



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

AGENDA - REGULAR COUNCIL MEETING

Date: September 24, 1981

Day: Thursday

Time: 5:30 PM - Council Dinner & Informal Discussion
7:30 PM - Formal Meeting

Place: Council Chamber

CALL TO ORDER

ROLL CALL

1. Introductions
2. Written Communications to Council
3. Citizen Communications to Council on Non-Agenda Items
4. Consent Agenda (Items 4.1 thru 4.5)

4.1 A-95 Reviews

4.2 Minutes of Meeting for September 3, 1981

Coordinating Committee Recommendations:

- 4.3 Resolution No. 81-274, For the Purpose of Establishing a Bi-state Policy Advisory Committee.

Development Committee Recommendations:

- 4.4 Resolution No. 81-280, For the Purpose of Adopting the FY 1982-1985 Transportation Improvement Program and the FY 1981 Annual Element.

Services Committee Recommendations:

- 4.5 Resolution No. 81-281, For the Purpose of Ratifying an Agreement between Metro and Publishers' Paper Co. Concerning the Wildwood Landfill Site.

5. Ordinances:

- 5.1 Public Hearing on Ordinance No. 81-113, An Ordinance Relating to the Council Rules and Amending Code Sections 2.01.030 (Regular Council Meetings), 2.01.060 (Meeting Notice and Agenda), 2.01.070 (Ordinances) and 2.01.140 (Committees of the Council). (First Reading) (7:35)*

6. Reports:

- 6.1 Solid Waste Dept. Summary of Alden E. Stilson & Assoc. Contract. (8:05)*
- 6.2 Cosponsorship of OSU Energy Extension Programs in the Portland Metropolitan Area. (8:15)*
- 6.3 Executive Officer's Report. (8:25)*
- 6.4 Committee Reports. (8:35)*

7. General Discussion. (8:50)*

ADJOURN

*Times listed are approximate



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

A G E N D A

Date: September 24, 1981

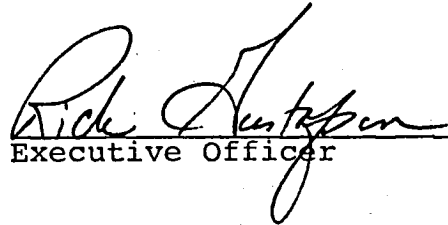
Day: Thursday

Time: 5:30 PM - Informal Discussion & Council Dinner
7:30 PM - Formal Meeting

Place: Council Chamber

C O N S E N T A G E N D A

The following business items have been reviewed by the staff and an officer of the Council. In my opinion, these items meet the Consent List Criteria established by the Rules and Procedures of the Council. The Council is requested to approve the recommendations presented on these items.


Executive Officer

- 4.1 A-95 Reviews
- 4.2 Minutes of Meeting of September 3, 1981
- 4.3 Resolution No. 81-274, For the Purpose of Establishing a Bi-state Policy Advisory Committee.
- 4.4 Resolution No. 81-280, For the Purpose of Adopting the FY 1982-1985 Transportation Improvement Program and the FY 1981 Annual Element.
- 4.5 Resolution No. 81-281, For the Purpose of Ratifying an Agreement between Metro and Publishers' Paper Co. Concerning the Wildwood Landfill Site.

DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>1. <u>Project Title:</u> HUD "701" Planning Grant (#8108-9) <u>Applicant:</u> Metropolitan Service District <u>Summary:</u> Funds will be used for comprehensive planning, vacant land monitoring, service capacity analysis and determination of development opportunity areas. <u>Staff Recommendation:</u> Favorable Action.</p>	<p>\$56,950 (HUD)</p>	<p>-</p>	<p>-</p>	<p>\$28,143 (Metro)</p>	<p>\$85,093</p>
<p>2. <u>Project Title:</u> Spring Creek Apartments (#8108-11) <u>Applicant:</u> State Housing Division <u>Summary:</u> Funds will be used for construction and rent subsidies for a 48 unit family housing project in Aloha, OR. The project is consistent with the Areawide Housing Opportunity Plan. <u>Staff Recommendation:</u> Favorable Action.</p>	<p>\$309,696 (HUD)</p>	<p>\$1,908,000 (loan)</p>	<p>-</p>	<p>\$477,000 (owner's equity)</p>	<p>\$2,694,696</p>

Agenda Item No. 4.1
September 24, 1981



METRO

METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: September 24, 1981

To: Metro Council

From: Executive Officer

Regarding: A-95 Review Report

The following is a summary of staff responses regarding grants not directly related to Metro programs.

1. Project Title: Farmworker Family Housing (#8107-2)
Applicant: Housing Development Corporation of Washington County
Project Summary: Funds will be used to construct farmworker housing in Hillsboro (26 units) and Forest Grove (46 units). The projects are designed exclusively for housing seasonal workers. Units will be open for not more than six months during the harvest season and closed during the remaining period of the year. The housing units will be managed by a property management firm. Each site will have an on-site manager and individual maintenance program.

The city of Hillsboro has required that the project go through its conditional use process. Conditional use approval and building permits must be granted prior to any construction. The city of Forest Grove has commented that the project is subject to site plan review and approval before construction begins.

Federal Funds Requested: \$3,203,722, Farmers Home Administration.

Staff Response: Metro recommends favorable A-95 action on the projects. However, it is not Metro's role to decide whether the two projects should be constructed or not. That decision appropriately lies with the local jurisdictions and the Farmers Home Administration.

2. Project Title: Title III, Interlibrary Cooperation (#8107-10)
Applicant: Oregon State Library
Project Summary: Funds will be used to operate the statewide interlibrary loan program between four university libraries and the State library in Salem.
Federal Funds Requested: \$149,122 U.S. Dept. of Education
Staff Response: Favorable action.

3. Project Title: Title I, Public Library Services (#8107-11)
Applicant: Oregon State Library
Project Summary: Funds will be used by the State library in Salem to provide: services to State government; support services to public libraries; and direct services to people not served by local libraries.
Federal Funds Requested: \$585,000 U.S. Dept. of Education
Staff Response: Favorable action.
4. Project Title: Portland Community Action Program (#8108-2)
Applicant: Portland Action Committees Together, Inc.
Project Summary: Funds will be used to initiate community self-help projects, provide technical assistance to neighborhood groups, provide information and referral services, and provide central staff, facilities and equipment for community action agencies and other similar organizations in southeast Portland.
Federal Funds Requested: \$331,000 Community Services Administration.
Staff Response: Favorable action.
5. Project Title: Oregon Immunization Program (#8108-4)
Applicant: State of Oregon, Department of Human Resources
Project Summary: Funds will be used to operate the State immunization program. Specific programs include assessing the immune level of pre-school and school age children relative to vaccine preventable diseases; do surveillance of childhood preventable diseases; controlling outbreaks of disease; and overseeing deliver of services to the population in need.
Federal Funds Requested: \$401,315 Dept. of Health and Human Services.
Staff Response: Favorable action.
6. Project Title: Hydro Resources Development Program (#8108-13)
Applicant: State of Oregon, Department of Energy
Project Summary: Funds will be used to identify, rank and develop major hydro electric sites and promote development of small scale hydro sites.
Federal Funds Requested: \$42,600 Department of Energy
Staff Response: Favorable action.
7. Project Title: Head Start (#8108-14)
Applicant: Clackamas County Children's Commission
Project Summary: Funds will be used to operate a Head Start (day care and early childhood education) program to serve 161 low-income and handicapped pre-schoolers in Clackamas County.

Federal Funds Requested: \$361,229 Dept. of Health and Human Services.
Staff Response: Favorable action.

8. Project Title: Head Start - State Technical Assistance (#8108-15)
Applicant: Clackamas County Children's Commission
Project Summary: Funds will be used to provide technical assistance, training programs and workshops to Head Start staff throughout the State.
Federal Funds Requested: \$123,000 Department of Health and Human Services.
Staff Response: Favorable action.

9. Project Title: State Venereal Disease Control (#8018-17)
Applicant: State of Oregon, Department of Human Resources
Project Summary: Funds will be used to operate the Statewide venereal disease control program.
Federal Funds Requested: \$365,308 U.S. Department of Health and Human Services.
Staff Response: Favorable action.

10. Project Title: St. Johns Post Office (\$8106-13)
Applicant: U. S. Postal Service
Project Summary: Environmental Assessment for the location and construction of a new post office in the St. Johns neighborhood of Portland.
Federal Funds Requested: N.A.
Staff Response: Favorable action.

MCH/gl
4128B/D2

MINUTES OF THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT
SEPTEMBER 3, 1981

Councilors in Attendance

Presiding Officer Jack Deines
Vice Presiding Officer Betty Schedeen
Coun. Cindy Banzer
Coun. Craig Berkman
Coun. Ernie Bonner
Coun. Mike Burton
Coun. Bruce Etlinger
Coun. Marge Kafoury
Coun. Corky Kirkpatrick
Coun. Bob Oleson
Coun. Jane Rhodes
Coun. Charles Williamson

In Attendance

Executive Officer Rick Gustafson

Staff in Attendance

Teri Anderson
Richard Brandman
Andy Cotugno
Doug Drennen
Sue Haynes
Jill Hinckley
Andy Jordan
Dennis O'Neil
Sonnie Russill
Jennifer Sims

Visitors in Attendance

Jim Johnson, Jr., Oregonians for Clean Air
Robert Hansen
Robert F. Tilley, Oregonians for Clean Air
Sue Zioko, Oregonians for Clean Air
Ken Bunker
Ethan Seltzer
Bob Weil
Frank Schmidt }
Bob Randall } Smith Barney, Harris Upham & Co., Inc.
John Wooten }

Tom Dennehey
Jean Orfutt
Several other unidentified
visitors

CALL TO ORDER

After declaration of a quorum, Presiding Officer Deines called the meeting to order at 7:35 PM in the Council Chamber, 527 SW Hall St., Portland, Oregon.

1. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

Jim Johnson, Robert Tilley and Sue Zioko, representing Oregonians for Clean Air, spoke in opposition to the Resource Recovery Plant in Oregon City.

2. CONSENT AGENDA (Items 2.1 thru 2.13)

Chairman Deines stated that Item 2.4, Joint Resolution No. 81-274, had been removed from the consent agenda as the item will be submitted to JPACT prior to requesting Council approval.

Coun. Banzer requested that Items 2.11 and 2.12 (Res. #81-271 and #81-272) be removed from the consent agenda and considered after the ordinances on the agenda.

Motion to adopt the remainder of the consent agenda; carried unanimously.
(Kirkpatrick/Kafoury)

SMITH BARNEY PRESENTATION - PROPOSED FINANCING OF RESOURCE RECOVERY FACILITY

Frank Schmidt, Bob Randall, and John Wooten of Smith Barney, Harris Upham and Co., Inc., were present to inform Council and others in attendance of the advantages and disadvantages of complete revenue bond financing (Metro ownership) vs. private ownership of the Resource Recovery facility. Following is a brief outline of the presentation:

Total Construction Cost	\$171,105M
Principal Amount of Bonds	\$261,970M

Tip Fee Comparison

100% Revenue Bond Financing (Metro Ownership)

Approx. \$48.00/ton tip fee required and price will decrease over the life of the bond.

Private Ownership

Approx. \$10.00/ton tip fee and increasing over the years in relation to increases in inflation, maintenance & operating costs, etc.

Revenue per Ton

100% Revenue Bond Financing (Metro Ownership)

Approx. \$30M from energy and material revenue, increasing over the life of the bond. Approx. \$50M per ton from tip fee, decreasing over the life of the bond.

SMITH BARNEY PRESENTATION - PROPOSED FINANCING OF RESOURCE RECOVERY FACILITY (cont'd)

Revenue per Ton (cont'd)

Private Ownership

Approx. \$5M State tax credit for 10 years. Approx. \$35M from Revenue Stabilization Fund, decreasing over a 15-year period. Approx. \$25M Energy and Material Revenue, increasing over the life of the bond. Approx. \$15M tip fee, increasing over the life of the bond, corresponding to inflation, operation and maintenance costs, etc.

Cost per Ton

100% Revenue Bond Financing (Metro Ownership)

Approx. \$55M debt service per year for the life of the bond. Approx. \$25M operation and maintenance costs over the life of the bond.

Private Ownership

Approx. \$59M debt service for first 14 years, then increasing over the life of the bond. Approx. \$22M operation and maintenance costs, increasing over the life of the bond.

Tip Fee Revenues Required

100% Revenue Bond Financing (Metro Ownership) \$206,494M

Private Ownership \$102,808M

Financial Savings

Available only under private ownership:

Depreciation	\$52,265M
Federal Tax Credits	36,531M
State Tax Credits	15,088M

Presiding Officer Deines stated there would be a short break at 8:50 PM. The meeting reconvened at 9:05 PM. Couns. Burton, Berkman and Kafoury left the building during the recess.

3.1 ORDINANCE NO. 81-111

Motion to amend Ordinance No. 81-111 to allow a franchise holder to also be a hauler and provide that Metro would run the gate under such circumstances (Rhodes/Oleson); failed by the following roll call vote:

YEAS: Rhodes, Oleson

NAYS: Williamson, Kirkpatrick, Schedeen, Bonner, Banzer, Etlinger

ABSENT: Berkman, Kafoury, Burton

3.1 ORDINANCE NO. 81-111 (cont'd)

Motion to adopt the five staff recommendation (already incorporated into the ordinance); carried unanimously. (Banzer/Williamson)

Motion to adopt Gary Newbore's amendment to Subsection 8(6) as follows (Banzer/Etlinger):

"Subsection 8 (6) (a) To ensure a sufficient flow of solid waste to the District's resource recovery facilities, the Council may, upon thirty (30) days' prior written notice, without hearing at any time during the term of the franchise, direct solid waste away from the franchise. Whenever possible, the District shall divert an equitable amount of waste from each franchised facility to the resource recovery facility. In such case, the Council shall make every reasonable effort to provide notice of such direction to affected haulers of solid waste."

carried by the following roll call vote:

YEAS: Etlinger, Banzer, Bonner, Oleson, Deines
NAYS: Rhodes, Schedeen, Williamson, Kirkpatrick
ABSENT: Berkman, Kafoury, Burton

Motion to adopt Gary Newbore's amendment to Section 5(2) as follows (Banzer/Bonner):

"Subsection 5(2) Notwithstanding Section 5(1)(b) of this Ordinance, the District shall comply with Section 16 (User Fees), Section 19 (Determination of Rates), Subsection 8(6), and Section 14 (Administrative Procedures of Franchisees) and shall require contract operators of District-owned facilities to provide a performance bond pursuant to Section 7(2)(a)."

carried by the following roll call vote:

YEAS: Etlinger, Banzer, Bonner, Oleson, Deines
NAYS: Rhodes, Schedeen, Williamson, Kirkpatrick
ABSENT: Berkman, Kafoury, Burton

Motion to adopt Ordinance No. 81-111, as amended; carried unanimously. (Rhodes/Deines)

3.2 ORDINANCE NO. 81-112

Motion that Ordinance No. 81-112 be adopted; carried unanimously. (Banzer/Rhodes)

2.11 RESOLUTION NO. 81-271

Motion that Resolution No. 81-271 be adopted *as amended*; carried unanimously. (Banzer/Bonner)

*Prior to the vote on the motion, Presiding Officer Deines expressed his objection to the \$12,000 amount and suggested it be increased to \$25,000.

