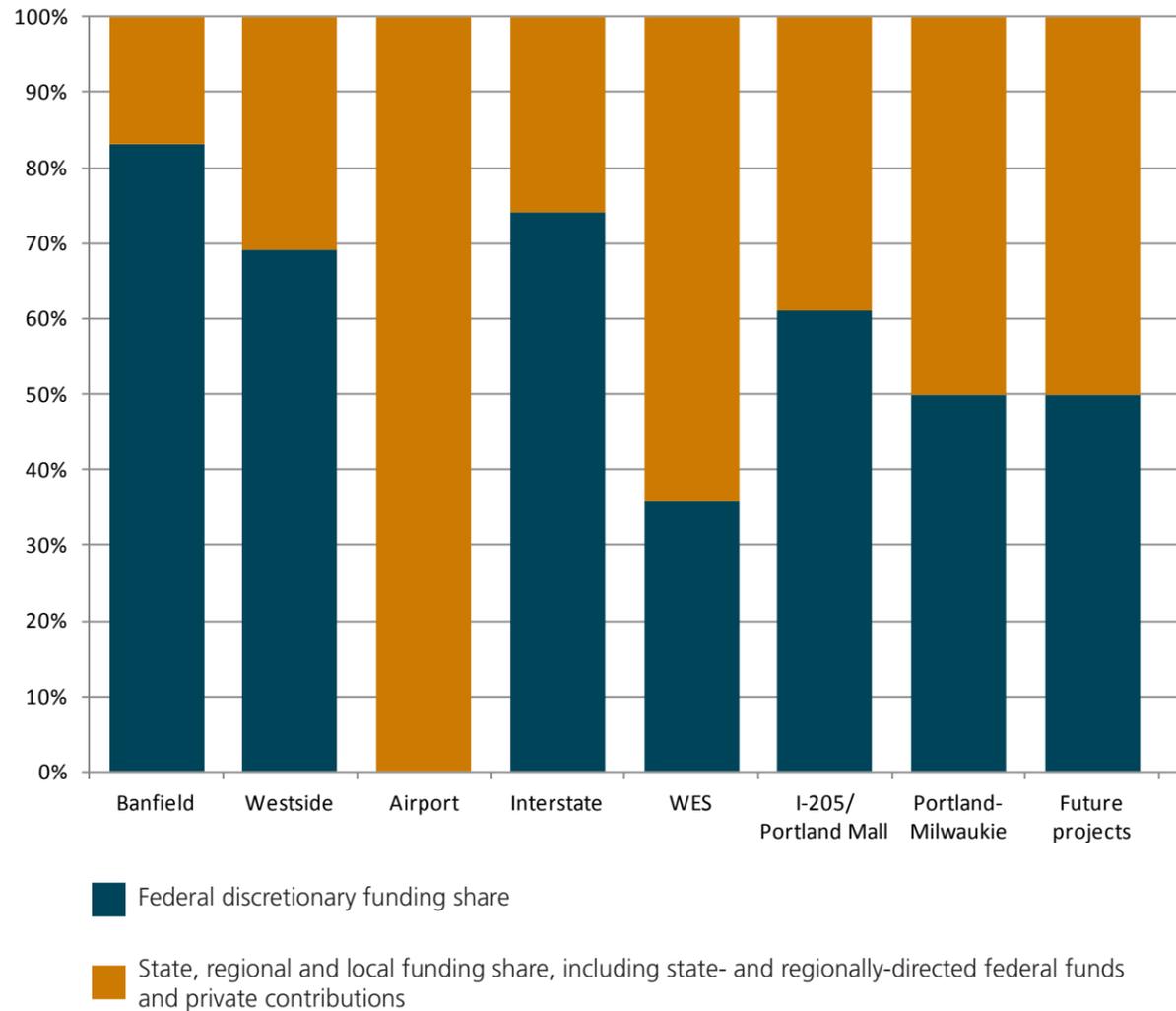


The budget figures below give an idea of the state, regional and local contribution on previous regional transit projects as well as some of the local funding mechanisms used. The budgets include the transit lines and stations, environmental impact mitigation and other improvements related to the transit project, which may include pedestrian and bicycle facilities to improve access to stations.



