	0	0	0	223,800
Total	0	223,800	0	0	0	0	223,800
20 NW 13TH AVENUE INTERSECTIONS IMPROVEMENT***933 *00-000**00000*FAUvar**726*****0****							
Constr	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
21 FY 92-93 ROAD REHAB (B-H HWY)***940 *91-013B**06979*FST9228*40*****0****							
Constr	1,016,091	0	0	0	0	0	1,016,091
Total	1,016,091	0	0	0	0	0	1,016,091
22 FY 92-93 SIGNAL SAFETY REMODELS***941 *0*****0*****FSTVAR*****0****							
Pre Eng	0	30,000	0	0	0	0	30,000
Constr	0	258,768	0	0	0	0	258,768
Total	0	288,768	0	0	0	0	288,768
Total City of Portland							
	1,492,873	1,618,392	0	0	1,674,060	0	4,785,326

Approved Program Years

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994

FAU/STP REPLACEMENT PROGRAM

Project Description

Estimated Expenditures by Federal Fiscal Year	
Obligated	1994 1995
100	100
200	200
300	300
400	400
500	500
600	600
700	700
800	800
900	900
1000	1000
1100	1100
1200	1200
1300	1300
1400	1400
1500	1500
1600	1600
1700	1700
1800	1800
1900	1900
2000	2000
2100	2100
2200	2200
2300	2300
2400	2400
2500	2500
2600	2600
2700	2700
2800	2800
2900	2900
3000	3000
3100	3100
3200	3200
3300	3300
3400	3400
3500	3500
3600	3600
3700	3700
3800	3800
3900	3900
4000	4000
4100	4100
4200	4200
4300	4300
4400	4400
4500	4500
4600	4600
4700	4700
4800	4800
4900	4900
5000	5000
5100	5100
5200	5200
5300	5300
5400	5400
5500	5500
5600	5600
5700	5700
5800	5800
5900	5900
6000	6000
6100	6100
6200	6200
6300	6300
6400	6400
6500	6500
6600	6600
6700	6700
6800	6800
6900	6900
7000	7000
7100	7100
7200	7200
7300	7300
7400	7400
7500	7500
7600	7600
7700	7700
7800	7800
7900	7900
8000	8000
8100	8100
8200	8200
8300	8300
8400	8400
8500	8500
8600	8600
8700	8700
8800	8800
8900	8900
9000	9000
9100	9100
9200	9200
9300	9300
9400	9400
9500	9500
9600	9600
9700	9700
9800	9800
9900	9900
10000	10000

1996

1997

1998

Post 1998

Authorized

Multnomah County Projects

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

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

FAU/STP REPLACEMENT PROGRAM

Project Description	Estimated Expenditures by Federal Fiscal Year						Post 1998	Authorized
	Obligated	1994	1995	1996	1997	1998		
<hr/>								
Clackamas County Projects								
<hr/>								
24 LOWER BOONES FERRY RD - MADRONA TO SW JEAN (CLACKAMAS)***68 *80-104***00677*FAU9473*703*****0****								
Pre Eng	0	16,238	0	0	0	0	0	16,238
Rt-of-Way	-38,694	248,770	0	0	0	0	0	210,076
Constr	1,119,154	97,455	0	0	0	0	0	1,216,609
Total	1,080,460	362,463	0	0	0	0	0	1,442,923
<hr/>								
25 RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I***553 *10037***00705*FAU9702*ns*****0****								
Constr	-50	50	0	0	0	0	0	0
Total	-50	50	0	0	0	0	0	0
<hr/>								
26 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE***578 *10051A***00500*FAU9653*703*****0****								
Rt-of-Way	0	86,993	0	0	0	0	0	86,993
Constr	61,550	-61,550	0	0	0	0	0	0
Total	61,550	25,443	0	0	0	0	0	86,993
<hr/>								
27 RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION***769 *86-083***04180*FAU9736*703*****0****								
Pre Eng	0	184,866	0	0	0	0	0	184,866
Total	0	184,866	0	0	0	0	0	184,866
<hr/>								
28 BEAVERCREEK RD EXT(RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE***855 *10249***02375*FAU9742*703*****0****								
Constr	0	0	147,547	0	0	0	0	147,547
Total	0	0	147,547	0	0	0	0	147,547
<hr/>								
29 MCLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD***892 *90-063***05651*FAP26***1E*****6****								
Pre Eng	0	100,000	0	0	0	0	0	100,000
Reserve	0	0	0	0	833,000	0	0	833,000
Total	0	100,000	0	0	833,000	0	0	933,000
<hr/>								
Total Clackamas County	1,141,960	672,822	147,547	0	833,000	0	0	2,795,329

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994 FAU/STP REPLACEMENT PROGRAM

Project Description

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

Washington County Projects

30 Completed Projects not Vouchered***1 0000000*00000*****								
Constr	-78,028	78,028	0	0	0	0	0	0
Total	-78,028	78,028	0	0	0	0	0	0
31 BVTN/TUALATIN HWY AT SW BRIDGEPORT - SIGNAL/CHANNELIZE***395 *10251***02089*FAU9091*141*****8****								
Constr	0	0	0	142	0	0	0	142
Total	0	0	0	142	0	0	0	142
32 HALL / MCDONALD INTERSECTION IMPROVEMENTS***396 *85-024***03719*FAU9091*141*****6****								
Rt-of-Way	0	0	0	293	0	0	0	293
Constr	6,462	-6,462	0	0	0	0	0	0
Total	6,462	-6,462	0	293	0	0	0	293
33 E STREET - PACIFIC AVENUE TO 23RD AVENUE***572 *86-020***02426*FAU9012*734*****0****								
Constr	0	0	0	1,948	0	0	0	1,948
Total	0	0	0	1,948	0	0	0	1,948
34 WASHINGTON COUNTY RESERVE***836 *00-000***00000*VARvar**na*****0****								
Reserve	0	0	0	67,392	0	0	0	67,392
Total	0	0	0	67,392	0	0	0	67,392
35 MAPLE STREET AT TUALATIN VALLEY HIGHWAY - SIGNAL***866 *89-016***04622*FAU9032*734*****0****								
Constr	0	0	0	5,183	0	0	0	5,183
Total	0	0	0	5,183	0	0	0	5,183
Total Washington County								
	-71,566	71,566	0	0	74,958	0	0	74,958

***** Approved Program Years *****

METRO
Transportation Improvement Program
In Federal Dollars
Portland Urbanized Area

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

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

Highway Division Projects

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

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

FAU/STP REPLACEMENT PROGRAM

Effective October 1, 1994

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

Metro Region and Reserve Projects

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

Approved Program Years

	<div> METRO Transportation Improvement Program </div>							Portland Urbanized Area
Fiscal Years 1995 to Post 1998								
Effective October 1, 1994	In Federal Dollars							
	FAU/STP REPLACEMENT PROGRAM							
Project Description	Estimated Expenditures by Federal Fiscal Year							
	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized

Metro Region Total								
	1,847,638	956,321	147,547	0	1,075,707	0	0	4,027,214
Report Total								
	3,340,512	2,574,713	147,547	0	2,749,767	0	0	8,812,540

#	#	#
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*****	*****	*****

Approved Program Years

DRAFT

Federal Aid Urban System Program

Fiscal Year 1995

METRO
Transportation Improvement Program

In Federal Dollars

Portland Urbanized Area

Fiscal Years 1995 to Post 1998

Effective October 1, 1994

Federal Aid Urban System Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
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City of Portland Projects

1 Finalized Vouchered Projects**00000000*00000*****CLOSED							
Pre Eng	1,573,743	0	0	0	0	0	1,573,743
Rt-of-Way	401,968	0	0	0	0	0	401,968
Constr	6,376,238	0	0	0	0	0	6,376,238
Non-Hwy Cp	131,555	0	0	0	0	0	131,555
Operating	217,108	0	0	0	0	0	217,108
Pending	0	0	0	0	0	0	0
Total	8,700,612	0	0	0	0	0	8,700,612
2 Completed Projects not Vouchered**10000000*00000*****							
Pre Eng	693,478	0	0	0	0	0	693,478
Constr	873,842	0	0	0	0	0	873,842
Total	1,567,320	0	0	0	0	0	1,567,320
3 ARTERIAL STREET 3R PROGRAM**43 *89-033***05383*VARvar**726*****0****							
Pre Eng	17,369	0	0	0	0	0	17,369
Constr	812,997	0	0	0	0	0	812,997
Reserve	0	0	0	0	0	0	0
Total	830,366	0	0	0	0	0	830,366
4 CITY OF PORTLAND FAU CONTINGENCY**44 *00-000***00000*VARvar**726*****0****							
Reserve	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
5 COLUMBIA BLVD (BNRR) BRIDGE #9685 EMERGENCY REPAIRS**303 *87-002***04218*FAU9956*726*****0****							
Pre Eng	4,238	0	0	0	0	0	4,238
Constr	346,351	0	0	0	0	0	346,351
Total	350,589	0	0	0	0	0	350,589
6 WILLAMETTE GREENWAY TRAIL PROGRAM**575 *10018***00240*VARvar**726*****0****							
Pre Eng	61,500	0	0	0	0	0	61,500
Rt-of-Way	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0
Total	61,500	0	0	0	0	0	61,500
7 AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE(5/5)**861 *84-022e**05002*FAU9964*726*****0****							
Reserve	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
8 NW 9TH AVENUE IMPROVEMENTS - GLISAN TO FRONT**868 *89-020***05123*FAU9983*726*****0****							
Pre Eng	0	0	0	0	0	0	0
Constr	372,304	0	0	0	0	0	372,304
Total	372,304	0	0	0	0	0	372,304
9 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS - OLESON RD TO BARBUR BLVD**869 *89-022***05127*FAU9404*726*****0****							
Pre Eng	104,465	0	0	0	0	0	104,465
Rt-of-Way	0	0	0	0	0	0	0
Constr	695,099	0	0	0	0	0	695,099
Total	799,564	0	0	0	0	0	799,564
10 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS - 9TH AVE TO 82ND AVE**870 *89-021***05126*FAU9822*726*****0****							
Pre Eng	99,575	0	0	0	0	0	99,575
Rt-of-Way	116,671	0	0	0	0	0	116,671
Constr	241,469	0	0	0	0	0	241,469
Total	457,715	0	0	0	0	0	457,715
11 INTERSECTION IMPROVEMENT PROGRAM**871 *89-023***05125*VARvar**726*****0****							
Pre Eng	11,059	0	0	0	0	0	11,059
Constr	87,990	0	0	0	0	0	87,990
Total	99,049	0	0	0	0	0	99,049
12 CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM**872 *89-028***05200*VARvar**726*****0****							
Pre Eng	38,552	0	0	0	0	0	38,552
Constr	0	0	0	0	0	0	0
Total	38,552	0	0	0	0	0	38,552
13 DOWNTOWN MALL REHABILITATION PROGRAM**873 *89-032***05384*FAU9341*726*****0****							
Pre Eng	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998

In Federal Dollars

Portland Urbanized Area

Effective October 1, 1994

Federal Aid Urban System Program

Project Description

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

City of Portland Projects								
(Continued)								

14 HOLLADAY AVE - ML KING AVE TO NE 9TH AVE (GREELEY - BANFIELD)***	890	*84-024d**04958*FAU9903*726*****0****						
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

15 LLOYD BLVD - GRAND AVE TO NE 11TH AVE (GREELEY - BANFIELD)***	891	*84-024c**04959*FAU9902*726*****0****						
Constr	231,160	0	0	0	0	0	231,160	0
Total	231,160	0	0	0	0	0	231,160	0

16 DEVELOPMENT RESERVE***	919	*00-000**00000*FAUvar**726*****0****						
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

17 FY 90-91 ROAD REHABILITATION PROGRAM (#9)***	930	*89-033a**05650*FAUvar**726*****0****						
Pre Eng	180,372	0	0	0	0	0	180,372	0
Constr	567,057	0	0	0	0	0	567,057	0
Total	747,429	0	0	0	0	0	747,429	0

18 INTERSECTION SAFETY PROGRAM***	931	*00-000**00000*FAUvar**726*****0****						
Pre Eng	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

19 FY 90-91 SIGNAL SAFETY IMPROVEMENTS***	932	*91-008**05844*FAUvar**726*****0****						
Pre Eng	37,200	0	0	0	0	0	37,200	0
Constr	0	0	0	0	0	0	0	0
Total	37,200	0	0	0	0	0	37,200	0

20 NW 13TH AVENUE INTERSECTIONS IMPROVEMENT***	933	*00-000**00000*FAUvar**726*****0****						
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Total City of Portland	14,293,360	0	0	0	0	0	14,293,360	0

Approved Program Years

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

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

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

Multnomah County Projects

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**21 Finaled Vouchered Projects*****00000000*00000*****CLOSED
Pre Eng      316,442      0      0      0      0      0      0      316,442
Rt-of-Way    9,201      0      0      0      0      0      0      9,201
Constr      1,086,181      0      0      0      0      0      0      1,086,181
Reserve      0      0      0      0      0      0      0      0
Total      1,411,824      0      0      0      0      0      0      1,411,824

**22 Completed Projects not Vouchered*****10000000*00000*****
Pre Eng      97,250      0      0      0      0      0      0      97,250
Constr      2,056,437      0      0      0      0      0      0      2,056,437
Total      2,153,687      0      0      0      0      0      0      2,153,687