Motion to increase the minimum to \$25,000; carried unanimously. (Williamson/Deines)

2.12 RESOLUTION NO. 81-272

Motion that Resolution No. 81-272 be adopted; carried unanimously. (Banzer/Rhodes)

4.1 RECOMMENDATION FROM REGIONAL SERVICES COMMITTEE ON EXPENDITURE OF FY '82 FUNDS
FOR DRAINAGE MANAGEMENT PROGRAM.

Motion that Council accept the recommendation of the Regional Services Committee for the expenditure of FY '82 funds for the Drainage Management Program; carried.* (Banzer/Rhodes, Bonner voting "no")

* Prior to the vote on the motion, discussion took place.

Motion to end the previous question; carried. (Williamson/Kirkpatrick, Banzer and Bonner voting "no")

Tom Dennehey, Johnson Creek resident, spoke on behalf of Metro's attempt to solve the drainage problems of the region, but cautioned them against using the previous LID approach.

Jean Orfutt, 12831 SE Morrison, stated Metro should contact all affected property owners, not just those living directly adjacent to Johnson Creek.

Meeting adjourned at 11:35 PM.

Respectfully submitted,



Sue Haynes
Clerk of the Council

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Council Coordinating Committee
SUBJECT: Establishing a Bi-State Policy Advisory Committee

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution proposing the establishment of a Bi-State Policy Advisory Committee.
- B. POLICY IMPACT: This proposal assures that Metro's voice will be heard and its impact felt on issues of concern that affect both Clark County and the Metro region. This action is consistent with Metro's Five Year Operational Plan. TPAC and JPACT have reviewed the proposal and their recommendation is attached.
- C. BUDGET IMPACT: Metro staff support for this Committee is available from funds designated for general departmental support in the FY 81 budget.

II. ANALYSIS:

- A. BACKGROUND: In February, 1980, the Governors of the states of Oregon and Washington established a Bi-State Task Force to make recommendations concerning metropolitan transportation problems affecting the two states. The final report of this Task Force recommended continued cooperation between Oregon and Washington jurisdictions for the purposes of resolving interstate differences.

Because the Bi-State Task Force has fulfilled its charge from the Governors, it is not the appropriate body for continued coordination. The proposed Bi-State Policy Advisory Committee will provide a forum for interstate issues.

- B. ALTERNATIVES CONSIDERED: Metro could choose not to participate. This would, however, not fulfill the recommendation of the Task Force of which Metro was a member. In addition, it would leave Metro out of any cooperative agreements developed as well as deprive the proposed committee of Metro's regional perspective.
- C. CONCLUSION: Metro staff recommends approval of the attached Resolution supporting Metro involvement in the proposed Policy Advisory Committee.

MH/srb
3918B/252
08/20/81



METRO

METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: September 10, 1981
To: Metro Council
From: JPACT
Regarding: Bi-State Policy Advisory Committee Recommendation

Attached is a resolution to the Metro Council from the Council Coordinating Committee which recommends the formation of a standing Bi-State Policy Advisory Committee. This recommendation is a result of the conclusions of the Bi-State Task Force but is intended to be a general purpose committee rather than a transportation committee. It is intended that ad hoc committees be appointed to deal with specific issues such as transportation.

The charge for the Bi-State Policy Advisory Committee is recommended to be expanded to specifically deal with the transportation responsibility of the Committee with the following addition:

Resolve 2.c.: When dealing with transportation issues, the membership of the ad hoc committee will include representatives from ODOT, WDOT, C-Trans and Tri-Met. The charge to the Committee will be reviewed and approved by JPACT and the Regional Planning Council of Clark County.

JOINT RESOLUTION
OF THE
METROPOLITAN SERVICE DISTRICT
AND
REGIONAL PLANNING COUNCIL OF CLARK COUNTY

FOR THE PURPOSE OF ESTABLISHING) RESOLUTION NO. 81-274
A BI-STATE POLICY ADVISORY)
COMMITTEE)

WHEREAS, The Governors of the states of Oregon and Washington established a Bi-State Task Force to make recommendations concerning metropolitan transportation problems affecting the two states; and

WHEREAS, The Final Report of the Bi-State Task Force established the need for continued cooperation between Oregon and Washington jurisdictions for the purposes of resolving interstate differences, encouraging coordinated policies and increasing the possibility of securing federal, state or local funding through unified actions; and

WHEREAS, The Bi-State Task Force has fulfilled its charge from the Governors and is not the appropriate body for continued coordination; and

WHEREAS, The Metro Council and the Regional Planning Council of Clark County (RPC) recognizes the need to establish such a coordinating body; now, therefore,

BE IT RESOLVED,

1. That the Metro Council and RPC hereby establishes the Bi-State Policy Advisory Committee for a trial period of eighteen (18) months.

2. That the Charge to the Committee is as follows:
 - a. To provide a forum at which policy-makers from the two states can express views and discuss metropolitan problems of mutual concern.
 - b. To provide a forum for the creation of ad hoc committees as needed to resolve specific problems of mutual concern.
 - c. To develop recommendations for consideration by the Metro Council and the RPC.

3. That the membership of the Committee shall include:
 - a. A member of the Metro Council
 - b. A member of the RPC.
 - c. A Multnomah County Commissioner.
 - d. A Clark County Commissioner.
 - e. A member of the Portland City Council.
 - f. A member of the Vancouver City Council.

4. That the Committee is to be co-chaired by the representatives from RPC and Metro. They may convene the Committee by mutual agreement, but at least once annually. All other rules shall be determined by the members themselves.

5. That staff from RPC and Metro will prepare the Agenda for each meeting, will complete all other tasks necessary to ensure that Committee members are notified of the meetings and provided with necessary information, and will see that the meetings are recorded. The allocation of staff time and other resources to specific projects the Committee may choose to pursue will be at the discretion of the member jurisdictions.

ADOPTED this _____ day of _____, 1981 by the
Metropolitan Service District Council and the Regional Planning
Council of Clark County.

Regional Planning Council
of Clark County

Metropolitan Service District

Presiding Officer

Presiding Officer

MB/MH/srb/3918B/252
09/11/81

Res.No.81-274
Page 2 of 2

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Executive Officer
SUBJECT: Adopting the FY 1982-1985 Transportation Improvement Program and the FY 1982 Annual Element

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the Transportation Improvement Program (TIP) and Annual Element to serve as the basis for receipt of federal transportation funds by local jurisdictions, the Oregon Department of Transportation (ODOT) and Tri-Met.
- B. POLICY IMPACT: Adoption of the TIP constitutes the following actions:
- Past policy endorsement of projects is identified in the TIP (including projects to be funded with Interstate, Interstate Transfer, Federal Aid Urban and UMTA funds) thereby providing eligibility for federal funding.
 - Policy endorsement is provided for several new projects.
 - The current status of Interstate Transfer funding is accounted for, including past obligations and current funding level authorization (including escalation).
 - Interstate Transfer projects included in FY 81 are in accordance with priorities set by Resolutions No. 81-223 and No. 81-250 and includes programming of some \$10 million in excess of expected funds; unfunded projects will automatically shift into FY 82.
 - Approximately \$150 million of Interstate Transfer funding is programmed for FY 82 and includes all projects that will be considered for funding; actual FY 82 priorities will be established among these candidates later this year.

TPAC and JPACT have reviewed and approved this program and the Annual Element.

- C. BUDGET IMPACT: The existing Metro budget provides for development of the TIP.

II. ANALYSIS:

- A. **BACKGROUND:** The Metro TIP describes how federal transportation funds for highway and transit projects in the Metro region are to be obligated during the period October 1, 1981, through September 30, 1982. Additionally, in order to maintain continuity, funds are estimated for years before and after the Annual Element year. The FY 82 TIP is a refinement of the currently adopted TIP and involves the following significant actions:

Interstate Transfer Funding

The TIP includes escalation according to the National Construction Cost Index to December 31, 1980 and represents a total \$487 million program. The FY 81 TIP included \$88 million of projects for FY 81 funding; however, based upon actual receipt of \$51.6 million, priorities involving some \$60+ million were subsequently adopted for FY 81. This FY 82 TIP update reduces the previously adopted FY 81 program to match the adopted priorities. At the end of the federal fiscal year, unfunded projects will automatically shift to FY 82, thereby being eligible to compete for FY 82 funding.

The FY 82 Interstate Transfer program of approximately \$150 million represents the full funding need and is in excess of the level of funding the region can anticipate. Priorities will be established from amongst the full FY 82 program later in the year based upon a closer estimate of funding. Projects not funded in FY 82 will be delayed and considered for funding in FY 83.

Banfield Funding

The TIP includes both Interstate Transfer funding and Section 3 funding for the Banfield. The amounts are programmed in 1981 dollars and are consistent with the level of Interstate Transfer funding locally authorized for the Banfield and Section 3 funds committed in a Letter of Intent. Funding levels by year differ from previously published estimates due to differential inflation rates. The funding program may require revision at a later date depending upon actions by Congress and USDOT.

Westside Corridor Funding

The \$68 million Westside Corridor reserve is identified with funding included in FY 82, 83, 84, 85 and 86. This program is intended to be representative since the actual funding is each year and the specific improvement program is subject to conclusion of the Westside Corridor Project later in 1981.

Federal Aid Urban

New federal legislation proposes to terminate this program by FY 84. However, pending this change by Congress, FAU funds are included through FY 86 in accordance with current legislation.

Section 5 - Transit Operating Assistance

New federal legislation proposes to gradually phase out this program by FY 85. However, pending this change by Congress, Section 5 operating assistance is continued at the FY 81 level.

Five-Year Transit Development Program

The transit capital program is in accordance with the TDP adopted in 1980 and now under review by Tri-Met. TIP revisions by Metro are likely after review of the 1981 update. In addition, several projects recommended by the Westside Corridor Project are identified using Section 3 funds.

Interstate Funds

Interstate projects are programmed in accordance with the ODOT Six-Year Plan adopted in 1980. A current re-evaluation by ODOT will be incorporated after adoption by the Six-Year Plan update by the Oregon Transportation Commission. Revisions to project schedules are likely.

Air Quality

The TIP is in conformity with the Oregon State Implementation Plan (SIP) for Air Quality adopted in 1979. Updates to the carbon monoxide and ozone portions are now under development and are likely to demonstrate attainment of the standards by 1986. If additional transportation control measures are necessary, they will be added to the TIP concurrent with adoption of the SIP.

New Projects

This TIP update incorporates several new projects that have been identified by the sponsoring jurisdiction and/or Metro. The following projects have been included at the request of the City of Portland to be funded with Interstate Transfer funding previously earmarked for Portland projects.

- E. Burnside - 90th to 94th

This project completes the improvement of Burnside Street to I-205. The project will replace the existing 20-foot paved strip with full width two-lane pavement with onstreet parking, curbs, sidewalks and drainage. This will allow buses to pull out of the traffic stream to load and unload. Installation of sidewalks and drainage will make waiting for buses more comfortable and safer.

Interstate Transfer Funding = \$187,000

- W. Burnside T.S.M.

This is a project to improve traffic flow on W. Burnside Street west of SW 14th Avenue. It will encourage the use of the 14th-16th couplet by signing and changing traffic signal timing along Burnside. A new signal will be installed at the Morrison/Burnside intersection to allow transit operation on Morrison rather than Burnside. This will result in reduced traffic volumes on Burnside west of 14th Avenue and on the 18th-19th couplet after it is changed to two-way street operation. In addition, it will result in decreased congestion on Burnside east of 20th Avenue due to the removal of bus operation from Burnside.

Interstate Transfer Funding = \$66,000

- N.W. Industrial Area Ridesharing Program

This is a program to encourage the formation and continued operation of carpools and vanpools by N.W. Industrial Area commuters. It will consist of implementing a comprehensive rideshare program involving the City of Portland, Tri-Met, the Northwest Industrial Association and individual employees.

Interstate Transfer Funding = \$85,000

- Willamette Greenway Trail

This project will complete the public sector portions of the Willamette Greenway Trail system between the south city limits and the Broadway Bridge on both sides of the river. Construction of the trail is mandated in the Willamette River Greenway Plan adopted by Portland City Council in fall 1979. The Greenway Trail will provide an alternative route for bicyclists and pedestrians to the heavily traveled arterials along both sides of the river. The trail will serve purposeful trips and recreational trips in approximately equal proportions. Important

destinations for commuting bicyclists using the trail include (assuming full development of the trail and access routes) Lake Oswego, Lewis & Clark College, Johns Landing, and downtown Portland on the west bank; and Sellwood, redeveloped PP&L property, and the Coliseum area/Lloyd Center on the east bank.

Interstate Transfer Funding = \$650,000

- Transit Transfer Project

The purpose of this project is to make improvements to transit transfer points in the City of Portland to facilitate increased transit ridership. The improvements will vary from site to site and would include a range of improvements that can be divided into Transit Improvements and Street Improvements. Transit improvements would include bus shelters, transit informational signings, kiosks and benches. Traffic improvements would include enlarged pedestrian waiting areas, sidewalks, stairways, bus pullout lanes or zones, busbays, crosswalks and traffic signals. This project would be coordinated with Tri-Met's transit improvements for the Portland Eastside.

Interstate Transfer Funding = \$2,775,000

- Terminal 4 Road

This project is proposed to extend from the St. Johns Bridge north to Terminal 4 and Lombard Street utilizing N. Bradford Street and Port of Portland property. This will serve as an industrial access and provide a bypass route from Columbia Boulevard around the St. Johns business district. Specific routing and alignment is not firm and therefore suitable alternatives will be developed in the preliminary engineering stage to address these and other Port of Portland security concerns before right-of-way acquisition and construction are undertaken.

Interstate Transfer Funding = \$400,000

The following were included at the request of Tri-Met to be funded with UMTA Section 3 funding. These improvements were developed by the Westside Corridor project and are consistent with all of the alternatives presently being studied:

- Beaverton Transit Center

This project involves construction of a permanent timed-transfer transit station in central Beaverton. Two sites are under consideration with the preferred

site to be selected in conjunction with the selection of the preferred Westside alternative.

Section 3 Funding = \$1,140,800

- Westside Transit T.S.M.

This will consist of a series of street improvements in Beaverton and Washington County to facilitate bus operations, particularly along trunk routes and around transit stations. The specific package of improvements will be identified in conjunction with the selection of the preferred Westside alternative.

Section 3 Funding = \$1,259,600

- Portland Transit T.S.M.

This will consist of a series of street, pedestrian and transfer improvements in Portland, particularly in the downtown area. The specific package of improvements will be identified in conjunction with the selection of the preferred Westside alternatives.

Section 3 Funding = \$1,259,600

- B. ALTERNATIVES CONSIDERED: If the TIP is not adopted, projects will not be eligible to receive federal funds with the start of federal fiscal year 1982 on October 1, 1981. Future amendments to reflect changing priorities and funding availability can be adopted at a later date.
- C. CONCLUSION: Adoption of the resolution will allow timely flow of federal funds into the region.