Figure 1. Historic ratio of federal discretionary funds to state, regional, local and private contributions and directed funds, by transit project



Funding for high capacity transit

Banfield \$214 million+\$107 million in highway-related work | 15 miles, 30 stations | opened September 1986

Federal discretionary contribution:	\$267,520,000	(83%)
State/regionally-directed federal contribution:	\$0	(0%)
State, regional and local contribution:	\$53,800,000	(17%)
Private contribution:	\$0	(0%)

The bulk of state, regional and local funds were through the State of Oregon (\$37.5 million), including funds from the state gas tax, and TriMet (\$13.4 million). City of Portland contributions (\$2.8 million) included funds from the Portland Development Commission (urban renewal funds) and local improvement districts. Multnomah County and Metro had relatively minor contributions.

Westside \$963 million | 18 miles, 32 stations | opened September 1998

Federal discretionary contribution:	\$659,850,000	(69%)
State/regionally-directed federal contribution:	\$44,000,000	(5%)
State, regional and local contribution:	\$259,250,000	(27%)
Private contribution:	\$0	(0%)

The bulk of state, regional and local funds were through the State of Oregon (\$113.6 million), voter-approved TriMet bonds (\$110 million) and additional TriMet funds (\$21.6 million), with contributions from City of Portland (\$7 million), Washington County (\$3 million), City of Beaverton (\$2 million) and Metro (\$2 million).

Airport \$125 million | 5.5 miles, 4 stations | opened September 2001

Federal discretionary contribution:	\$0	(0%)
State/regionally-directed federal contribution:	\$0	(0%)
State, regional and local contribution:	\$96,800,000	(77%)
Private contribution:	\$28,200,000	(23%)

The funds were made up of contributions from the Port of Portland (\$28.3 million), TriMet (\$27.5 million), City of Portland (\$30 million), Metro (\$18 million in exchange for CMAQ funds) and the developer of the Cascade station area (\$28.2 million in exchange for undeveloped land).

Interstate \$350 million | 5.8 miles, 10 stations | opened May 2004

Federal discretionary contribution:	\$257,500,000	(74%)
State/regionally-directed federal contribution:	\$24,100,000	(7%)
State, regional and local contribution:	\$68,490,000	(20%)
Private contribution:	\$0	(0%)

The state, regional and local funds were through TriMet (\$38.5 million) and City of Portland (\$30 million).

WES \$161 million | 14.7 miles, 5 stations | opened February 2009

Federal discretionary contribution:	\$58,650,000	(36%)
State/regionally-directed federal contribution:	\$25,500,000	(16%)
State, regional and local contribution:	\$74,560,000	(46%)
Private contribution:	\$2,500,000	(2%)

The state, regional and local funds were through the State of Oregon (\$38.8 million), including lottery bonds, TriMet (\$25.3 million) and Washington County (\$20.5 million). Local property donations accounted for \$2.5 million in contributions.

I-205/Portland Mall \$576 million | 8.3 miles, 14 stations | opened September 2009

Federal discretionary contribution:	\$348,560,000	(61%)
State/regionally-directed federal contribution:	\$87,790,000	(15%)
State, regional and local contribution:	\$136,230,000	(24%)
Private contribution:	\$3,120,000	(1%)

The state, regional and local funds were through TriMet (\$27.9 million), Clackamas County Development Agency (urban renewal) funds (\$39.3 million) and City of Portland, including parking enterprise funds (\$27.7 million), Portland Development Commission (urban renewal) funds (\$22.3 million) and local improvement district funds (\$19 million).

Portland-Milwaukie \$1.49 billion | 7.3 miles, 10 stations | scheduled to open 2015

Federal discretionary contribution:	\$745,180,000	(50%)
State/regionally-directed federal contribution:	\$315,440,000	(21%)
State, regional and local contribution:	\$381,090,000	(26%)
Private contribution:	\$48,650,000	(3%)

The bulk of non-federal funds were through the State of Oregon (\$252.1 million), primarily through lottery bonds, TriMet (\$341.3 million), property donation (\$48.6 million), City of Portland (\$50 million), Clackamas County (\$26.3 million), regional flexible funds (\$21.6 million) and the City of Milwaukie (\$5 million). Metro also had a relatively minor contribution.