**23 NORTH MAIN RECONSTRUCTION(GRESHAM) - DIVISION TO POWELL*****541 *88-014***04863*FAU9879*726*****0****
Pre Eng      55,383      0      0      0      0      0      0      55,383
Constr      417,030      0      0      0      0      0      0      417,030
Reserve      0      0      0      0      0      0      0      0
Total      472,413      0      0      0      0      0      0      472,413

Total Multnomah County
4,037,924      0      0      0      0      0      0      4,037,924
  
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 Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994 Federal Aid Urban System Program

Project Description

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

Clackamas County Projects

24 Finaled Vouchered Projects***00000000*00000*****CLOSED							
Pre Eng	248,064	0	0	0	0	0	248,064
Rt-of-Way	74,366	0	0	0	0	0	74,366
Constr	2,449,968	0	0	0	0	0	2,449,968
Reserve	0	0	0	0	0	0	0
Total	2,772,398	0	0	0	0	0	2,772,398
25 Completed Projects not Vouchered***10000000*00000*****							
Pre Eng	110,538	0	0	0	0	0	110,538
Reserve	0	0	0	0	0	0	0
Total	110,538	0	0	0	0	0	110,538
26 LOWER BOONES FERRY RD - MADRONA TO SW JEAN (CLACKAMAS)***68 *80-104***00677*FAU9473*703*****0****							
Pre Eng	333,762	0	0	0	0	0	333,762
Rt-of-Way	339,924	0	0	0	0	0	339,924
Constr	659,470	0	0	0	0	0	659,470
Total	1,333,156	0	0	0	0	0	1,333,156
27 RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I***553 *10037***00705*FAU9702*ns*****0****							
Constr	195,517	0	0	0	0	0	195,517
Total	195,517	0	0	0	0	0	195,517
28 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE***578 *10051B***00500*FAU9653*703*****0****							
Rt-of-Way	162,581	0	0	0	0	0	162,581
Constr	631,383	0	0	0	0	0	631,383
Total	793,964	0	0	0	0	0	793,964
29 RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION***769 *86-083***04180*FAU9736*703*****0****							
Pre Eng	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
30 BEAVERCREEK RD EXT(RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE***855 *10249***02375*FAU9742*703*****0****							
Constr	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
31 MCLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD***892 *90-063***05651*FAP26***1E*****6****							
Pre Eng	0	0	0	0	0	0	0
Reserve	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Clackamas County							
5,205,573	0	0	0	0	0	0	5,205,573

Approved Program Years

METRO
Transportation Improvement Program
In Federal Dollars
Portland Urbanized Area

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

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

Washington County Projects

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

Approved Program Years

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

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

Project Description

Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized
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Tri-Met Projects							

39 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

40 TRI-MET RIDESHARE PROGRAM***							
Operating	838,027	0	0	0	0	0	838,027
Total	838,027	0	0	0	0	0	838,027

41 LIGHT RAIL VEHICLE PURCHASE (T)***							
Non-Hwy Cp	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

Total Tri-Met	2,075,169	0	0	0	0	0	2,075,169

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994 Federal Aid Urban System Program

Project Description

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

Highway Division Projects

42 Finaled Vouchered Projects***00000000*00000*****CLOSED								
Pre Eng	227,478	0	0	0	0	0	0	227,478
Rt-of-Way	94,226	0	0	0	0	0	0	94,226
Constr	812,390	0	0	0	0	0	0	812,390
Total	1,134,094	0	0	0	0	0	0	1,134,094
43 STATE STREET CORRIDOR (OR43) - TERWILLIGER TO LADD***133 *77-068***00359*FAU9565*3*****6****								
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
44 OR210 - SCHOLLS HWY AT 135TH AVE - SIGNAL/REALIGNMENT***390 *80-112***00046*FAU9234*143*****7****								
Constr	81,435	0	0	0	0	0	0	81,435
Total	81,435	0	0	0	0	0	0	81,435
45 US26 - MT HOOD HWY AT PALMQUIST/ORIENT RD - GRADE/PAVE/SIGNAL***397 *10234***01470*FAP9873*26*****14****								
Constr	358	0	0	0	0	0	0	358
Total	358	0	0	0	0	0	0	358
46 HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING***853 *10252***00976*FAU9565*3*****11****								
Constr	77,413	0	0	0	0	0	0	77,413
Total	77,413	0	0	0	0	0	0	77,413
47 OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK***875 *86-077***03290*FAU9234*143*****7****								
Constr	2,393,794	0	0	0	0	0	0	2,393,794
Total	2,393,794	0	0	0	0	0	0	2,393,794
Total Highway Division	3,687,094	0	0	0	0	0	0	3,687,094

Approved Program Years

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

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

Project Description	Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized
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Metro Region and Reserve Projects

48 Finaled Vouchered Projects***00000000*00000*****CLOSED								
Pre Eng	463,280	0	0	0	0	0	0	463,280
Rt-of-Way	318,162	0	0	0	0	0	0	318,162
Constr	1,147,655	0	0	0	0	0	0	1,147,655
Pending	0	0	0	0	0	0	0	0
Total	1,929,097	0	0	0	0	0	0	1,929,097
49 UNALLOCATED FEDERAL-AID URBAN FUNDS***114 *00-000**00000*VARvar**na*****0****								
Reserve	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Metro Region and Reserve								
	1,929,097	0	0	0	0	0	0	1,929,097

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 Approved Program Years

	METRO Transportation Improvement Program						Portland Urbanized Area	
Fiscal Years 1995 to Post 1998	In Federal Dollars							
Effective October 1, 1994	Federal Aid Urban System Program							
Project Description	Estimated Expenditures by Federal Fiscal Year							
	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized

Metro Region Total								
21,112,550	0	0	0	0	0	0	0	21,112,550
Report Total								
35,405,910	0	0	0	0	0	0	0	35,405,910

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 Approved Program Years

DRAFT

State Highway Program

Fiscal Year 1995

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994 State Highway Program

Project Description

Estimated Expenditures by Federal Fiscal Year

Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
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Highway Bridge Replacement Projects