KT/gl
88B/135
09/11/81

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE FY)	RESOLUTION NO. 81-280
1982-1985 TRANSPORTATION IMPROVE-)	
MENT PROGRAM AND THE FY 1982)	Introduced by the Joint
ANNUAL ELEMENT)	Policy Advisory Committee
)	on Transportation

WHEREAS, Metro staff and the Transportation Improvement Program Subcommittee have prepared a final draft of the Transportation Improvement Program (TIP) for the Metro urban area which implements the adopted Interim Transportation Plan and complies with federal guidelines as set forth in 23 CFR--Part 450; and

WHEREAS, In accordance with the Metro/Regional Planning Committee (RPC) of Clark County Memorandum of Agreement, the TIP has been submitted to the RPC for review and comment; and

WHEREAS, Projects using federal funds must be specified in the TIP by the fiscal year in which obligation of funds is to take place; and

WHEREAS, Some 1981 Annual Element projects may not be obligated in FY 1981 because the exact point in time for obligation is indeterminant; now, therefore,

BE IT RESOLVED,

1. That the Metro Council adopts the TIP for the urban area as contained in the Attachment to this Resolution marked Exhibit "A."
2. That projects that are not obligated by September 30, 1981, be automatically reprogrammed for FY 1982 for all funding sources.

3. That the TIP is in conformance with the Regional Transportation Plan and the 1979 Air Quality State Implementation Plan.

4. That the Metro Council allows the use of funds to be transferred among the particular phases (PE, ROW or Construction) of a given project and allows adjustment of project funding authorizations consistent with the cost overrun policy adopted by Resolution No. 79-103.

5. That the Metro Council hereby finds the projects in accordance with the region's continuing, cooperative, comprehensive planning process and, hereby, gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District
this 24th day of September, 1981.

Presiding Officer

KT/srb
0087B/135
09/11/81

September 24, 1981

TRANSPORTATION IMPROVEMENT PROGRAM
PROPOSED PROGRAM FOR FISCAL YEAR 1982

PRELIMINARY

SEPTEMBER 10, 1981

Metropolitan Service District

Section 3 funds (see Section II--UMTA Funded Transit Projects) committed in a Letter of Intent. Funding levels by year differ from previously published estimates due to differential inflation rates. The funding program may require revision at a later date depending upon actions by Congress and USDOT.

Westside Corridor Funding

The \$68 million Westside Corridor reserve is identified with funding included in FY 82, 83, 84, 85 and 86. This program is intended to be representative since the actual funding is each year and the specific improvement program is subject to conclusion of the Westside Corridor project later in 1981.

SECTION II--UMTA FUNDED TRANSIT PROJECTS

Section 5 - Transit Operating Assistance

New federal legislation proposes to gradually phase out this program by FY 85. However, pending this change by Congress, Section 5 operating assistance is continued at the FY 81 level.

Five-Year Transit Development Program

The transit capital program is in accordance with the TDP adopted in 1980 and now under review by Tri-Met. TIP revisions by Metro are likely after review of the 1981 update. In addition, several projects recommended by the Westside Corridor project are identified using Section 3 funds.

SECTION III--ALL OTHER PROJECT FUNDING

Interstate Funds

Interstate projects are programmed in accordance with the ODOT Six-Year Plan adopted in 1980. A current re-evaluation by ODOT will be incorporated after adoption of the Six-Year Plan update by the Oregon Transportation Commission. Revisions to project schedules are likely.

Other Funds

- Oregon State Bonds
- Other, i.e., Federal Aid Primary, Local Funds
- Bicycle/Pedestrian
- UMTA Special Transportation
- Safer Off-System Roads

GENERAL

Air Quality

The TIP is in conformity with the Oregon State Implementation Plan (SIP) for Air Quality adopted in 1979. Updates to the carbon monoxide and ozone portions are now under development and are likely to demonstrate attainment of the standards by 1986. If additional transportation control measures are necessary, they will be added to the TIP concurrent with adoption of the SIP.

Project Development

Projects have been developed through cooperative participation of the cities and

INTRODUCTION

The Metro TIP describes how federal transportation funds for highway and transit projects in the Metro region are to be obligated during the period October 1, 1981 through September 30, 1982. Additionally, in order to maintain continuity, funds are estimated for years before and after the Annual Element year. The FY 82 TIP is a refinement of the currently adopted TIP and is structured in three sections:

SECTION I--FEDERAL AID URBAN/INTERSTATE TRANSFER PROJECTS

Federal Aid Urban

New federal legislation proposes to terminate this program by FY 84. However, pending this change by Congress, FAU funds are included through FY 86 in accordance with current legislation. The amounts programmed for FY 82-86 are consistent with the allocation of FAU funds to this region each year.

Interstate Transfer Funding

The TIP includes escalation according to the National Construction Cost Index to December 31, 1980 and represents a total \$487 million program. It documents Interstate Transfer funding authorizations to individual projects and constitutes the level of funding eligible to be spent on each project over the duration of the Interstate Transfer program. In addition, the TIP identifies the year in which the project is scheduled to spend the

Interstate Transfer funding based upon the amount of time required to complete engineering and acquired right-of-way. The schedule does not reflect the amount of funding we actually will receive each year since that is subject to Congressional action. The original FY 81 TIP included \$88 million of projects for FY 81 funding; however, based upon actual receipt of \$51.6 million, priorities involving some \$60+ million were subsequently adopted for FY 81. This FY 82 TIP update reduces the previously adopted FY 81 program to match the adopted priorities. At the end of the federal fiscal year, unfunded projects will automatically shift to FY 82, thereby being eligible to compete for FY 82 funding.

The FY 82 Interstate Transfer program of approximately \$150 million represents the full funding need and is in excess of the level of funding the region can anticipate. Priorities will be established from amongst the full FY 82 program later in the year based upon a closer estimate of funding and the TIP will be updated to include several priority categories of FY 82 projects. At the end of FY 82, projects not funded will be delayed and considered for funding in FY 83.

Banfield Funding

The TIP includes both Interstate Transfer funding and Section 3 funding for the Banfield. The amounts are programmed in 1981 dollars and are consistent with the level of Interstate Transfer funding locally authorized for the Banfield and

counties in the region, the states and Tri-Met. The TIP Subcommittee has prepared the recommended TIP for FY 1981. The new projects are incorporated into the TIP with this update:

- E. Burnside widening - 90th to 94th
- W. Burnside TSM - west of 14th
- N.W. Industrial Rideshare Program
- Portland Willamette Greenway Trail
- Portland Transit Transfer Improvements
- Terminal 4 Road
- Beaverton Transit Center
- Westside Transit TSM
- Portland Transit TSM

BP/srb/4095B/269

SECTION I

FEDERAL AID URBAN/
INTERSTATE TRANSFER FUNDED PROJECTS

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-SEP-81

PHASEE

PAGE 1

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF PORTLAND PROJECTS									
*****1***** FAU9776									
1 FOSTER/WOODSTOCK-89TH TO 106TH**1***** FAU9776									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	76,598	0	0	0	0	0	0	76,598	0
R/W	318,162	0	0	0	0	0	0	330,500	12,338
CONST	943,202	0	0	0	0	0	0	938,978	-4,224
TIP TOTAL	1,337,962	0	0	0	0	0	0	1,346,076	8,114
*****2***** FAU9858									
2 NE HALSEY STREET-NE 68TH TO NE 81ST AVE**2***** FAU9858									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	49,463	0	0	0	0	0	0	49,643	180
R/W	31,508	0	0	0	0	0	0	38,610	7,102
CONST	512,471	0	0	0	0	0	0	523,550	11,079
TIP TOTAL	593,442	0	0	0	0	0	0	611,803	18,361
*****3***** FAU9398									
3 SW VERMONT @ SW 30TH - SIGNAL**3***** FAU9398									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	5,454	0	0	0	0	0	0	4,600	-854
CONST	63,909	0	0	0	0	0	0	71,585	7,676
TIP TOTAL	69,363	0	0	0	0	0	0	76,185	6,822
*****4***** FAP24									
4 POWELL BLVD SIGNALS-47TH/69TH**4***** FAP24									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	2,099	0	0	0	0	0	0	2,099	0
CONST	18,095	0	0	0	0	0	0	18,095	0
TIP TOTAL	20,194	0	0	0	0	0	0	20,194	0
*****6***** FAU9956									
5 N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE**6***** FAU9956									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	158,620	18,180	0	0	0	0	0	176,800	0
MT HOOD TRANSFER FUNDS									
R/W	172,805	0	0	0	0	0	0	172,805	0
CONST	0	0	198,305	0	0	0	0	198,305	0
RESRV	0	0	0	0	0	0	0	0	0
TIP TOTAL	172,805	0	198,305	0	0	0	0	371,110	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 2

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF PORTLAND PROJECTS (CONTINUED)									
N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE (CONTINUED)									
I505 TRANSFER FUNDS									
CONST	0	0	3,473,694	0	0	0	0	3,473,694	0
PROJECT TOTAL: N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE									
PE	158,620	18,180	0	0	0	0	0	176,800	0
R/W	172,805	0	0	0	0	0	0	172,805	0
CONST	0	0	3,671,999	0	0	0	0	3,671,999	0
RESRV	0	0	0	0	0	0	0	0	0
TIP TOTAL	331,425	18,180	3,671,999	0	0	0	0	4,021,604	0
6 COLUMBIA BLVD-OSWEGO TO BURR**7***** FAU9956									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	48,072	0	0	0	0	0	0	48,072	0
CONST	629,553	0	0	0	0	0	0	629,335	12,610
TIP TOTAL	677,625	0	0	0	0	0	0	677,407	-218
7 BARBUR BLVD(OR99W) TRANSIT LANES..FAU TO FAUI**8***** FAU9361									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	-163	0	0	0	0	0	0	-163	0
CONST	497,579	0	0	0	0	0	0	514,623	17,044
TIP TOTAL	497,416	0	0	0	0	0	0	514,460	17,044
8 BASIN AVENUE/GOING STREET PROJECT**13*287***** FAU9930									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	219,295	0	0	0	0	0	0	316,996	97,701
KI HOOD TRANSFER FUNDS									
PE	65,562	-66,400	0	0	0	0	0	-838	0
R/W	164,900	102,850	0	0	0	0	0	267,750	0
CONST	278,800	1,705,000	0	0	0	0	0	1,983,800	0
TIP TOTAL	509,262	1,741,450	0	0	0	0	0	2,250,712	0
PROJECT TOTAL: BASIN AVENUE/GOING STREET PROJECT									
PE	284,857	-66,400	0	0	0	0	0	316,158	97,701
R/W	164,900	102,850	0	0	0	0	0	267,750	0
CONST	278,800	1,705,000	0	0	0	0	0	1,983,800	0
TIP TOTAL	728,557	1,741,450	0	0	0	0	0	2,567,708	97,701

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-SEP-81

PHASEE

PAGE 4

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF PORTLAND PROJECTS (CONTINUED)									
TRAFFIC SIGNAL REPLACEMENT-CITY OF PORTLAND (CONTINUED)									
PROJECT TOTAL: TRAFFIC SIGNAL REPLACEMENT-CITY OF PORTLAND									
PE	93,089	-947	26,000	0	0	0	0	118,142	0
CONST	1,388,226	247,445	826,324	500,000	500,000	500,000	500,000	4,461,995	0
TIP TOTAL	1,481,315	246,498	852,324	500,000	500,000	500,000	500,000	4,580,137	0
12 TRAFFIC SIGNAL IMPROVEMENT-CITY OF PORTLAND***17*284*307*340*427***** MISC									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	44,513	0	0	0	0	0	0	78,879	34,366
CONST	265,249	0	0	0	0	0	0	138,540	-126,709
TIP TOTAL	309,762	0	0	0	0	0	0	217,419	-92,343
MT HOOD TRANSFER FUNDS									
CONST	0	252,499	452,000	452,000	0	311,309	0	1,467,808	0
RESRV	0	0	0	0	0	0	0	0	0
TIP TOTAL	0	252,499	452,000	452,000	0	311,309	0	1,467,808	0
I505 TRANSFER FUNDS									
CONST	0	84,691	0	0	0	140,691	452,000	677,382	0
PROJECT TOTAL: TRAFFIC SIGNAL IMPROVEMENT-CITY OF PORTLAND									
PE	44,513	0	0	0	0	0	0	78,879	34,366
CONST	265,249	337,190	452,000	452,000	0	452,000	452,000	2,283,730	-126,709
RESRV	0	0	0	0	0	0	0	0	0
TIP TOTAL	309,762	337,190	452,000	452,000	0	452,000	452,000	2,362,609	-92,343
13 SIGNAL COMPUTER CONTROL EXPANSION***18*344***** MISC									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	3,860	0	0	0	0	0	0	3,901	41
CONST	29,827	0	0	0	0	0	0	29,828	1
TIP TOTAL	33,687	0	0	0	0	0	0	33,728	41
MT HOOD TRANSFER FUNDS									
CONST	51,977	1,000	0	0	0	0	0	52,977	0
PROJECT TOTAL: SIGNAL COMPUTER CONTROL EXPANSION									
PE	3,860	0	0	0	0	0	0	3,901	41
CONST	81,804	1,000	0	0	0	0	0	82,804	1
TIP TOTAL	85,664	1,000	0	0	0	0	0	86,705	41

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 3

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF PORTLAND PROJECTS (CONTINUED)									
*****14***** FAU9945									
***9 NORTH GREELEY TO I5 PROJECT									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	298,584	0	0	0	0	0	0	299,500	1
*****15*338***** MISC									
**10 NEW TRAFFIC SIGNALS-CITY OF PORTLAND									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	70,698	0	0	0	0	0	0	66,257	-4,441
CONST	25,155	0	0	0	0	0	0	25,812	657
TIP TOTAL	95,853	0	0	0	0	0	0	92,069	-3,784
MT HOOD TRANSFER FUNDS									
PE	0	0	26,000	0	0	0	0	26,000	0
CONST	559,411	0	0	0	0	0	0	625,411	66,000
TIP TOTAL	559,411	0	26,000	0	0	0	0	651,411	66,000
PROJECT TOTAL: NEW TRAFFIC SIGNALS-CITY OF PORTLAND									
PE	70,698	0	26,000	0	0	0	0	92,257	-4,441
CONST	584,566	0	0	0	0	0	0	651,223	66,657
TIP TOTAL	655,264	0	26,000	0	0	0	0	743,480	62,216
*****16*339*400***** MISC									
**11 TRAFFIC SIGNAL REPLACEMENT-CITY OF PORTLAND									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	93,089	-947	26,000	0	0	0	0	118,142	0
CONST	616,726	175,445	84,324	0	0	0	0	876,495	0
TIP TOTAL	709,815	174,498	110,324	0	0	0	0	994,637	0
MT HOOD TRANSFER FUNDS									
CONST	771,500	-8,470	0	0	0	0	0	763,030	0
I505 TRANSFER FUNDS									
PE	0	0	0	0	0	0	0	0	0
CONST	0	80,470	742,000	500,000	500,000	500,000	500,000	2,822,470	0
TIP TOTAL	0	80,470	742,000	500,000	500,000	500,000	500,000	2,822,470	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-SEP-81

PHASEE

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

CITY OF PORTLAND PROJECTS (CONTINUED)									

14 MACADAM AVE (OR43) PROJECT-ROSS ISL BRIDGE TO SELLOWOOD BRIDGE***19*289***** FAU9565									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	14,681	0	0	0	0	0	0	12,800	-1,881
KT HOOD TRANSFER FUNDS									
PE	252,160	0	0	0	0	0	0	252,160	0
R/W	212,500	0	0	0	0	0	0	212,500	0
CONST	3,425,050	300,000	0	0	0	0	0	3,725,050	0
TIP TOTAL	3,889,710	300,000	0	0	0	0	0	4,189,710	0
PROJECT TOTAL: MACADAM AVE (OR43) PROJECT-ROSS ISL BRIDGE TO SELLOWOOD BRIDGE									
PE	266,841	0	0	0	0	0	0	264,960	-1,881
R/W	212,500	0	0	0	0	0	0	212,500	0
CONST	3,425,050	300,000	0	0	0	0	0	3,725,050	0
TIP TOTAL	3,904,391	300,000	0	0	0	0	0	4,202,510	-1,881

15 HOLLYWOOD DISTRICT IMPROVEMENTS-NE SANDY BLVD-37TH TO 47TH***20*276*416***** FAU9326									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	14,097	0	0	0	0	0	0	12,800	-1,297
KI HOOD TRANSFER FUNDS									
PE	0	0	0	0	0	0	0	0	0
CONST	0	0	0	0	0	0	0	0	0
TIP TOTAL	0	0	0	0	0	0	0	0	0
I505 TRANSFER FUNDS									
PE	0	161,000	0	0	0	0	0	161,000	0
R/W	0	0	100,000	0	0	0	0	100,000	0
CONST	0	0	0	1,907,400	0	0	0	1,907,400	0
TIP TOTAL	0	161,000	100,000	1,907,400	0	0	0	2,168,400	0
PROJECT TOTAL: HOLLYWOOD DISTRICT IMPROVEMENTS-NE SANDY BLVD-37TH TO 47TH									
PE	14,097	161,000	0	0	0	0	0	173,800	-1,297
R/W	0	0	100,000	0	0	0	0	100,000	0
CONST	0	0	0	1,907,400	0	0	0	1,907,400	0
TIP TOTAL	14,097	161,000	100,000	1,907,400	0	0	0	2,181,200	-1,297

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-SEP-81

PHASEE

PAGE 6

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF PORTLAND PROJECTS (CONTINUED)									
16 NW FRONT AVE-NW 26TH AVE TO NW KITTRIDGE***21*285***** FAU9300									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	91,963	0	0	0	0	0	0	90,346	-1,617
R/W	8,580	0	0	0	0	0	0	8,580	0
CONST	1,176,410	0	0	0	0	0	0	1,198,637	22,227
TIP TOTAL	1,276,953	0	0	0	0	0	0	1,297,563	20,610
KI HOOD TRANSFER FUNDS									
CONST	522,138	0	0	0	0	0	0	522,138	0
PROJECT TOTAL: NW FRONT AVE-NW 26TH AVE TO NW KITTRIDGE									
PE	91,963	0	0	0	0	0	0	90,346	-1,617
R/W	8,580	0	0	0	0	0	0	8,580	0
CONST	1,698,548	0	0	0	0	0	0	1,720,775	22,227
TIP TOTAL	1,799,091	0	0	0	0	0	0	1,819,701	20,610
17 SW TERWILLIGER @ SAM JACKSON ROAD - SIGNAL***22***** FAU9383									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	6,773	0	0	0	0	0	0	2,504	-4,269
CONST	46,110	0	0	0	0	0	0	50,569	4,459
TIP TOTAL	52,883	0	0	0	0	0	0	53,073	190
18 GRAND AVENUE(OR99E)-HOLLADAY TO BROADWAY***24***** FAU9809									
FEDERAL AID URBAN SYSTEM FUNDS									
CONST	197,734	0	0	0	0	0	0	199,692	1,958
19 82ND AVE(OR213) SIGNAL PROGRAM-PRESCOTT TO FLAVEL-13 SIGNALS***25***** FAU9713									
FEDERAL AID URBAN SYSTEM FUNDS									
CONST	310,749	0	0	0	0	0	0	311,608	859
20 E BURNSIDE STREET AT NE SANDY BLVD-INTERSECTION IMPROVEMENT***26***** FAU9326									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	202,267	0	0	0	0	0	0	208,249	5,982
CONST	1,297	0	0	0	0	0	0	1,297	0
TIP TOTAL	203,564	0	0	0	0	0	0	209,546	5,982

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF PORTLAND PROJECTS (CONTINUED)									
*****27***** TBD									
21 FREMONT BRIDGE CONNECTIONS***									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	304,255	42,858	0	0	0	0	0	347,113	0
CONST	171,321	37,679	0	0	0	0	0	209,000	0
TIP TOTAL	475,576	80,537	0	0	0	0	0	556,113	0
*****28*280***** FAU9793									
22 SE HOLGATE BLVD-SE 17TH AVE TO SE 28TH AVE-BRIDGE AND APPROACHES***									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	180,170	4,320	0	0	0	0	0	184,490	0
R/W	350,552	94,474	0	0	0	0	0	445,026	0
TIP TOTAL	530,722	98,794	0	0	0	0	0	629,516	0
MT HOOD TRANSFER FUNDS									
CONST	4,450,600	0	0	0	0	0	0	4,564,316	113,716
PROJECT TOTAL: SE HOLGATE BLVD-SE 17TH AVE TO SE 28TH AVE-BRIDGE AND APPROACHES									
PE	180,170	4,320	0	0	0	0	0	184,490	0
R/W	350,552	94,474	0	0	0	0	0	445,026	0
CONST	4,450,600	0	0	0	0	0	0	4,564,316	113,716
TIP TOTAL	4,981,322	98,794	0	0	0	0	0	5,193,832	113,716
*****29*359*365*402*403*409***** MISC									
23 ARTERIAL STREET OVERLAY PROGRAM***									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	72,160	0	0	0	0	0	0	72,160	0
MT HOOD TRANSFER FUNDS									
PE	21,250	-21,250	0	0	0	0	0	0	0
CONST	819,400	-819,400	0	0	0	0	0	0	0
TIP TOTAL	840,650	-840,650	0	0	0	0	0	0	0
1505 TRANSFER FUNDS									
PE	0	21,250	21,250	0	0	0	0	42,500	0
CONST	0	1,542,400	1,213,750	1,235,000	1,235,000	1,235,000	1,235,000	7,696,150	0
TIP TOTAL	0	1,563,650	1,235,000	1,235,000	1,235,000	1,235,000	1,235,000	7,738,650	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 8

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF PORTLAND PROJECTS (CONTINUED)									
ARTERIAL STREET OVERLAY PROGRAM (CONTINUED)									
PROJECT TOTAL: ARTERIAL STREET OVERLAY PROGRAM									
PE	93,410	0	21,250	0	0	0	0	114,660	0
CONST	819,400	723,000	1,213,750	1,235,000	1,235,000	1,235,000	1,235,000	7,696,150	0
TIP TOTAL	912,810	723,000	1,235,000	1,235,000	1,235,000	1,235,000	1,235,000	7,810,810	0
24 CITY OF PORTLAND FAU CONTINGENCY***30***** N/A									
FEDERAL AID URBAN SYSTEM FUNDS									
RESRV	0	0	130,187	240,511	240,511	240,511	53,591	889,658	-15,653
25 CITYWIDE SIGNAL SYSTEMS ANALYSIS***31***** VARIOUS									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	330,560	0	0	0	0	0	0	330,000	-560
26 SELLWOOD NEIGHBORHOOD TRAFFIC DIVERSION PROGRAM***239***** N/A									
KI HOOD TRANSFER FUNDS									
PE	0	19,000	25,000	0	0	30,000	0	74,000	0
CONST	0	0	0	200,000	0	0	146,525	346,525	0
TIP TOTAL	0	19,000	25,000	200,000	0	30,000	146,525	420,525	0
27 POWELL BLVD R/W & CONSTRUCTION-ROSS ISLAND BRIDGE TO 52ND-SECT I***261***** FAP24									
KI HOOD TRANSFER FUNDS									
PE	175,332	0	0	0	0	0	0	175,332	0
R/W	1,370,550	0	0	0	0	0	0	1,370,550	0
CONST	3,623,511	0	0	0	0	0	0	3,623,511	0
TIP TOTAL	5,169,393	0	0	0	0	0	0	5,169,393	0
28 POWELL BLVD R/W & CONST-50TH AVE TO I205-SECTION II***262*424***** FAP24									
KI HOOD TRANSFER FUNDS									
PE	487,356	0	0	0	0	0	0	487,356	0
R/W	3,568,801	2,066,000	0	0	0	0	0	5,634,801	0
CONST	0	124,966	428,259	0	0	0	0	553,225	0
TIP TOTAL	4,056,157	2,190,966	428,259	0	0	0	0	6,675,382	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-SEP-81

PHASEE

PAGE 9

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF PORTLAND PROJECTS (CONTINUED)									
POWELL BLVD R/W & CONST-50TH AVE TO 1205-SECTION II (CONTINUED)									
1505 TRANSFER FUNDS									
CONST	0	1,932,034	5,020,241	0	0	0	0	6,952,275	0
PROJECT TOTAL: POWELL BLVD R/W & CONST-50TH AVE TO 1205-SECTION II									
PE	487,356	0	0	0	0	0	0	487,356	0
R/W	3,568,801	2,066,000	0	0	0	0	0	5,634,801	0
CONST	0	2,057,000	5,448,500	0	0	0	0	7,505,500	0
TIP TOTAL	4,056,157	4,123,000	5,448,500	0	0	0	0	13,627,657	0
29 MCLOUGHLIN BLVD(OR99E) PED UNDERPASS - 100 FT SO OF HAIG***265***** FAP26									
MT HOOD TRANSFER FUNDS									
PE	29,600	7,380	0	0	0	0	0	36,980	0
CONST	0	0	0	0	0	0	0	0	0
TIP TOTAL	29,600	7,380	0	0	0	0	0	36,980	0
30 GRAND AVE(OR99E) AT MORRISON - 2 LEFT TURN LANES***266***** FAU9809									
MT HOOD TRANSFER FUNDS									
PE	19,990	0	0	0	0	0	0	19,990	0
CONST	144,121	0	0	0	0	0	0	144,121	0
TIP TOTAL	164,111	0	0	0	0	0	0	164,111	0
31 33RD AT BROADWAY - SB/NB LEFT TURN REFUGES***267***** FAU9823									
MT HOOD TRANSFER FUNDS									
PE	19,550	5,525	0	0	0	0	0	25,075	0
R/W	20,590	0	0	0	0	0	0	20,590	0
CONST	135,150	0	0	0	0	0	0	135,150	0
TIP TOTAL	175,290	5,525	0	0	0	0	0	180,815	0
32 39TH AVE - SE GLENWOOD TO CRYSTAL SPRINGS BLVD - WIDENING***268***** FAU9699									
MT HOOD TRANSFER FUNDS									
PE	52,785	0	0	0	0	0	0	52,785	0
R/W	1,275	0	0	0	0	0	0	1,275	0
CONST	540,115	0	0	0	0	0	0	540,115	0
TIP TOTAL	594,175	0	0	0	0	0	0	594,175	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-SEP-81

PHASEE

PAGE 10

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

CITY OF PORTLAND PROJECTS (CONTINUED)									

33 39TH @ STARK -WIDENING/SB LEFT TURN MEDIAN/SIGNAL INTERTIE/STRIP***269***** FAU9699									
KT HOOD TRANSFER FUNDS									
PE	15,800	0	0	0	0	0	0	15,800	0
R/W	24,700	10,087	0	0	0	0	0	34,787	0
CONST	126,505	0	0	0	0	0	0	126,505	0
TIP TOTAL	167,005	10,087	0	0	0	0	0	177,092	0

34 CURB EXTENSION PROGRAM***270***** MISC									
KT HOOD TRANSFER FUNDS									
PE	13,889	0	0	0	0	0	0	13,889	0
CONST	0	0	0	0	0	0	0	0	0
TIP TOTAL	13,889	0	0	0	0	0	0	13,889	0

35 CURB CORNER MODIFICATION PROGRAM***271***** MISC									
KT HOOD TRANSFER FUNDS									
PE	2,969	0	0	0	0	0	0	2,969	0
CONST	7,259	0	0	0	0	0	0	7,259	0
TIP TOTAL	10,228	0	0	0	0	0	0	10,228	0

36 ACTUATED SIGNALS-SE BYBEE @ 23RD/SE TOLMAN @ MILWAUKIE-@17TH***272***** FAU9760									
KT HOOD TRANSFER FUNDS									
PE	7,490	0	0	0	0	0	0	7,490	0
CONST	35,444	0	0	0	0	0	0	35,444	0
TIP TOTAL	42,934	0	0	0	0	0	0	42,934	0

37 SIGNAL MODIFICATION AND REPLACEMENT PROGRAM - 8 LOCATIONS***273***** MISC									
KT HOOD TRANSFER FUNDS									
PE	8,320	0	0	0	0	0	0	8,320	0
CONST	84,697	0	0	0	0	0	0	84,697	0
TIP TOTAL	93,017	0	0	0	0	0	0	93,017	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 11

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

CITY OF PORTLAND PROJECTS (CONTINUED)									

38 M CLOUGHLIN (OR99E)/MILWAUKIE CONNECTION***274***** FAP26									
KI HOOD TRANSFER FUNDS									
PE	2,743	0	0	0	0	0	0	2,743	0
CONST	0	0	0	0	0	0	0	0	0
TIP TOTAL	2,743	0	0	0	0	0	0	2,743	0

39 SE DIVISION CORRIDOR-DIVISION/CLINTON/HARRISON***275***** FAU9800									
KI HOOD TRANSFER FUNDS									
PE	51,550	0	0	0	0	0	0	51,550	0
CONST	0	0	0	0	500,807	0	0	500,807	0
TIP TOTAL	51,550	0	0	0	500,807	0	0	552,357	0

40 39TH AVENUE CORRIDOR IMPROVEMENT-GLISAN TO HOLGATE***277***** FAU9699									
KI HOOD TRANSFER FUNDS									
PE	64,300	7,270	0	0	0	0	0	71,570	0
R/W	425,000	0	0	0	0	0	0	425,000	0
CONST	0	1,692,730	0	0	0	0	0	1,692,730	0
TIP TOTAL	489,300	1,700,000	0	0	0	0	0	2,189,300	0

41 RESERVE ACCOUNT - SE PORTLAND AND E MULTNOMAH CTY TSM PROJECTS***278***** N/A									
KI HOOD TRANSFER FUNDS									
RESRV	0	0	0	0	0	0	289,905	289,905	0

42 CONTINGENCY-CATEGORY II-CITY OF PORTLAND***279***** N/A									
KI HOOD TRANSFER FUNDS									
RESRV	0	0	0	0	0	0	7,984	7,984	0