1 I-5 - SEISMIC RETROFIT FIVE BRIDGES - PHASE 1**220 *92-001***06467*FAI5***1*****302*****							
Constr	832,000	0	0	0	0	0	832,000
Total	832,000	0	0	0	0	0	832,000
2 US-30B - ST JOHNS BRIDGE JOINT REPAIR**245 *00-000***06022*FAU9966*123*****1*****							
Constr	0	0	0	0	1,160,000	0	1,160,000
Total	0	0	0	0	1,160,000	0	1,160,000
3 UPRR (N. PORTLAND RD.) BR. #51C06**260 *93-108***06334*FAU9962*120*****0*****							
Pre Eng	0	90,400	0	0	0	0	90,400
Rt-of-Way	0	16,000	0	0	0	0	16,000
Constr	0	2,093,600	0	0	0	0	2,093,600
Total	0	2,200,000	0	0	0	0	2,200,000
4 ROCK CREEK (NW 216TH AVENUE) BR. #671325**263 *92046***06465*FAU9031*734*****0*****							
Pre Eng	0	40,000	0	0	0	0	40,000
Constr	0	290,400	0	0	0	0	290,400
Total	0	330,400	0	0	0	0	330,400
5 TUALATIN RIVER OVERFLOW (GOLF COURSE RD) BR. #671244**265 *93-027***06336*HBRA678*734*****0*****							
Constr	0	473,600	0	0	0	0	473,600
Total	0	473,600	0	0	0	0	473,600
6 HAWTHORNE BRIDGE(#2757E) PHASE II - SERVICE LIFE EXTENSION**407 *85-037a**04069*FAU9366*726*****0*****							
Pre Eng	95,960	0	0	0	0	0	95,960
Constr	1,240,000	0	0	0	0	0	1,240,000
Total	1,335,960	0	0	0	0	0	1,335,960
7 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
8 I-5 - W MARQUAM INTCHG TO MARQUAM BRIDGE - RETROFIT CONNECTIONS**925 *90-057***05745*FAI5***1*****300*****							
Constr	7,392,000	0	0	0	0	0	7,392,000
Total	7,392,000	0	0	0	0	0	7,392,000
9 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR**928 *90-053***04340*VARvar**var*****0*****							
Constr	896,000	0	0	0	0	0	896,000
Total	896,000	0	0	0	0	0	896,000
Total Highway Bridge Replacement Projects							
	10,704,200	4,044,000	0	0	1,160,000	0	15,908,200

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

State Highway Program

Effective October 1, 1994

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

Hazard Elimination System Projects								

10 SE WOODSTOCK BLVD. & SE 39TH AVENUE***					176	*89-038***07152*	HES9699*****	0*****
Pre Eng	0	0	14,400	0	0	0	0	14,400
Constr	0	0	149,400	0	0	0	0	149,400
Total	0	0	163,800	0	0	0	0	163,800

11 OR213 - CASCADE HWY SO - ABERNETHY RD TO BEAVERCREEK RD***					203	*91-001***05821*	FAP78***160*****	0*****
Constr	549,000	0	0	0	0	0	0	549,000
Total	549,000	0	0	0	0	0	0	549,000

12 SE STARK STREET AT SE 202ND AVENUE - SIGNAL UPGRADE***					209	*91-011***06366*	FAU9810*726*****	0*****
Pre Eng	18,000	0	0	0	0	0	0	18,000
Constr	176,400	0	0	0	0	0	0	176,400
Total	194,400	0	0	0	0	0	0	194,400

13 BEAVERTON TUALATIN HWY & SW WASHINGTON DRIVE***					211	*86-088***03611*	FAU9091*141*****	4*****
Rt-of-Way	0	0	31,500	0	0	0	0	31,500
Constr	0	0	207,000	0	0	0	0	207,000
Total	0	0	238,500	0	0	0	0	238,500

14 OR-99E - PACIFIC HIGHWAY EAST AT LOMBARD (PORTLAND)***					259	*****06581*	FAP26***1E*****	*****
Constr	0	360,000	0	0	0	0	0	360,000
Total	0	360,000	0	0	0	0	0	360,000

15 NE KILLINGSWORTH STREET & NE 60TH AVENUE***					276	*93-065***07046*	HES*****	*****
Pre Eng	0	30,000	0	0	0	0	0	30,000
Constr	0	123,000	0	0	0	0	0	123,000
Total	0	153,000	0	0	0	0	0	153,000

16 NORTH INTERSTATE AVENUE & NORTH BUFFALO STREET***					278	*93-066***07047*	HES*****	0*****
Pre Eng	0	40,000	0	0	0	0	0	40,000
Constr	0	158,000	0	0	0	0	0	158,000
Total	0	198,000	0	0	0	0	0	198,000

17 NW GLENCOE ROAD & ZION CHURCH/SCOTCH CHURCH ROAD***					279	*93-029***06719***	685*****	0*****
Constr	500,000	0	0	0	0	0	0	500,000
Total	500,000	0	0	0	0	0	0	500,000

18 NW ZION CHURCH & NW SUSBAUER RD INTERSECTION***					280	*93-108***07247*	HES*****734*****	0*****
Pre Eng	0	15,000	0	0	0	0	0	15,000
Constr	0	102,000	0	0	0	0	0	102,000
Total	0	117,000	0	0	0	0	0	117,000

19 SE ORIENT DRIVE & SE 282ND AVENUE***					288	*93-083***07135*	HES*****	*****
Constr	0	348,300	0	0	0	0	0	348,300
Total	0	348,300	0	0	0	0	0	348,300

20 SE STARK STREET & SE 174TH AVENUE***					289	*93-082***07137*	HES*****	0*****
Pre Eng	0	9,000	0	0	0	0	0	9,000
Rt-of-Way	0	3,600	0	0	0	0	0	3,600
Constr	0	115,000	0	0	0	0	0	115,000
Total	0	127,600	0	0	0	0	0	127,600

21 SE BELMONT STREET & SE 11TH AVENUE***					291	*93-077***07058*	HES*****	*****
Pre Eng	0	16,200	0	0	0	0	0	16,200
Total	0	16,200	0	0	0	0	0	16,200

22 SE FOSTER ROAD & SE 72ND AVENUE***					292	*93-079***07132*	HES*****	0*****
Pre Eng	0	18,000	0	0	0	0	0	18,000
Total	0	18,000	0	0	0	0	0	18,000

23 SE BELMONT STREET & SE 20TH AVENUE***					297	*93-078***07133*	HES*****	0*****
Pre Eng	0	16,200	0	0	0	0	0	16,200
Total	0	16,200	0	0	0	0	0	16,200

24 PACIFIC HWY EAST PEDESTRIAN REFUGE ISLAND***					300	*93-059***06712*	HES26***1E*****	8*****
Constr	0	346,500	0	0	0	0	0	346,500
Total	0	346,500	0	0	0	0	0	346,500