43 WILLAMETTE GREENWAY TRAIL PROGRAM***281***** MISC									
KI HOOD TRANSFER FUNDS									
PE	0	0	35,000	0	0	15,000	0	50,000	0
R/W	0	0	0	130,000	0	0	0	130,000	0
CONST	0	0	0	185,000	150,000	0	135,000	470,000	0
-TIP TOTAL	0	0	35,000	315,000	150,000	15,000	135,000	650,000	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 12

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF PORTLAND PROJECTS (CONTINUED)									
*****282*428***** N/A									
44 TRANSIT TRANSFER PROJECT***									
MT HOOD TRANSFER FUNDS									
PE	0	0	100,000	0	75,000	0	0	175,000	0
R/W	0	0	0	50,000	0	0	0	50,000	0
CONST	0	0	0	600,000	1,000,000	175,000	0	1,775,000	0
TIP TOTAL	0	0	100,000	650,000	1,075,000	175,000	0	2,000,000	0
I505 TRANSFER FUNDS									
CONST	0	0	0	0	0	275,000	500,000	775,000	0
PROJECT TOTAL: TRANSIT TRANSFER PROJECT									
PE	0	0	100,000	0	75,000	0	0	175,000	0
R/W	0	0	0	50,000	0	0	0	50,000	0
CONST	0	0	0	600,000	1,000,000	450,000	500,000	2,550,000	0
TIP TOTAL	0	0	100,000	650,000	1,075,000	450,000	500,000	2,775,000	0
*****283***** FAU9822									
45 EAST BURNSIDE-90TH TO 94TH***									
MT HOOD TRANSFER FUNDS									
PE	0	0	17,000	0	0	0	0	17,000	0
CONST	0	0	170,000	0	0	0	0	170,000	0
TIP TOTAL	0	0	187,000	0	0	0	0	187,000	0
*****286*419***** FAU9809									
46 UNION AVENUE(OR99E)-WEIDLER TO COLUMBIA BLVD-#6***									
KI HOOD TRANSFER FUNDS									
PE	300,300	0	0	0	0	0	0	300,300	0
R/W	191,250	0	0	0	0	0	0	140,098	-51,152
CONST	8,333,433	0	0	0	0	0	0	5,436,116	-2,897,317
TIP TOTAL	8,824,983	0	0	0	0	0	0	5,876,514	-2,948,469
I505 TRANSFER FUNDS									
R/W	0	0	0	0	0	0	0	51,152	51,152
CONST	0	0	0	0	0	0	0	2,897,317	2,897,317
TIP TOTAL	0	0	0	0	0	0	0	2,948,469	2,948,469

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 13

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF PORTLAND PROJECTS (CONTINUED)									
UNION AVENUE(OR99E)-WEIDLER TO COLUMBIA BLVD-#6 (CONTINUED)									
PROJECT TOTAL: UNION AVENUE(OR99E)-WEIDLER TO COLUMBIA BLVD-#6									
PE	300,300	0	0	0	0	0	0	300,300	0
R/W	191,250	0	0	0	0	0	0	191,250	0
CONST	8,333,433	0	0	0	0	0	0	8,333,433	0
TIP TOTAL	8,824,983	0	0	0	0	0	0	8,824,983	0
47 CITY RESERVE***288*346*351*353*405*410***** N/A									
KT HOOD TRANSFER FUNDS									
RESRV	0	0	0	0	0	0	2,110,412	2,110,412	0
I505 TRANSFER FUNDS									
RESRV	0	0	0	0	0	0	1,262,309	1,262,309	0
PROJECT TOTAL: CITY RESERVE									
RESRV	0	0	0	0	0	0	3,372,721	3,372,721	0
TIP TOTAL	0	0	0	0	0	0	3,372,721	3,372,721	0
48 GOING STREET NOISE MITIGATION PROJECT***290*423***** FAU9945									
KT HOOD TRANSFER FUNDS									
PE	215,224	76,315	0	0	0	0	0	291,539	0
R/W	228,650	-228,055	0	0	0	0	0	595	0
TIP TOTAL	443,874	-151,741	0	0	0	0	0	292,133	0
I505 TRANSFER FUNDS									
R/W	0	228,055	0	0	0	0	0	228,055	0
CONST	0	0	850,000	0	0	0	0	850,000	0
TIP TOTAL	0	228,055	850,000	0	0	0	0	1,078,055	0
PROJECT TOTAL: GOING STREET NOISE MITIGATION PROJECT									
PE	215,224	76,315	0	0	0	0	0	291,539	0
R/W	228,650	0	0	0	0	0	0	228,650	0
CONST	0	0	850,000	0	0	0	0	850,000	0
TIP TOTAL	443,874	76,315	850,000	0	0	0	0	1,370,189	0
49 SOUTH PORTLAND CIRCULATION STUDY PE***291***** NISC									
KT HOOD TRANSFER FUNDS									
PE	0	0	50,000	0	0	0	0	50,000	0
CONST	0	0	0	450,000	0	0	0	450,000	0
TIP TOTAL	0	0	50,000	450,000	0	0	0	500,000	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 14

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF PORTLAND PROJECTS (CONTINUED)									

50 CONTINGENCY-CITY OF PORTLAND-CATEGORY III***292*****									N/A
MT HOOD TRANSFER FUNDS									
RESRV	0	0	0	0	0	0	32,034	32,034	0

51 NW 18TH/19TH AND NW 14TH/16TH COUPLETS***321*****									FAU9295
MT HOOD TRANSFER FUNDS									
PE	42,800	8,500	0	0	0	0	0	51,300	0
R/W	0	0	0	0	0	0	0	0	0
CONST	0	647,500	0	0	0	0	0	647,500	0
RESRV	0	0	0	0	0	0	55,009	55,009	0
TIP TOTAL	42,800	656,000	0	0	0	0	55,009	753,809	0

52 BEAVERTON HILLSDALE HWY(OR10)-CAPITOL HWY TO SCHOLLS FY RD***322*420*****									FAU9228
MT HOOD TRANSFER FUNDS									
PE	112,625	45,000	0	0	0	0	0	157,625	0
CONST	0	0	0	998,931	0	0	0	998,931	0
TIP TOTAL	112,625	45,000	0	998,931	0	0	0	1,156,556	0

I505 TRANSFER FUNDS									
R/W	0	0	340,000	0	0	0	0	340,000	0
CONST	0	0	0	705,815	0	0	0	705,815	0
TIP TOTAL	0	0	340,000	705,815	0	0	0	1,045,815	0

PROJECT TOTAL: BEAVERTON HILLSDALE HWY(OR10)-CAPITOL HWY TO SCHOLLS FY RD									
PE	112,625	45,000	0	0	0	0	0	157,625	0
R/W	0	0	340,000	0	0	0	0	340,000	0
CONST	0	0	0	1,704,746	0	0	0	1,704,746	0
TIP TOTAL	112,625	45,000	340,000	1,704,746	0	0	0	2,202,371	0

53 FAU REPLACEMENT CONTINGENCY-CITY OF PORTLAND***343*396*397*****									N/A
MT HOOD TRANSFER FUNDS									
RESRV	0	0	0	0	0	0	165,944	165,944	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 15

OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH	
CITY OF PORTLAND PROJECTS (CONTINUED)									
FAU REPLACEMENT CONTINGENCY-CITY OF PORTLAND (CONTINUED)									
1505 TRANSFER FUNDS									
RESRV	0	0	0	0	0	0	697,596	697,596	0
PROJECT TOTAL: FAU REPLACEMENT CONTINGENCY-CITY OF PORTLAND									
RESRV	0	0	0	0	0	0	863,541	863,541	0
TIP TOTAL	0	0	0	0	0	0	863,541	863,541	0
54 TERMINAL FOUR ROAD***347***** TBJ									
MT HOOD TRANSFER FUNDS									
PE	0	0	75,000	65,000	0	0	140,000	140,000	0
R/W	0	0	0	0	100,000	0	100,000	100,000	0
RESRV	0	0	0	0	160,000	0	160,000	160,000	0
TIP TOTAL	0	0	75,000	65,000	260,000	0	400,000	400,000	0
55 SIGNAL MODIFICATION AT 10 LOCATIONS(LEFT TURN)-SE PORTLAND***348*355***** MISC									
MT HOOD TRANSFER FUNDS									
PE	2,082	0	0	0	0	0	2,082	2,082	0
CONST	43,393	0	0	0	0	0	43,393	43,393	0
TIP TOTAL	45,475	0	0	0	0	0	45,475	45,475	0
56 NORTHWEST PORTLAND TRANSPORTATION STUDY***354*373***** N/A									
MT HOOD TRANSFER FUNDS									
PE	25,500	0	0	0	0	0	0	-25,500	-25,500
1505 TRANSFER FUNDS									
PE	0	0	0	0	0	0	25,500	25,500	25,500
PROJECT TOTAL: NORTHWEST PORTLAND TRANSPORTATION STUDY									
PE	25,500	0	0	0	0	0	25,500	25,500	0
TIP TOTAL	25,500	0	0	0	0	0	25,500	25,500	0
57 COMMERCIAL ARTERIAL STREET LIGHT CONVERSION-CITY WIDE***356*417***** MISC									
MT HOOD TRANSFER FUNDS									
PE	67,150	-67,150	0	0	0	0	0	0	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 16

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF PORTLAND PROJECTS (CONTINUED)									
COMMERCIAL ARTERIAL STREET LIGHT CONVERSION-CITY WIDE (CONTINUED)									
I505 TRANSFER FUNDS									
PE	0	67,150	0	0	0	0	0	67,150	0
CONST	0	1,088,000	0	0	0	0	0	1,088,000	0
TIP TOTAL	0	1,155,150	0	0	0	0	0	1,155,150	0
PROJECT TOTAL: COMMERCIAL ARTERIAL STREET LIGHT CONVERSION-CITY WIDE									
PE	67,150	0	0	0	0	0	0	67,150	0
CONST	0	1,088,000	0	0	0	0	0	1,088,000	0
TIP TOTAL	67,150	1,088,000	0	0	0	0	0	1,155,150	0
58 POWELL BUTTE/MT SCOTT STUDY AREA-PROJECT DEVELOPMENT***358*418***** MISC									
MT HOOD TRANSFER FUNDS									
PE	29,750	0	0	0	0	0	0	0	-29,750
I505 TRANSFER FUNDS									
PE	0	0	0	0	0	0	0	29,750	29,750
PROJECT TOTAL: POWELL BUTTE/MT SCOTT STUDY AREA-PROJECT DEVELOPMENT									
PE	29,750	0	0	0	0	0	0	29,750	0
TIP TOTAL	29,750	0	0	0	0	0	0	29,750	0
59 W BURNSIDE ROAD/TICHER DRIVE INTERSECTION IMPROVEMENT***361*372***** FAU9326									
MT HOOD TRANSFER FUNDS									
PE	19,550	-19,550	0	0	0	0	0	0	0
I505 TRANSFER FUNDS									
PE	0	20,825	0	0	0	0	0	20,825	0
R/W	0	106,250	0	0	0	0	0	106,250	0
CONST	0	0	292,830	0	0	0	0	292,830	0
TIP TOTAL	0	127,075	292,830	0	0	0	0	419,905	0
PROJECT TOTAL: W BURNSIDE ROAD/TICHER DRIVE INTERSECTION IMPROVEMENT									
PE	19,550	1,275	0	0	0	0	0	20,825	0
R/W	0	106,250	0	0	0	0	0	106,250	0
CONST	0	0	292,830	0	0	0	0	292,830	0
TIP TOTAL	19,550	107,525	292,830	0	0	0	0	419,905	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-SEP-81

PHASEE

PAGE 17

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

CITY OF PORTLAND PROJECTS (CONTINUED)									

60 COLUMBIA BLVD/COLUMBIA WAY/N PORTLAND RD INTERSECTION IMPRVMT***362*415***** FAU9956									
KI HOOD TRANSFER FUNDS									
PE	55,250	-55,250	0	0	0	0	0	0	0
ISOS TRANSFER FUNDS									
PE	0	55,250	0	0	0	0	0	55,250	0
R/W	0	0	0	0	0	0	0	0	0
CONST	0	190,000	0	0	0	0	0	190,000	0
TIP TOTAL	0	245,250	0	0	0	0	0	245,250	0
PROJECT TOTAL: COLUMBIA BLVD/COLUMBIA WAY/N PORTLAND RD INTERSECTION IMPRVMT									
PE	55,250	0	0	0	0	0	0	55,250	0
R/W	0	0	0	0	0	0	0	0	0
CONST	0	190,000	0	0	0	0	0	190,000	0
TIP TOTAL	55,250	190,000	0	0	0	0	0	245,250	0

61 NW FRONT AVENUE RECONSTRUCTION-NW GLISAN TO NW 26TH AVE***367*374***** FAU9300									
KI HOOD TRANSFER FUNDS									
PE	100,000	-100,000	0	0	0	0	0	0	0
ISOS TRANSFER FUNDS									
PE	0	170,000	0	0	0	0	0	170,000	0
R/W	0	0	0	0	0	0	0	0	0
CONST	0	0	3,016,000	2,090,148	0	0	0	5,106,148	0
TIP TOTAL	0	170,000	3,016,000	2,090,148	0	0	0	5,276,148	0
PROJECT TOTAL: NW FRONT AVENUE RECONSTRUCTION-NW GLISAN TO NW 26TH AVE									
PE	100,000	70,000	0	0	0	0	0	170,000	0
R/W	0	0	0	0	0	0	0	0	0
CONST	0	0	3,016,000	2,090,148	0	0	0	5,106,148	0
TIP TOTAL	100,000	70,000	3,016,000	2,090,148	0	0	0	5,276,148	0

62 TRANSPORTATION IMPROVEMENTS IN NORTHWEST PORTLAND***371***** MISC									
ISOS TRANSFER FUNDS									
PE	0	26,469	138,000	0	0	0	0	164,469	0
R/W	0	0	20,000	0	0	0	0	20,000	0
CONST	0	0	294,000	0	0	0	0	294,000	0
RESRV	0	0	0	0	0	0	4,791,782	4,791,782	0
TIP TOTAL	0	26,469	452,000	0	0	0	4,791,782	5,270,251	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-SEP-81

PHASEE

PAGE 18

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

CITY OF PORTLAND PROJECTS (CONTINUED)									

63 WEST BURNSIDE TSM***375*****									
I505 TRANSFER FUNDS								FAU9822	
PE	0	0	7,000	0	0	0	0	7,000	0
CONST	0	0	59,000	0	0	0	0	59,000	0
TIP TOTAL	0	0	66,000	0	0	0	0	66,000	0

64 NORTHWEST RIDESHARE***376*****									
I505 TRANSFER FUNDS								N/A	
PE	0	0	9,000	0	0	0	0	9,000	0
CONST	0	0	76,000	0	0	0	0	76,000	0
TIP TOTAL	0	0	85,000	0	0	0	0	85,000	0

65 MARINE DRIVE WIDENING TO FOUR LANES-15 TO RIVERGATE***412*****									
I505 TRANSFER FUNDS								FAU9962	
PE	0	0	0	150,000	0	0	0	150,000	0
R/W	0	0	0	0	400,000	0	0	400,000	0
CONST	0	0	0	0	0	0	3,496,000	3,496,000	0
TIP TOTAL	0	0	0	150,000	400,000	0	3,496,000	4,046,000	0