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998

Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994

State Highway Program

Project Description	Estimated Expenditures by Federal Fiscal Year							
	Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
Hazard Elimination System Projects (Continued)								
25 BEAVERTON/TUALATIN HWY AT SW OAK - SIGNAL/LEFT TURN LANES***414 *84-066***00764*FAU9091*141*****4*****								
Constr	190,000	0	0	0	0	0	0	190,000
Total	190,000	0	0	0	0	0	0	190,000
26 HAZARD ELIMINATION PROJECTS AT OR UNDER \$100,000***522 *93-080***07057*VARvar**var*****0*****								
Pre Eng	0	4,500	0	0	0	0	0	4,500
Constr	0	225,000	0	0	0	0	0	225,000
Total	0	229,500	0	0	0	0	0	229,500
27 SW WALKER ROAD & MAYFIELD AVENUE***524 *93-188***08040*HES*****0*****								
Constr	0	240,000	0	0	0	0	0	240,000
Total	0	240,000	0	0	0	0	0	240,000
28 OR210 - SCHOLLS HWY AT SW JAMIESON ROAD - LT TURN REFUGE***677 *86-112***03916*FAU9234*143*****12*****								
Constr	144,000	0	0	0	0	0	0	144,000
Total	144,000	0	0	0	0	0	0	144,000
29 NE HALSEY STREET AT NE 148TH AVE - SIGNAL UPGRADE***909 *89-040***05825*FAU9858*726*****0*****								
Constr	109,800	0	0	0	0	0	0	109,800
Total	109,800	0	0	0	0	0	0	109,800
Total Hazard Elimination System Projects								
	1,687,200	2,170,300	402,300	0	0	0	0	4,259,800

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998
Effective October 1, 1994

Portland Urbanized Area

In Federal Dollars
State Highway Program

Project Description
Estimated Expenditures by Federal Fiscal Year

Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized
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State Modernization Projects

30 OR-43 - TAYLOR'S FERRY ROAD TO I-205 (MACS)***226 *00-000***05853*FAU9565*3*****2*****							
Constr	0	0	1,390,400	0	0	0	1,390,400
Total	0	0	1,390,400	0	0	0	1,390,400
31 US-30B - SANDY BLVD METROPOLITAN AREA CORRIDOR STUDY***230 *00-000***06239*FAU9326*59*****0*****							
Constr	0	0	3,969,000	0	0	0	3,969,000
Total	0	0	3,969,000	0	0	0	3,969,000
32 I-205 - COLUMBIA BLVD SOUTHBOUND ON-RAMP***233 *00-000***05861*FAI205**64*****24*****							
Constr	0	0	394,812	0	0	0	394,812
Total	0	0	394,812	0	0	0	394,812
33 OR-8 TUALATIN VALLEY HWY - BEAV/TIGARD HWY TO 117TH***240 *00-000***06131*FAP32***29*****3*****							
Constr	0	0	0	2,700,000	0	0	2,700,000
Total	0	0	0	2,700,000	0	0	2,700,000
34 US-26 - CEDAR HILLS BLVD INTERCHANGE TO SW 76TH AVENUE***247 *88-033d**06597*FAP27***47*****68*****							
Constr	30,800,000	0	0	0	0	0	30,800,000
Total	30,800,000	0	0	0	0	0	30,800,000
35 US-26 - SW 82ND PLACE (GOLF CREEK ACCESS ROAD)***250 *88-0331**06596*FAP27***47*****69*****							
Constr	950,000	0	0	0	0	0	950,000
Total	950,000	0	0	0	0	0	950,000
36 US-26 - HIGHLANDS (ZOO) INTERCHANGE***251 *88-033e**06015*FAP27***47*****72*****							
Constr	7,130,000	0	0	0	0	0	7,130,000
Total	7,130,000	0	0	0	0	0	7,130,000
37 US-26 - SYLVAN INTERCHANGE TO HIGHLANDS INTERCHANGE***253 *88-033f**06016*FAP27***47*****71*****							
Constr	0	9,870,000	0	0	0	0	9,870,000
Total	0	9,870,000	0	0	0	0	9,870,000
38 US-26 - CAMELOT INTERCHANGE TO SYLVAN INTERCHANGE***254 *88-033g**06017*FAP27***47*****68*****							
Constr	0	6,000,000	0	35,000,000	0	0	41,000,000
Total	0	6,000,000	0	35,000,000	0	0	41,000,000
39 US-26 - BEAVERTON/TIGARD HIGHWAY TO CAMELOT INTERCHANGE***255 *88-033h**06018*FAP27***47*****69*****							
Constr	0	0	0	0	0	6,029,856	6,029,856
Total	0	0	0	0	0	6,029,856	6,029,856
40 OR-217 - SUNSET HIGHWAY TO TUALATIN VALLEY HIGHWAY***258 *****06598*FAP79***144*****0*****							
Constr	11,900,000	0	0	0	0	0	11,900,000
Total	11,900,000	0	0	0	0	0	11,900,000
41 METRO ADVANCE WARNING SIGNS - VAR HWYS - CLACK/MULT & WASH CTYS***270 *87-015***02514*NHS*****var*****0*****							
Constr	0	0	0	1,209,200	0	0	1,209,200
Total	0	0	0	1,209,200	0	0	1,209,200
42 METRO AREA FREEWAYS DETECTION SYSTEM - VARIOUS HWYS - MULT CTY***272 *92-040***06234*NHS*****var*****0*****							
Constr	0	0	0	1,430,000	0	0	1,430,000
Total	0	0	0	1,430,000	0	0	1,430,000
43 MOTORIST INFORMATION SYSTEM***273 *92-039***06235*NHS*****var*****0*****							
Constr	0	0	0	1,100,000	0	0	1,100,000
Total	0	0	0	1,100,000	0	0	1,100,000
44 MACS STUDIES (TWO)***330 *00-000***6240*FAU*****0*****							
Constr	0	0	0	2,979,000	0	0	2,979,000
Total	0	0	0	2,979,000	0	0	2,979,000
45 TSM INITIATIVES (ATMS)***331 *00-000***6238*FAU*****0*****							
Constr	0	0	693,000	0	0	0	693,000
Total	0	0	693,000	0	0	0	693,000
46 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING (III)***386 *10143c***01892*FAP27***47*****72*****							
Constr	0	0	1,345,950	0	0	0	1,345,950
Total	0	0	1,345,950	0	0	0	1,345,950

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1994 State Highway Program

Project Description

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

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1994 State Highway Program

Project Description

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

State Operations Projects

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

Approved Program Years

METRO
 Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Total Cost Dollars

Effective October 1, 1994 State Highway Program

Project Description

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

Bikeways Projects

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

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 Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998

Portland Urbanized Area

In Total Cost Dollars

State Highway Program

Effective October 1, 1994

Project Description

Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized
Obligated							
Access Oregon Highway Projects							
76 MCLOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD***134 *77-159a**04672*FAP26***1E*****4*****							
Constr	9,500,000	0	0	0	0	0	9,500,000
Total	9,500,000	0	0	0	0	0	9,500,000
77 PACIFIC HIGHWAY WEST AT EDY / SCHOLLS - SIX CORNERS***463 *88-040**04358*FAP9***1W*****15*****							
Rt-of-Way	2,000,000	0	0	0	0	0	2,000,000
Constr	2,800,000	0	0	0	0	0	2,800,000
Total	4,800,000	0	0	0	0	0	4,800,000
78 WESTERN BYPASS - PHASE I - SUNSET HWY TO PACIFIC HWY***720 *88-011**05124*VARTbd**734*****0*****							
Pre Eng	0	0	0	0	0	0	0
Sys Study	1,100,000	0	0	0	0	0	1,100,000
Total	1,100,000	0	0	0	0	0	1,100,000
Total Access Oregon Highway Projects							
	15,400,000	0	0	0	0	0	15,400,000