66 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES-NE 60TH AVE TO I205***413*****									
I505 TRANSFER FUNDS								FAU9966	
PE	0	0	0	0	100,000	0	0	100,000	0
R/W	0	0	0	0	0	100,000	0	100,000	0
CONST	0	0	0	0	0	0	1,345,000	1,345,000	0
TIP TOTAL	0	0	0	0	100,000	100,000	1,345,000	1,545,000	0

67 NE LOMBARDO/COLUMBIA BLVD CONNECTION VIA NE 60TH AVE***414*****									
I505 TRANSFER FUNDS								FAU9917	
PE	0	0	0	125,000	0	0	0	125,000	0
R/W	0	0	0	0	125,000	0	0	125,000	0
CONST	0	0	0	0	0	2,743,000	0	2,743,000	0
TIP TOTAL	0	0	0	125,000	125,000	2,743,000	0	2,993,000	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF PORTLAND PROJECTS (CONTINUED)									
68 TERWILLIGER/BARBUR BLVD PE/RESERVE FOR R/W AND CONSTRUCTION***422***** FAU9361									
1505 TRANSFER FUNDS									
PE	0	55,003	250,000	0	0	0	0	305,003	0
R/W	0	0	0	750,000	0	0	0	750,000	0
CONST	0	0	0	5,900,000	650,000	2,695,000	0	9,245,000	0
TIP TOTAL	0	55,003	250,000	6,650,000	650,000	2,695,000	0	10,300,003	0
69 82ND AVE IMPROVEMENT PROGRAM-RUSSELL TO CRYSTAL SPRINGS BLVD***426***** FAU9713									
1505 TRANSFER FUNDS									
PE	0	0	81,000	14,000	0	0	0	95,000	0
R/W	0	0	0	250,000	0	250,000	0	500,000	0
CONST	0	0	246,000	0	427,000	0	427,000	1,100,000	0
TIP TOTAL	0	0	327,000	264,000	427,000	250,000	427,000	1,695,000	0
AGENCY TOTAL: CITY OF PORTLAND									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	2,287,108	64,411	26,000	0	0	0	0	2,501,786	123,352
R/W	708,802	94,474	0	0	0	0	0	822,716	19,440
CONST	5,505,387	213,124	84,324	0	0	0	0	5,737,644	-52,363
RESRV	0	0	130,187	240,511	240,511	240,511	53,591	889,658	-15,653
TIP TOTAL	8,501,297	372,009	240,511	240,511	240,511	240,511	53,591	9,951,804	62,863
KI HOOD TRANSFER FUNDS									
PE	2,260,877	-160,610	253,000	75,000	140,000	45,000	0	2,558,016	-55,250
R/W	6,381,021	1,950,882	0	180,000	0	100,000	0	8,560,751	-51,152
CONST	23,952,504	3,895,825	1,248,564	2,885,931	1,650,807	486,309	281,525	31,683,864	-2,717,601
RESRV	0	0	0	0	0	160,000	2,661,288	2,821,288	0
TIP TOTAL	32,594,402	5,686,096	1,501,564	3,140,931	1,790,807	791,309	2,942,813	45,623,919	-2,824,002
1505 TRANSFER FUNDS									
PE	0	576,947	506,250	289,000	100,000	0	0	1,527,447	55,250
R/W	0	334,305	460,000	1,000,000	525,000	350,000	0	2,720,457	51,152
CONST	0	4,917,594	15,283,515	12,338,363	2,812,000	7,588,691	7,955,000	53,792,480	2,897,317
RESRV	0	0	0	0	0	0	6,751,687	6,751,687	0
TIP TOTAL	0	5,828,847	16,249,765	13,627,363	3,437,000	7,938,691	14,706,687	64,792,071	3,003,718

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 20

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

CITY OF PORTLAND PROJECTS (CONTINUED)									
AGENCY TOTAL: CITY OF PORTLAND									
PE	4,547,985	480,748	785,250	364,000	240,000	45,000	0	6,587,249	123,352
R/W	7,089,823	2,379,660	460,000	1,180,000	525,000	450,000	0	12,103,924	19,440
CONST	29,457,891	9,026,543	16,616,403	15,224,294	4,462,807	8,075,000	8,236,525	91,213,988	127,353
RESRV	0	0	130,187	240,511	240,511	400,511	9,466,567	10,462,634	-15,653
TIP TOTAL	41,095,699	11,886,952	17,991,840	17,008,805	5,468,318	8,970,511	17,703,092	120,367,795	242,579

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

KULTRONAH COUNTY PROJECTS									
70 HAWTHORNE BRIDGE CONTROLS***33***** FAU9366									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	18,366	0	0	0	0	0	0	18,366	0
CONST	387,362	0	0	0	0	0	0	387,362	0
TIP TOTAL	405,728	0	0	0	0	0	0	405,728	0
71 SELLWOOD BRIDGE PKOJECT***35*293*334*408***** FAU9704									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	67,945	38	0	0	0	0	0	67,983	0
CONST	0	22,058	0	0	0	0	0	22,058	0
TIP TOTAL	67,945	22,096	0	0	0	0	0	90,041	0
KI HOOD TRANSFER FUNDS									
CONST	782,000	0	0	0	0	0	0	823,969	41,969
1505 TRANSFER FUNDS									
CONST	0	0	0	0	0	0	0	31,112	31,112
PROJECT TOTAL: SELLWOOD BRIDGE PROJECT									
PE	67,945	38	0	0	0	0	0	67,983	0
CONST	782,000	22,058	0	0	0	0	0	877,139	73,081
TIP TOTAL	849,945	22,096	0	0	0	0	0	945,122	73,081
72 SE BURNSIDE STREET-SE STARK ST TO BULL RUN RD(1ST ST)***36***** FAU9822									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	192,234	0	0	0	0	0	0	192,234	0
R/W	11,890	0	0	0	0	0	0	11,890	0
TIP TOTAL	204,124	0	0	0	0	0	0	204,124	0
73 238TH AVE IMPROVEMENT-UP RRXNG TO HALSEY ST***37*308*404***** FAU9877									
FEDERAL AID URBAN SYSTEM FUNDS									
CONST	0	6,700	0	0	0	0	0	6,700	0
KI HOOD TRANSFER FUNDS									
PE	25,700	6,965	0	0	0	0	0	32,665	0
R/W	0	55,250	0	0	0	0	0	55,250	0
CONST	0	318,520	0	0	0	0	0	318,520	0
TIP TOTAL	25,700	380,735	0	0	0	0	0	406,435	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 22

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

KULTNOMAH COUNTY PROJECTS (CONTINUED)									
238TH AVE IMPROVEMENT-UP RXXNG TO HALSEY ST (CONTINUED)									
1505 TRANSFER FUNDS									
CONST	0	59,883	0	0	0	0	0	59,883	0
PROJECT TOTAL: 238TH AVE IMPROVEMENT-UP RXXNG TO HALSEY ST									
PE	25,700	6,965	0	0	0	0	0	32,665	0
R/W	0	55,250	0	0	0	0	0	55,250	0
CONST	0	385,103	0	0	0	0	0	385,103	0
TIP TOTAL	25,700	447,318	0	0	0	0	0	473,018	0
74 EAST COUNTY SIGNAL PROJECTS-STARK/22ND/HALSEY/A02ND***231***** MISC									
MT HOOD TRANSFER FUNDS									
PE	0	34,000	0	0	0	0	0	34,000	0
CONST	0	0	418,161	0	0	0	0	418,161	0
TIP TOTAL	0	34,000	418,161	0	0	0	0	452,161	0
75 242ND AVE TSM IMPROVEMENTS-DIVISION TO GLISAN***232***** FAU9877									
MT HOOD TRANSFER FUNDS									
PE	0	31,600	0	19,400	0	0	0	51,000	0
R/W	0	0	0	0	0	0	0	0	0
CONST	0	0	0	233,000	0	0	0	233,000	0
RESRV	0	0	0	0	0	0	439,458	439,458	0
TIP TOTAL	0	31,600	0	252,400	0	0	439,458	723,458	0
76 257TH AVE IMPROVEMENT & EXTENSION-COLUMBIA HWY TO STARK ST***233***** FAU9883									
MT HOOD TRANSFER FUNDS									
PE	0	149,000	0	0	0	0	0	149,000	0
R/W	0	0	0	612,000	612,000	0	0	1,224,000	0
CONST	0	0	0	0	0	1,092,000	0	1,092,000	0
RESRV	0	0	0	0	0	0	247,968	247,968	0
TIP TOTAL	0	149,000	0	612,000	612,000	1,092,000	247,968	2,712,968	0
77 SE 72ND RECONSTRUCTION-DUKE TO CLACKAMAS COUNTY LINE***263***** FAU9723									
MT HOOD TRANSFER FUNDS									
PE	22,753	0	0	0	0	0	0	22,185	-568
CONST	543,172	0	0	0	0	0	0	593,838	50,666
TIP TOTAL	565,925	0	0	0	0	0	0	616,023	50,098

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 23

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

KULTROMAH COUNTY PROJECTS (CONTINUED)									

78 BURNSIDE BRIDGE RESURFACING AND JOINTS***264*****									
MT HOOD TRANSFER FUNDS									
PE	5,974	0	0	0	0	0	0	3,705	-2,269
CONST	284,518	0	0	0	0	0	0	311,263	26,745
TIP TOTAL	290,492	0	0	0	0	0	0	314,969	24,477

79 BROADWAY BRIDGE RESURFACING-43***294*****									
MT HOOD TRANSFER FUNDS									
PE	5,540	0	0	0	0	0	0	4,565	-975
CONST	87,276	0	0	0	0	0	0	83,936	-3,340
TIP TOTAL	92,816	0	0	0	0	0	0	88,501	-4,315

80 FAIRVIEW AVE SIGNALIZATION- AT HALSEY ST AND AT SANDY BLVD***309*****									
MT HOOD TRANSFER FUNDS									
PE	3,850	0	0	0	0	0	0	3,850	0
CONST	42,500	0	0	0	0	0	0	42,500	0
TIP TOTAL	46,350	0	0	0	0	0	0	46,350	0

81 182ND AVENUE WIDENING-DIVISION ST TO POWELL BLVD***310*****									
MT HOOD TRANSFER FUNDS									
PE	114,900	0	0	0	0	0	0	114,900	0
R/W	0	65,000	0	0	0	0	0	65,000	0
CONST	0	0	982,338	0	0	0	0	982,338	0
TIP TOTAL	114,900	65,000	982,338	0	0	0	0	1,162,238	0

82 CHERRY PARK RD/257TH DRIVE-242ND AVE TO TROUTDALE RD***312*****									
MT HOOD TRANSFER FUNDS									
PE	180,100	0	0	0	0	0	0	180,100	0
R/W	0	0	0	0	0	0	0	0	0
CONST	0	957,100	0	0	0	0	0	957,100	0
TIP TOTAL	180,100	957,100	0	0	0	0	0	1,137,200	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 24

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

MULTNOMAH COUNTY PROJECTS (CONTINUED)									

83 BURNSIDE ST-STARK TO 223RD AVE***315*385***** FAU9822									
MT HOOD TRANSFER FUNDS									
CONST	0	0	30,205	1,016,492	0	0	0	1,046,697	0
1503 TRANSFER FUNDS									
R/W	0	0	200,000	0	0	0	0	200,000	0
CONST	0	0	1,169,795	0	0	0	0	1,169,795	0
TIP TOTAL	0	0	1,369,795	0	0	0	0	1,369,795	0
PROJECT TOTAL: BURNSIDE ST-STARK TO 223RD AVE									
R/W	0	0	200,000	0	0	0	0	200,000	0
CONST	0	0	1,200,000	1,016,492	0	0	0	2,216,492	0
TIP TOTAL	0	0	1,400,000	1,016,492	0	0	0	2,416,492	0

84 SANDY BLVD CORRIDOR-99TH AVE TO 162ND AVE***323***** FAU9326									
MT HOOD TRANSFER FUNDS									
PE	53,040	3,315	0	0	0	0	0	56,355	0
R/W	0	0	17,000	0	0	0	0	17,000	0
CONST	0	0	508,000	0	0	0	0	508,000	0
RESRV	0	0	0	0	0	0	14,362	14,362	0
TIP TOTAL	53,040	3,315	525,000	0	0	0	14,362	595,717	0

85 E BURNSIDE-SE 223RD TO SE POWELL BLVD-CONSTRUCTION***328***** FAU9822									
MT HOOD TRANSFER FUNDS									
CONST	1,634,200	0	0	0	0	0	0	1,471,214	-162,986
AGENCY TOTAL: MULTNOMAH COUNTY									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	278,545	38	0	0	0	0	0	278,583	0
R/W	11,890	0	0	0	0	0	0	11,890	0
CONST	387,362	28,758	0	0	0	0	0	416,120	0
TIP TOTAL	677,797	28,796	0	0	0	0	0	706,593	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

	OBLIGATED	1981	1982	1983	1984	1985	FY85 1985	AUTHORIZED	EXCESS AUTH
MULTNOMAH COUNTY PROJECTS (CONTINUED)									
MT HOOD TRANSFER FUNDS									
PE	411,857	224,880	0	19,400	0	0	0	652,325	-3,812
R/W	0	120,250	17,000	612,000	612,000	0	0	1,361,250	0
CONST	3,373,666	1,275,620	1,938,704	1,249,492	0	1,092,000	0	8,882,536	-46,946
RESRV	0	0	0	0	0	0	701,788	701,788	0
TIP TOTAL	3,785,523	1,620,750	1,955,704	1,880,892	612,000	1,092,000	701,788	11,597,899	-50,758
I505 TRANSFER FUNDS									
R/W	0	0	200,000	0	0	0	0	200,000	0
CONST	0	59,883	1,169,795	0	0	0	0	1,260,790	31,112
TIP TOTAL	0	59,883	1,369,795	0	0	0	0	1,460,790	31,112
AGENCY TOTAL: MULTNOMAH COUNTY									
PE	690,402	224,918	0	19,400	0	0	0	930,908	-3,812
R/W	11,890	120,250	217,000	612,000	612,000	0	0	1,573,140	0
CONST	3,761,028	1,364,261	3,108,499	1,249,492	0	1,092,000	0	10,559,446	-15,834
RESRV	0	0	0	0	0	0	701,788	701,788	0
TIP TOTAL	4,463,320	1,709,429	3,325,499	1,880,892	612,000	1,092,000	701,788	13,765,282	-19,646