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

State Highway Program

Effective October 1, 1994

Project Description

Estimated Expenditures by Federal Fiscal Year	1994	1995	1996	1997	1998	Post 1998	Authorized
Obligated							
Federal Aid Interstate Maintenance (FAI/FAI-4R) Projects							
79 I-205 - AIRPORT WY TO COLUMBIA BLVD - WIDEN SB ON-RAMP, ADD AUX L***306 *86-062***03270*FAI205**64*****24*****							
Constr	460,000	0	0	0	0	0	460,000
Total	460,000	0	0	0	0	0	460,000
80 I-5 - EAST MARQUAM INTERCHANGE GRAND AVE/ML KING AVE RAMPS (III)***320 *76-011***00597*FAI5****1*****301*****							
Rt-of-Way	0	0	0	0	0	49,261,770	49,261,770
Constr	0	0	0	0	0	0	0
Total	0	0	0	0	0	49,261,770	49,261,770
81 I-5 - NB CONNECTION TO SB I-405(8958E) - DECK RESTORATION***336 *10217***01489*FAI5****1*****303*****							
Constr	0	0	0	1,420,188	0	0	1,420,188
Total	0	0	0	1,420,188	0	0	1,420,188
82 I-5 - E MARQUAM INTCHG (SE WATER AVE RAMPS) - (I)***345 *76-011***05697*FAI5****1*****301*****							
Constr	0	1,659,600	0	0	15,254,100	0	16,913,700
Total	0	1,659,600	0	0	15,254,100	0	16,913,700
83 I-5 - TERWILLIGER BLVD INTERCHANGE OVERCROSSING/RAMPS***360 *84-055***01945*FAU98303*1*****297*****							
Constr	11,868,000	0	0	0	0	0	11,868,000
Total	11,868,000	0	0	0	0	0	11,868,000
84 I-84 - NE 181ST AVE TO 223RD AVE - WIDEN, NEW INTCHGS***372 *84-023a**00787*FAI84***2*****13*****							
Pre Eng	1,132,646	0	0	0	0	0	1,132,646
Constr	0	0	19,830,330	0	0	0	19,830,330
Total	1,132,646	0	19,830,330	0	0	0	20,962,976
85 I-5 - STAFFORD INTERCHANGE***403 *86-061***03271*FAI5****1*****286*****							
Pre Eng	654,463	129,000	0	0	0	0	783,463
Rt-of-Way	2,003,941	0	0	0	0	0	2,003,941
Constr	0	0	6,801,534	0	0	0	6,801,534
Total	2,658,404	129,000	6,801,534	0	0	0	9,588,938
86 I-5 - GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSIDENCE MP287***472 *85-008***02910*FAI5****1*****287*****							
Constr	0	0	690,921	0	0	0	690,921
Total	0	0	690,921	0	0	0	690,921
87 I-205 - AT SANDY BLVD WEST BOUND CONNECTION***682 *86-058***04059*FAI205**64*****24*****							
Pre Eng	38,548	0	0	0	0	0	38,548
Constr	360,000	0	0	0	0	0	360,000
Total	398,548	0	0	0	0	0	398,548
88 I-5 - UPPER BOONES FERRY TO I-205 INTERCHANGE***876 *84-127***02499*FAI5****1*****289*****							
Pre Eng	309,825	0	0	0	0	0	309,825
Constr	3,128,000	0	0	0	0	0	3,128,000
Total	3,437,825	0	0	0	0	0	3,437,825
89 I-5 - AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION***893 *86-056***03277*FAI5****1*****292*****							
Rt-of-Way	0	0	4,983,604	0	0	0	4,983,604
Constr	0	0	0	12,023,820	0	0	12,023,820
Total	0	0	4,983,604	12,023,820	0	0	17,007,424
90 I-84 - UPRR (GRAHAM ROAD) BRIDGE #6967 REPLACEMENT***911 *87-017***03342*FAU9883*2*****18*****							
Constr	2,631,200	0	0	0	0	0	2,631,200
Total	2,631,200	0	0	0	0	0	2,631,200
91 I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE***922 *84-023b**04738*FAI68***2*****15*****							
Pre Eng	0	0	1,957,793	0	0	0	1,957,793
Rt-of-Way	10,525	0	0	0	0	0	10,525
Constr	0	0	22,220,200	0	0	0	22,220,200
Total	10,525	0	24,177,993	0	0	0	24,188,518
Total Federal Aid Interstate Maintenance (FAI/FAI-4R) Projects	22,597,148	129,000	14,135,659	44,008,323	12,023,820	1,420,188	64,515,870
							158,830,008

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

State Highway Program

Effective October 1, 1994

Project Description

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

State Surface Transportation Program Projects							

92 BUS PURCHASES (TRI-MET)***154*00-000***00000*OR*var**na*****0*****							
Non-Hwy Cp	0	0	0	992,000	15,759,983	0	16,751,983
Total	0	0	0	992,000	15,759,983	0	16,751,983

93 INTEGRATED WESTSIDE/HILLSBORO LRT PROJECT***206*00-000***00000*TRA***na*****0*****							
Non-Hwy Cp	0	0	0	22,000,000	0	0	22,000,000
Total	0	0	0	22,000,000	0	0	22,000,000

94 I-84 - I-84 AT 82ND AVENUE PARK AND RIDE LOT***222 *****06243*FAI84***2*****5*****							
Constr	0	0	179,460	0	0	0	179,460
Total	0	0	179,460	0	0	0	179,460

95 I-84 - ARGAY DOWNS SOUNDWALL (PORTLAND)***223 *90-018***05746*FAI84***2*****7*****							
Pre Eng	42,412	0	0	0	0	0	42,412
Rt-of-Way	9,220	0	0	0	0	0	9,220
Constr	119,860	0	0	0	0	0	119,860
Total	171,492	0	0	0	0	0	171,492

96 I-84 - GATEWAY PARK AND RIDE LOT***225 *92-045***06241*FAI84***2*****6*****							
Constr	0	0	861,408	0	0	0	861,408
Total	0	0	861,408	0	0	0	861,408

97 I-205 - I-205 @ GLISAN NORTHBOUND; @ NE GLISAN S.BOUND (SAFETY)***227 *92-047/**05858*FAI205**64*****21*****							
Constr	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

98 OR-210 - SCHOLLS AT BEEF BEND ROAD - LEFT TURN REFUGE***232 *90-014***04440*FAU9234*143*****5*****							
Constr	0	0	580,800	0	0	0	580,800
Total	0	0	580,800	0	0	0	580,800

99 US26 - SUNSET HIGHWAY OVERLAY - STOREY CREEK TO 185TH***267 *90-027d**03663*FAP27***47*****60*****							
Constr	0	0	2,252,223	0	0	0	2,252,223
Total	0	0	2,252,223	0	0	0	2,252,223

*100 I-205 - WILLAMETTE RIVER BRIDGE ICE DETECTORS*****332 *86-099***03280*FAI205**64*****9*****							
Constr	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

*101 I-405 EAST FREMONT BRIDGE APPROACH*****376 *86-118c**05856*FAI405**61*****4*****							
Constr	0	0	1,256,220	0	0	0	1,256,220
Total	0	0	1,256,220	0	0	0	1,256,220

*102 I-405 - FREMONT BRIDGE/RAMPS DECK RESTORATION AND JOINT REPAIR*****377 *87-007***05855*FAI405**61*****4*****							
Constr	1,247,177	0	0	0	0	0	1,247,177
Total	1,247,177	0	0	0	0	0	1,247,177

*103 REGIONAL 2040 RESERVE*****381*00-000***00000*STP*****0*****							
Non-Hwy Cp	0	0	0	0	0	0	0
Reserve	0	0	0	9,000,000	0	0	9,000,000
Total	0	0	0	9,000,000	0	0	9,000,000

*104 ALTERNATIVE MODE CONSTRUCTION RESERVE*****382*00-000***00000*STP*****0*****							
Reserve	0	0	0	2,000,000	3,190,000	2,000,000	7,190,000
Total	0	0	0	2,000,000	3,190,000	2,000,000	7,190,000

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

*106 OR210 - FANNO CR TO BEAVERTON/TIGARD HWY, TIGARD (SAFETY)*****881 *86-049***03908*FAU9234*143*****9*****							
Rt-of-Way	30,000	0	0	0	0	0	30,000
Constr	792,000	0	0	0	0	0	792,000
Total	822,000	0	0	0	0	0	822,000

*107 OR43 - OSWEGO HIGHWAY @ JOLIE POINTE ROAD (SAFETY)*****884 *86-054***03939*FAU9565*3*****10*****							
Constr	0	400,000	0	0	0	0	400,000
Total	0	400,000	0	0	0	0	400,000

Approved Program Years

			METRO					
			Transportation Improvement Program				Portland Urbanized Area	
Fiscal Years 1995 to Post 1998			In Federal Dollars					
Effective October 1, 1994			State Highway Program					
Project Description								
Estimated Expenditures by Federal Fiscal Year								
Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized	

State Surface Transportation Program Projects								
(Continued)								
*108 SPECIAL NEEDS TRANSPORTATION MINI-BUSES*****897 *00-000***00000*OR*var**na*****0*****								
Non-Hwy Cp	0	0	1,248,017	0	0	0	0	1,248,017
Total	0	0	1,248,017	0	0	0	0	1,248,017
*109 REGIONAL PAVEMENT, DECK RESTORATIONS, AND EXPANSION JOINT REPAIR*****928 *90-040***04343*VARvar**var*****0*****								
Constr	522,000	0	0	0	0	0	0	522,000
Total	522,000	0	0	0	0	0	0	522,000
Total State Surface Transportation Program Projects								
	8,189,669	400,000	6,378,128	33,992,000	18,949,983	2,000,000	0	69,909,780

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 Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994 State Highway Program

Project Description

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

TRANSPORTATION ENHANCEMENT FUND Projects

*110 HISTORIC COLUMBIA RIVER HWY INTERPRETATIVE PANESL (MULT/ODOT)*****274 *93-023***06762*TE*****2*****0*****							
Constr	0	0	48,000	0	0	0	48,000
Total	0	0	48,000	0	0	0	48,000
*111 OREGON ELECTRIC RIGHT OF WAY (WASHINGTON)*****275 *93-021***06760*TE*****0*****0*****							
Pre Eng	14,000	0	0	0	0	0	14,000
Rt-of-Way	0	78,000	0	0	0	0	78,000
Constr	0	0	43,000	0	0	0	43,000
Total	14,000	78,000	43,000	0	0	0	135,000
*112 SOUTH TROLLEY EXTENSION PROJECT (LAKE OSWEGO)*****277 *93-016***06755*TE*****744*****0*****							
Rt-of-Way	0	0	598,466	0	0	0	598,466
Constr	0	0	199,190	0	0	0	199,190
Total	0	0	797,656	0	0	0	797,656
*113 MCLOUGHLIN BLVD.-PALMBLAD RD/SPRINGWTR CORRIDOR (CITY OF PTLD)*****284 *93-018***06757*TE*****na*****0*****							
Pre Eng	80,800	103,200	0	0	0	0	184,000
Rt-of-Way	0	218,400	0	0	0	0	218,400
Constr	0	0	1,757,200	0	0	0	1,757,200
Total	80,800	321,600	1,757,200	0	0	0	2,159,600
*114 FANNO CREEK BIKEPATH (BEAVERTON)*****287 *93-019***06756*TE*****na*****0*****							
Pre Eng	48,800	800	0	0	0	0	49,600
Rt-of-Way	0	113,400	0	0	0	0	113,400
Constr	0	0	137,000	0	0	0	137,000
Total	48,800	114,200	137,000	0	0	0	300,000
*115 EASTBANK BIKE/PED WAY/BRIDGES, OMSI (CITY OF PORTLAND)*****302 *****TE*****0*****							
Pre Eng	0	0	284,900	0	0	0	284,900
Rt-of-Way	0	0	128,000	0	0	0	128,000
Constr	0	0	0	1,176,000	0	0	1,176,000
Total	0	0	412,900	1,176,000	0	0	1,588,900
*116 COMPLETE CEDAR CREEK TRAIL (SHERWOOD)*****311 *****TE*****0*****							
Constr	0	0	0	83,000	0	0	83,000
Total	0	0	0	83,000	0	0	83,000
*117 SPRINGWATER TRAIL - BORING CONNECTION (CLACKAMAS)*****312 *****TE*****0*****							
Rt-of-Way	0	0	120,000	0	0	0	120,000
Total	0	0	120,000	0	0	0	120,000
*118 ROCK CREEK BIKE/PED PATHWAY (HILLSBORO)*****316 *****TE*****0*****							
Constr	0	0	0	266,000	0	0	266,000
Total	0	0	0	266,000	0	0	266,000
*119 INTERMODAL TRANSFER PARK (TROUTDALE)*****318 *****TE*****0*****							
Pre Eng	0	0	8,000	0	0	0	8,000
Constr	0	0	0	0	72,000	0	72,000
Total	0	0	8,000	0	72,000	0	80,000
*120 112TH LINEAR PARK PATHWAY (WASHINGTON)*****321 *****TE*****0*****							
Rt-of-Way	0	0	188,000	0	0	0	188,000
Constr	0	0	120,000	0	0	0	120,000
Total	0	0	308,000	0	0	0	308,000
Total TRANSPORTATION ENHANCEMENT FUND Projects							
	143,600	513,800	3,631,756	1,525,000	72,000	0	5,886,156