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF GRESHAM PROJECTS									
86 221ST/223RD-POWELL BLVD TO FARISS RD-UNITS 1 & 2***295*314***** FAU9867									
KI HOOD TRANSFER FUNDS									
PE	172,800	22,300	0	0	0	0	0	195,100	0
R/W	0	990,250	0	0	0	0	0	990,250	0
CONST	0	1,907,450	1,370,000	0	0	0	0	3,277,450	0
TIP TOTAL	172,800	2,920,000	1,370,000	0	0	0	0	4,462,800	0
87 221ST AVE EXTENSION/TOWLE RD IMPVMT-POWELL BLVD TO BUTLER RD***311***** FAU9867									
KI HOOD TRANSFER FUNDS									
PE	283,000	0	0	0	0	0	0	283,000	0
R/W	0	0	519,350	0	0	0	0	519,350	0
CONST	0	0	0	0	2,280,000	0	0	2,280,000	0
TIP TOTAL	283,000	0	519,350	0	2,280,000	0	0	3,082,350	0
AGENCY TOTAL: CITY OF GRESHAM									
FEDERAL AID URBAN SYSTEM FUNDS									
TIP TOTAL	0	0	0	0	0	0	0	0	0
KI HOOD TRANSFER FUNDS									
PE	455,800	22,300	0	0	0	0	0	478,100	0
R/W	0	990,250	519,350	0	0	0	0	1,509,600	0
CONST	0	1,907,450	1,370,000	0	2,280,000	0	0	5,557,450	0
TIP TOTAL	455,800	2,920,000	1,889,350	0	2,280,000	0	0	7,545,150	0
I505 TRANSFER FUNDS									
TIP TOTAL	0	0	0	0	0	0	0	0	0
AGENCY TOTAL: CITY OF GRESHAM									
PE	455,800	22,300	0	0	0	0	0	478,100	0
R/W	0	990,250	519,350	0	0	0	0	1,509,600	0
CONST	0	1,907,450	1,370,000	0	2,280,000	0	0	5,557,450	0
TIP TOTAL	455,800	2,920,000	1,889,350	0	2,280,000	0	0	7,545,150	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEF

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH	

MULTNOMAH COUNTY/CITIES PROJECTS										
88 CONTINGENCY-MULTNOMAH COUNTY/CITIES-CATEGORY III***296*****										N/A
MT HOOD TRANSFER FUNDS										
RESRV	0	0	0	0	0	0	239,554	239,554		0
89 CONTINGENCY-CATEGORY IV***313*****										N/A
MT HOOD TRANSFER FUNDS										
RESRV	0	0	0	0	0	0	506,344	506,344		0
AGENCY TOTAL: MULTNOMAH COUNTY/CITIES										
FEDERAL AID URBAN SYSTEM FUNDS										
TIP TOTAL	0	0	0	0	0	0	0	0		0
MT HOOD TRANSFER FUNDS										
RESRV	0	0	0	0	0	0	745,898	745,898		0
TIP TOTAL	0	0	0	0	0	0	745,898	745,898		0
IS05 TRANSFER FUNDS										
TIP TOTAL	0	0	0	0	0	0	0	0		0
AGENCY TOTAL: MULTNOMAH COUNTY/CITIES										
RESRV	0	0	0	0	0	0	745,898	745,898		0
TIP TOTAL	0	0	0	0	0	0	745,898	745,898		0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 28

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CLACKAMAS COUNTY PROJECTS									

90 KERR RD PE-49TH TO ROONES FERRY ROAD***38*****									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	54,787	0	0	0	0	0	0	56,090	1,303
91 ECAP SIGNALS***39*****									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	10,431	0	0	0	0	0	0	18,989	8,558
CONST	196,735	0	0	0	0	0	0	204,393	7,658
TIP TOTAL	207,166	0	0	0	0	0	0	223,382	16,216
92 OATFIELD ROAD-82ND DRIVE TO LAKE***40*****									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	28,445	0	0	0	0	0	0	26,064	-2,381
CONST	733,183	0	0	0	0	0	0	732,854	-329
TIP TOTAL	761,628	0	0	0	0	0	0	758,918	-2,710
93 LINWOOD AVE-KING ROAD TO HARMONY***41*****									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	13,102	0	0	0	0	0	0	21,450	8,348
CONST	195,447	0	0	0	0	0	0	189,479	-5,968
TIP TOTAL	208,549	0	0	0	0	0	0	210,929	2,380
94 82ND DRIVE-HIGHWAY 212 TO I205- CONSTRUCTION***45*335*****									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	38,680	0	0	0	0	0	0	30,030	-8,650
MI HOOD TRANSFER FUNDS									
CONST	458,000	0	0	0	0	0	0	458,000	0
PROJECT TOTAL: 82ND DRIVE-HIGHWAY 212 TO I205- CONSTRUCTION									
PE	38,680	0	0	0	0	0	0	30,030	-8,650
CONST	458,000	0	0	0	0	0	0	458,000	0
TIP TOTAL	496,680	0	0	0	0	0	0	488,030	-8,650

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CLACKAMAS COUNTY PROJECTS (CONTINUED)									
82ND DRIVE-HIGHWAY 212 TO I205- CONSTRUCTION (CONTINUED)									
95 RIVER RD-MCLOUGHLIN TO MCLOUGHLIN-PE/CONSTRUCTION***46***** FAU9671									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	65,428	0	0	0	0	0	0	52,975	-12,453
CONST	1,085,199	0	0	0	0	0	0	1,069,232	-15,967
TIP TOTAL	1,150,627	0	0	0	0	0	0	1,122,207	-28,420
96 JOHNSON CREEK/BELL AVENUE***47***** FAU9704									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	11,209	0	0	0	0	0	0	7,030	-4,179
R/W	42	0	0	0	0	0	0	11,700	11,658
CONST	125,133	0	0	0	0	0	0	121,290	-3,843
TIP TOTAL	136,384	0	0	0	0	0	0	140,020	3,636
97 SUNNYSIDE ROAD-STEVEN'S ROAD TO 122ND***48*386***** FAU9718									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	54,054	0	0	0	0	0	0	54,054	0
R/W	0	0	0	0	0	0	0	0	0
CONST	0	0	0	0	0	0	0	0	0
TIP TOTAL	54,054	0	0	0	0	0	0	54,054	0
I305 TRANSFER FUNDS									
R/W	0	148,750	0	0	0	0	0	148,750	0
CONST	0	0	0	654,500	0	0	0	654,500	0
RESRV	0	0	0	0	0	0	50,628	50,628	0
TIP TOTAL	0	148,750	0	654,500	0	0	50,628	853,878	0
PROJECT TOTAL: SUNNYSIDE ROAD-STEVEN'S ROAD TO 122ND									
PE	54,054	0	0	0	0	0	0	54,054	0
R/W	0	148,750	0	0	0	0	0	148,750	0
CONST	0	0	0	654,500	0	0	0	654,500	0
RESRV	0	0	0	0	0	0	50,628	50,628	0
TIP TOTAL	54,054	148,750	0	654,500	0	0	50,628	907,932	0
98 SUNNYSIDE ROAD REALIGNMENT-0.25 MI WEST OF 142ND (S CURVE)***49*329***** FAU9718									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	21,404	0	0	0	0	0	0	10,296	-11,108
R/W	45,000	0	0	0	0	0	0	45,000	0
TIP TOTAL	66,404	0	0	0	0	0	0	55,296	-11,108

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 30

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CLACKAMAS COUNTY PROJECTS (CONTINUED)									
SUNNYSIDE ROAD REALIGNMENT-0.25 MI WEST OF 142ND (S CURVE) (CONTINUED)									
KI HOOD TRANSFER FUNDS									
CONST	201,600	0	0	0	0	0	0	190,034	-11,566
PROJECT TOTAL: SUNNYSIDE ROAD REALIGNMENT-0.25 MI WEST OF 142ND (S CURVE)									
PE	21,404	0	0	0	0	0	0	10,296	-11,108
R/W	45,000	0	0	0	0	0	0	45,000	0
CONST	201,600	0	0	0	0	0	0	190,034	-11,566
TIP TOTAL	268,004	0	0	0	0	0	0	245,330	-22,674
99 HARMONY ROAD-LAKE ROAD TO 82ND DRIVE***50***** FAU9702									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	30,000	0	0	0	0	0	0	38,713	8,713
CONST	0	0	0	0	0	0	0	0	0
TIP TOTAL	30,000	0	0	0	0	0	0	38,713	8,713
*100 GLADSTONE SIGNAL-PORTLAND AVE AND GLOUCESTER*****51***** FAU9647									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	2,540	0	0	0	0	0	0	3,860	1,320
CONST	33,423	0	0	0	0	0	0	34,345	922
TIP TOTAL	35,963	0	0	0	0	0	0	38,205	2,242
*101 RAILROAD AVENUE/HARMONY ROAD-82ND TO MILWAUKIE CBD*****245***** FAU9702									
KI HOOD TRANSFER FUNDS									
FE	0	230,000	0	0	0	0	0	230,000	0
R/W	0	0	0	740,000	0	0	0	740,000	0
CONST	0	0	0	0	1,140,000	952,565	0	2,092,565	0
RESRV	0	0	0	0	0	0	0	0	0
TIP TOTAL	0	230,000	0	740,000	1,140,000	952,565	0	3,062,565	0
*102 82ND DRIVE-HWY 212 TO GLADSTONE/I205 INTERCHANGE*****250***** FAU9653									
KI HOOD TRANSFER FUNDS									
PE	0	170,000	0	0	0	0	0	170,000	0
R/W	0	0	0	20,000	0	0	0	20,000	0
CONST	0	0	0	0	0	830,000	0	830,000	0
TIP TOTAL	0	170,000	0	20,000	0	830,000	0	1,020,000	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 31

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

CLACKAMAS COUNTY PROJECTS (CONTINUED)									

*103 THIESSEN/JENNINGS CORRIDOR-OATFIELD ROAD TO I205*****251*****									
MT HOOD TRANSFER FUNDS									
PE	0	248,000	0	0	0	0	0	248,000	0
RESRV	0	0	0	0	0	0	2,071,573	2,071,573	0
TIP TOTAL	0	248,000	0	0	0	0	2,071,573	2,319,573	0

*104 GLADSTONE/MILWAUKIE SUBAREA TSM*****325*****									
MT HOOD TRANSFER FUNDS									
PE	124,351	25,840	0	0	0	0	0	150,190	0
R/W	17,000	50,725	0	0	0	0	0	67,725	0
CONST	163,030	1,695,460	0	0	0	0	0	1,858,490	0
TIP TOTAL	304,381	1,772,025	0	0	0	0	0	2,076,406	0

AGENCY TOTAL: CLACKAMAS COUNTY									

FEDERAL AID URBAN SYSTEM FUNDS									
PE	330,080	0	0	0	0	0	0	319,552	-10,528
R/W	45,042	0	0	0	0	0	0	56,700	11,658
CONST	2,369,120	0	0	0	0	0	0	2,351,592	-17,528
TIP TOTAL	2,744,242	0	0	0	0	0	0	2,727,844	-16,398

MT HOOD TRANSFER FUNDS									
PE	124,351	673,840	0	0	0	0	0	798,190	0
R/W	17,000	50,725	0	760,000	0	0	0	827,725	0
CONST	822,630	1,695,460	0	0	1,140,000	1,782,565	0	5,429,089	-11,566
RESRV	0	0	0	0	0	0	2,071,573	2,071,573	0
TIP TOTAL	963,981	2,420,025	0	760,000	1,140,000	1,782,565	2,071,573	9,126,578	-11,566

I505 TRANSFER FUNDS									
R/W	0	148,750	0	0	0	0	0	148,750	0
CONST	0	0	0	654,500	0	0	0	654,500	0
RESRV	0	0	0	0	0	0	50,628	50,628	0
TIP TOTAL	0	148,750	0	654,500	0	0	50,628	853,878	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 32

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

CLACKAMAS COUNTY PROJECTS (CONTINUED)									
AGENCY TOTAL: CLACKAMAS COUNTY									
PE	454,431	673,840	0	0	0	0	0	1,117,742	-10,528
R/W	62,042	199,475	0	760,000	0	0	0	1,033,175	11,658
CONST	3,191,750	1,695,460	0	654,500	1,140,000	1,782,565	0	8,435,182	-29,094
RESRV	0	0	0	0	0	0	2,122,201	2,122,201	0
TIP TOTAL	3,708,223	2,568,775	0	1,414,500	1,140,000	1,782,565	2,122,201	12,708,300	-27,964

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-SEP-81

PHASEE

PAGE 33

	OBLIGATED	1981	1982	1983	1984	1985 - POST 1985	AUTHORIZED	EXCESS AUTH	

CITY OF LAKE OSWEGO PROJECTS									
*105 LOWER BOONES FERRY RD-MADRONA TO SW JEAN*****42*241*297***** FAU9473									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	83,394	-32,821	0	0	0	0	0	50,573	0
CONST	0	265,499	282,340	282,340	282,340	282,340	117,492	1,512,351	0
TIP TOTAL	83,394	232,678	282,340	282,340	282,340	282,340	117,492	1,562,924	0
MT HOOD TRANSFER FUNDS									
R/W	0	438,600	254,360	0	0	0	0	692,960	0
CONST	0	0	0	0	0	311,057	0	311,057	0
TIP TOTAL	0	438,600	254,360	0	0	311,057	0	1,004,017	0
PROJECT TOTAL: LOWER BOONES FERRY RD-MADRONA TO SW JEAN									
PE	83,394	-32,821	0	0	0	0	0	50,573	0
R/W	0	438,600	254,360	0	0	0	0	692,960	0
CONST	0	265,499	282,340	282,340	282,340	593,397	117,492	1,823,408	0
TIP TOTAL	83,394	671,278	536,700	282,340	282,340	593,397	117,492	2,566,941	0
*106 HWY43(STATE ST CORRIDOR)TSM-TERWILLIGER TO LADJ*****229*324***** FAU9565									
MT HOOD TRANSFER FUNDS									
PE	68,048	17,000	25,000	0	0	0	0	110,048	0
R/W	53,550	0	0	500,000	0	0	0	553,550	0
CONST	0	0	0	0	892,698	0	0	892,698	0
TIP TOTAL	121,598	17,000	25,000	500,000	892,698	0	0	1,556,296	0
AGENCY TOTAL: CITY OF LAKE OSWEGO									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	83,394	-32,821	0	0	0	0	0	50,573	0
CONST	0	265,499	282,340	282,340	282,340	282,340	117,492	1,512,351	0
TIP TOTAL	83,394	232,678	282,340	282,340	282,340	282,340	117,492	1,562,924	0
MT HOOD TRANSFER FUNDS									
PE	68,048	17,000	25,000	0	0	0	0	110,048	0
R/W	53,550	438,600	254,360	500,000	0	0	0	1,246,510	0
CONST	0	0	0	0	892,698	311,057	0	1,203,755	0
TIP TOTAL	121,598	455,600	279,360	500,000	892,698	311,057	0	2,560,313	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-SEP-81

PHASEE	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CIIY OF LAKE OSWEGO PROJECTS (CONTINUED) <hr/>									
I505 TRANSFER FUNDS									
TIP TOTAL	0	0	0	0	0	0	0	0	0
AGENCY TOTAL: CITY OF LAKE OSWEGO									
PE	151,442	-15,821	25,000	0	0	0	0	160,621	0
R/W	53,550	438,600	254,360	500,000	0	0	0	1,246,510	0
CONST	0	265,499	282,340	282,340	1,175,038	593,397	117,492	2,716,106	0
TIP TOTAL	204,992	688,278	561,700	782,340	1,175,038	593,397	117,492	4,123,237	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