Approved Program Years

METRO
Transportation Improvement Program

Fiscal Years 1995 to Post 1998 Portland Urbanized Area

In Federal Dollars

Effective October 1, 1994 State Highway Program

Project Description

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

National Highway System Program Projects

*121 US-26 - MURRAY ROAD TO HIGHWAY 217*****256 *00-000***06021*FAP27***47*****67*****								
Constr	0	0	0	0	0	0	0	0
Env Study	0	0	0	922,000	0	0	0	922,000
Total	0	0	0	922,000	0	0	0	922,000
*122 I-205 - COLUMBIA RIVER TO NE FAILING GRADING/LNDS CP *****334 *87-009***02511*FAI205**64*****23*****								
Constr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
*123 I-5 - BOONES FERRY RD TO COMMERCE CIRCLE (WILSONVILLE)*****406 *86-061a**06023*fas*****0*****286*****								
Constr	0	756,204	0	0	0	0	0	756,204
Total	0	756,204	0	0	0	0	0	756,204
*124 OR6 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO*****828 *79-085b**05024*FAP32***29*****11*****								
Constr	0	0	4,172,445	0	0	0	0	4,172,445
Total	0	0	4,172,445	0	0	0	0	4,172,445
*125 I-205 - E PORTLAND FREEWAY AT SUNNYBROOK INTERCHANGE*****865 *86-082***03346*FAI205**64*****14*****								
Constr	0	0	0	0	16,330,860	0	0	16,330,860
Total	0	0	0	0	16,330,860	0	0	16,330,860
Total National Highway System Program Projects								
	0	756,204	4,172,445	922,000	0	16,330,860	0	22,181,509


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 Approved Program Years


	METRO							
	Transportation Improvement Program							
Fiscal Years 1995 to Post 1998								Portland Urbanized Area
Effective October 1, 1994	In Federal Dollars							
	State Highway Program							
Project Description								
Estimated Expenditures by Federal Fiscal Year								
Obligated	1994	1995	1996	1997	1998	Post 1998	Authorized	

report total	121,371,057	27,585,017	47,867,588	127,998,374	36,724,803	29,454,048	70,545,726	461,546,613

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Approved Program Years		

Metro Lead
Regional Arterial Program Timeline
Minimum Appeal Time

May 18	TDAC	Focus groups	Finalizing Package 
May 19	TDAC	Polling results	
May 26	Clackamas Co.	Transportation Coordinating Committee, review of program.	
Late May - early June	TDAC	Development of ballot title, implementing ordinance, IGA.	
June 6	Multnomah Co. Washington Co.	Transportation Coordinating Committee, review of program.	
June 7	Metro	Last opportunity for notice of June 22-29 public hearings.	
June 22-29	Metro	Public hearings.	

			Recommended Adoption 
July 1	TPAC	Gas tax and IGA recommendation.	
July 14	JPACT	Gas tax and IGA recommendation.	
July 26	Washington Co. Commission	Adopt IGA.	
July 27	Tri-Met Board	Adopt IGA.	
	City of Portland	Adopt IGA.	
July 28	Clackamas Co. Commission Mult. Co. Commission	Adopt IGA.	
August 4	Metro Planning	Work session on JPACT recommendation, review draft documents.	

August 10	Metro Finance	Work session on draft documents.
"	Port of Portland Commission	Adopt IGA.

Referral

August 11	Metro Council	First reading of tax ordinance, refer ordinance, referral resolution, ballot title and explanatory statement to Planning and Finance Committees.
"	JPACT	Respond to IGA adoptions if necessary.
August 17	Metro Finance	Hearing and recommended adoption to Metro Council.
August 18	Metro Planning	Hearing and recommended adoption by Metro Council.
August 25	Metro Council	Last regular meeting before the September 8 filing deadline. Adopt IGA.
August 26	Mult. Elections	Official notice of ballot title.
September 6	Mult. Elections	Deadline for ballot title challenge if filed on August 28.
September 8	Mult. Elections	Last date to submit ballot title to Multnomah County Elections.
September 12	Mult. Elections	Last date to submit pro/con arguments to the voter's pamphlet.
September 14	Tax Supervising & Conservation Commission	Filing deadline for November bond vote.
September 19	Mult. Elections	Last date to appeal ballot title if title filed on last day.
November 8	Election day.	

FIVE YEAR FUNDING PROGRAM

	1994 Road Vote	1995 OTP Package	1996 Transit Votes	1997	1998
Road Bridges Bike/Ped. Program	Regional 5¢ gas tax effective 1995 and an additional 5¢ effective 1997				
South/North Capital & SW LRT Start-up Capital		STP Shift	Regional VRF for S/N & SW LRT Capital and Operating (November Vote) - OR - GO bond for Capital only	Legislative approval of lottery funds for LRT Match	
Transit Operations		Legislative referral of Constitutional Amendment for use of vehicle fees State \$20 VRF imposed effective 1/97	Statewide Constitutional Amendment (May Vote)		Possible VRF for Operation s if GO bond vote in 1996
Major State Highways & Roads		Impose 3¢ X 2 gas tax and \$15 VRF for roads effective 1/96 with STP shift as outlined in MOU		Impose 3¢ X 2 gas tax for roads, VRF for transit.	
Federal	Mini-ISTEA Reauth. with S/N set at 50/50		ISTEA Reauth. with S/N Funding Authority	ISTEA Reauth. if not in 1996	

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION MEETING

May 12, 1994

ATTENDANCE ROSTER

<u>Name</u> (Please Print)	<u>Agency/Address</u> (Include Zip Code)	<u>Phone Number</u>
✓ TANYA COLLIER	MULT. CTY.	248-5217
✓ Jon Kristad	Metro Council	797-1540
✓ David Lohman	Port of Portland	731-7025
✓ Tom Walsh	Tri-Met	238-4915
✓ Belvie GUSTO	EAST WASH CO CITY	669-2306
✓ Susan McLain	Metro	797-1553
✓ DAVE STURDEVANT	CLARK Co.	699-2232
✓ Gerry Smith	WSDOT	905-2001
✓ BRUCE WARNER	ODOT	731-8200
✓ Roy Rogers	WASHINGTON CTY.	
✓ ROYCE E. POLLARD	CITY of VANCOUVER	696-8211
✓ Craig Toranuchi	City of Clackamas Co.	652-2492
✓ [Signature]	Clackamas Co.	655-8581
✓ Rod Monroe	Metro Council	797-1552
✓ ROB DRAKE	CITIES OF WASHINGTON Co.	526-2481
[Signature]		
ANDY CORBINO		
✓ HOWARD HARRIS	DEQ	
✓ EARL BRUMENAKER		