CITY OF GLADSTONE PROJECTS									
*107 GLADSTONE BRIDGE RECONSTRUCTION*****336*****									
MT HOOD TRANSFER FUNDS									
CONST	0	0	0	0	0	0	0	42,670	42,670
AGENCY TOTAL: CITY OF GLADSTONE									
FEDERAL AID URBAN SYSTEM FUNDS									
TIP TOTAL	0	0	0	0	0	0	0	0	0
MT HOOD TRANSFER FUNDS									
CONST	0	0	0	0	0	0	0	42,670	42,670
TIP TOTAL	0	0	0	0	0	0	0	42,670	42,670
IS05 TRANSFER FUNDS									
TIP TOTAL	0	0	0	0	0	0	0	0	0
AGENCY TOTAL: CITY OF GLADSTONE									
CONST	0	0	0	0	0	0	0	42,670	42,670
TIP TOTAL	0	0	0	0	0	0	0	42,670	42,670

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-SEP-81

PHASEE

PAGE 36

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
WASHINGTON COUNTY PROJECTS									
*108 SW 65TH/NYBERG RD-15 TO SAGERT RD-UNIT #1 (FORMERLY TO BORLAND)*****52*330***** FAU9556									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	66,063	0	0	0	0	0	0	63,432	-2,631
R/W	101,500	0	0	0	0	0	0	111,850	10,350
TIP TOTAL	167,563	0	0	0	0	0	0	175,282	7,719
MT HOOD TRANSFER FUNDS									
CONST	422,206	0	0	0	0	0	0	422,206	0
PROJECT TOTAL: SW 65TH/NYBERG RD-15 TO SAGERT RD-UNIT #1 (FORMERLY TO BORLAND)									
PE	66,063	0	0	0	0	0	0	63,432	-2,631
R/W	101,500	0	0	0	0	0	0	111,850	10,350
CONST	422,206	0	0	0	0	0	0	422,206	0
TIP TOTAL	589,769	0	0	0	0	0	0	597,488	7,719
*109 CORNELL RD @ MURRAY BLVD - IMPROVE/SIGNALIZE*****54*333***** FAU9022									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	15,165	0	0	0	0	0	0	12,320	-2,845
CONST	0	0	0	0	0	0	0	7,861	7,861
TIP TOTAL	15,165	0	0	0	0	0	0	20,181	5,016
MT HOOD TRANSFER FUNDS									
CONST	108,517	0	0	0	0	0	0	108,517	0
PROJECT TOTAL: CORNELL RD @ MURRAY BLVD - IMPROVE/SIGNALIZE									
PE	15,165	0	0	0	0	0	0	12,320	-2,845
CONST	108,517	0	0	0	0	0	0	116,378	7,861
TIP TOTAL	123,682	0	0	0	0	0	0	128,698	5,016
*110 SW GREENBURG RD - HALL TO OAK*****57*331***** FAU9207									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	78,505	0	0	0	0	0	0	67,649	6,359
MT HOOD TRANSFER FUNDS									
CONST	859,350	0	0	0	0	0	0	755,105	-104,245

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 37

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

WASHINGTON COUNTY PROJECTS (CONTINUED)									
SW GREENBURG RD - HALL TO OAK (CONTINUED)									
PROJECT TOTAL: SW GREENBURG RD - HALL TO OAK									
PE	78,505	0	0	0	0	0	0	67,649	6,359
CONST	859,350	0	0	0	0	0	0	755,105	-104,245
TIP TOTAL	937,855	0	0	0	0	0	0	822,754	-115,101
*111 NW 185TH-WALKER ROAD TO SUNSET HIGHWAY-PHASE I*****58*255*388***** FAU9043									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	79,360	121,539	0	0	0	0	0	200,899	0
KI HOOD TRANSFER FUNDS									
CONST	0	665,000	0	0	0	0	0	665,000	0
I505 TRANSFER FUNDS									
CONST	0	844,736	0	0	0	0	0	844,736	0
PROJECT TOTAL: NW 185TH-WALKER ROAD TO SUNSET HIGHWAY-PHASE I									
PE	79,360	121,539	0	0	0	0	0	200,899	0
CONST	0	1,509,736	0	0	0	0	0	1,509,736	0
TIP TOTAL	79,360	1,631,275	0	0	0	0	0	1,710,635	0
*112 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I*****61*259*389***** FAU9326									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	187,550	0	0	0	0	0	0	99,485	-88,065
KI HOOD TRANSFER FUNDS									
CONST	0	0	0	1,397,000	0	0	0	1,397,000	0
I505 TRANSFER FUNDS									
R/W	0	0	210,400	0	0	0	0	210,400	0
CONST	0	0	0	265,001	0	0	0	265,001	0
TIP TOTAL	0	0	210,400	265,001	0	0	0	475,401	0
PROJECT TOTAL: SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I									
PE	187,550	0	0	0	0	0	0	99,485	-88,065
R/W	0	0	210,400	0	0	0	0	210,400	0
CONST	0	0	0	1,662,001	0	0	0	1,662,001	0
TIP TOTAL	187,550	0	210,400	1,662,001	0	0	0	1,971,886	-88,065

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 38

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

WASHINGTON COUNTY PROJECTS (CONTINUED)									

*113 SW JENKINS/158TH-MURRAY BLVD TO SUNSET HIGHWAY*****62*256*393*****									
FEDERAL AID URBAN SYSTEM FUNDS								FAU9030	
PE	103,800	0	0	0	0	0	0	82,350	-21,450
CONST	0	0	0	0	0	0	0	15,477	15,477
TIP TOTAL	103,800	0	0	0	0	0	0	97,827	-5,973
MT HOOD TRANSFER FUNDS									
CONST	0	950,000	0	0	0	0	0	950,000	0
1505 TRANSFER FUNDS									
CONST	0	1,941,884	0	0	0	0	0	1,941,884	0
PROJECT TOTAL: SW JENKINS/158TH-MURRAY BLVD TO SUNSET HIGHWAY									
PE	103,800	0	0	0	0	0	0	82,350	-21,450
CONST	0	2,891,884	0	0	0	0	0	2,907,361	15,477
TIP TOTAL	103,800	2,891,884	0	0	0	0	0	2,989,711	-5,973
*114 CORNELL ROAD PHASE II-ECL TO CORNELIUS PASS ROAD*****252*****									
MT HOOD TRANSFER FUNDS								FAU9022	
PE	0	0	178,500	0	0	0	0	178,500	0
R/W	0	0	0	357,500	0	0	0	357,500	0
CONST	0	0	0	0	714,000	0	0	714,000	0
TIP TOTAL	0	0	178,500	357,500	714,000	0	0	1,250,000	0
*115 MURRAY BLVD-JENKINS ROAD TO SUNSET HIGHWAY*****253*****									
MT HOOD TRANSFER FUNDS								FAU9067	
PE	0	0	300,000	0	0	0	0	300,000	0
R/W	0	0	0	0	700,000	0	0	700,000	0
CONST	0	0	0	0	0	1,302,227	0	1,302,227	0
TIP TOTAL	0	0	300,000	0	700,000	1,302,227	0	2,302,227	0
*116 TUALATIN VALLEY HIGHWAY (OR8) @ 185TH STREET*****300*****									
MT HOOD TRANSFER FUNDS								FAP32	
PE	99,900	0	0	0	0	0	0	99,900	0
R/W	0	0	882,583	0	0	0	0	882,583	0
CONST	0	0	0	891,096	0	0	0	891,096	0
TIP TOTAL	99,900	0	882,583	891,096	0	0	0	1,873,580	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-SCP-81

PHASEE

PAGE 39

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH.
WASHINGTON COUNTY PROJECTS (CONTINUED)									
*****318***** FAU9064									
*117 FARMINGTON RD CORRIDOR(OR208) TSM-185TH AVE TO LOMBARD AVE*****									
MT HOOD TRANSFER FUNDS									
PE	49,300	4,675	0	0	0	0	0	53,975	0
CONST	0	0	284,696	0	0	0	0	284,696	0
TIP TOTAL	49,300	4,675	284,696	0	0	0	0	338,671	0
*****320*345***** FAU9097									
*118 CEDAR HILLS BLVD/WALKER RD INTERSECTION IMPROVEMENT*****									
MT HOOD TRANSFER FUNDS									
PE	8,624	0	0	0	0	0	0	10,406	1,782
CONST	102,000	0	0	0	0	0	0	110,669	8,669
TIP TOTAL	110,624	0	0	0	0	0	0	121,075	10,451
AGENCY TOTAL: WASHINGTON COUNTY									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	530,443	121,539	0	0	0	0	0	526,136	-108,632
R/W	101,500	0	0	0	0	0	0	111,850	10,350
CONST	0	0	0	0	0	0	0	23,338	23,338
TIP TOTAL	631,943	121,539	0	0	0	0	0	661,323	-92,159
MT HOOD TRANSFER FUNDS									
PE	157,824	4,675	478,500	0	0	0	0	642,781	1,782
R/W	0	0	882,583	357,500	700,000	0	0	1,940,083	0
CONST	1,492,073	1,615,000	284,697	2,288,096	714,000	1,302,227	0	7,600,517	-95,576
TIP TOTAL	1,649,897	1,619,675	1,645,780	2,645,596	1,414,000	1,302,227	0	10,183,381	-93,794
I505 TRANSFER FUNDS									
R/W	0	0	210,400	0	0	0	0	210,400	0
CONST	0	2,786,620	0	265,001	0	0	0	3,051,621	0
TIP TOTAL	0	2,786,620	210,400	265,001	0	0	0	3,262,021	0
AGENCY TOTAL: WASHINGTON COUNTY									
PE	688,267	126,214	478,500	0	0	0	0	1,168,917	-106,849
R/W	101,500	0	1,092,983	357,500	700,000	0	0	2,262,333	10,350
CONST	1,492,073	4,401,620	284,697	2,553,097	714,000	1,302,227	0	10,675,475	-72,238
TIP TOTAL	2,281,840	4,527,834	1,856,180	2,910,597	1,414,000	1,302,227	0	14,106,725	-185,953

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 40

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF TIGARD PROJECTS									
*****316***** FAP9									
*119 PACIFIC HWY W(DR99W)-BULL MTN RD TO N TIGARD INTCHG-TSM IMP									
MT HOOD TRANSFER FUNDS									
PE	91,610	0	0	0	0	0	0	40,219	-53,208
CONST	962,450	0	0	0	0	0	0	962,450	0
TIP TOTAL	1,054,060	0	0	0	0	0	0	1,002,669	-51,391
AGENCY TOTAL: CITY OF TIGARD									
FEDERAL AID URBAN SYSTEM FUNDS									
TIP TOTAL	0	0	0	0	0	0	0	0	0
MT HOOD TRANSFER FUNDS									
PE	91,610	0	0	0	0	0	0	40,219	-53,208
CONST	962,450	0	0	0	0	0	0	962,450	0
TIP TOTAL	1,054,060	0	0	0	0	0	0	1,002,669	-51,391
I505 TRANSFER FUNDS									
TIP TOTAL	0	0	0	0	0	0	0	0	0
AGENCY TOTAL: CITY OF TIGARD									
PE	91,610	0	0	0	0	0	0	40,219	-53,208
CONST	962,450	0	0	0	0	0	0	962,450	0
TIP TOTAL	1,054,060	0	0	0	0	0	0	1,002,669	-51,391

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 41

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF BEAVERTON PROJECTS									
*****59*228*258***** FAU9088									
*120 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	192,483	0	0	0	0	0	0	192,483	9,356
MT HOOD TRANSFER FUNDS									
PE	53,091	0	0	0	0	0	0	53,091	0
R/W	0	660,025	383,350	0	0	0	0	1,043,375	0
CONST	0	0	1,285,200	708,029	0	0	0	1,993,229	0
TIP TOTAL	53,091	660,025	1,668,550	708,029	0	0	0	3,089,695	0
PROJECT TOTAL: ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217									
PE	245,574	0	0	0	0	0	0	245,574	9,356
R/W	0	660,025	383,350	0	0	0	0	1,043,375	0
CONST	0	0	1,285,200	708,029	0	0	0	1,993,229	0
TIP TOTAL	245,574	660,025	1,668,550	708,029	0	0	0	3,282,178	0
*****60***** FAU9088									
*121 ALLEN BLVD SIGNAL @ LOMBARO									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	4,143	0	0	0	0	0	0	4,288	145
CONST	28,394	0	0	0	0	0	0	29,648	1,254
TIP TOTAL	32,537	0	0	0	0	0	0	33,936	1,399
*****230***** FAU9228									
*122 BEAVERTON HILLSDALE HWY SIGNAL INTERTIE-LOMBARD TO SW 91ST AVE									
MT HOOD TRANSFER FUNDS									
PE	0	10,000	0	0	0	0	0	10,000	0
CONST	0	0	91,720	0	0	0	0	91,720	0
TIP TOTAL	0	10,000	91,720	0	0	0	0	101,720	0
*****234*319***** FAU9091									
*123 HALL BLVD CORRIDOR TSM-TV HWY TO SCHOLLS FERRY RD									
MT HOOD TRANSFER FUNDS									
PE	21,250	20,750	0	0	0	0	0	42,000	0
R/W	0	34,015	0	0	0	0	0	34,015	0
CONST	0	273,335	0	0	0	0	0	273,335	0
TIP TOTAL	21,250	328,100	0	0	0	0	0	349,350	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 42

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF BEAVERTON PROJECTS (CONTINUED)									
*124 CANYON/TU HWY CORRIDOR(OR8) TSM-WALKER RD TO MURRAY BLVD)*****317***** FAP32									
KI HOOD TRANSFER FUNDS									
PE	38,175	0	0	0	0	0	0	53,320	15,145
CONST	659,864	0	0	0	0	0	0	619,781	-40,083
TIP TOTAL	698,039	0	0	0	0	0	0	673,101	-24,938
AGENCY TOTAL: CITY OF BEAVERTON									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	196,626	0	0	0	0	0	0	196,771	9,501
CONST	28,394	0	0	0	0	0	0	29,648	1,254
TIP TOTAL	225,020	0	0	0	0	0	0	226,419	1,399
KI HOOD TRANSFER FUNDS									
PE	112,516	30,750	0	0	0	0	0	158,411	15,145
R/W	0	694,040	383,350	0	0	0	0	1,077,390	0
CONST	659,864	273,335	1,376,920	708,029	0	0	0	2,978,065	-40,083
TIP TOTAL	772,380	998,125	1,760,270	708,029	0	0	0	4,213,867	-24,938
I505 TRANSFER FUNDS									
TIP TOTAL	0	0	0	0	0	0	0	0	0
AGENCY TOTAL: CITY OF BEAVERTON									
PE	309,142	30,750	0	0	0	0	0	355,183	24,647
R/W	0	694,040	383,350	0	0	0	0	1,077,390	0
CONST	688,258	273,335	1,376,920	708,029	0	0	0	3,007,713	-38,829
TIP TOTAL	997,400	998,125	1,760,270	708,029	0	0	0	4,440,286	-23,539

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF TUALATIN PROJECTS								

*125 SW NYBERG ROAD-SW 89TH AVE TO I5-UNIT #2*****53*303*387***** FAU9282								
FEDERAL AID URBAN SYSTEM FUNDS								
PE	172,755	0	0	0	0	0	180,292	7,537
MT HOOD TRANSFER FUNDS								
R/W	199,750	74,126	0	0	0	0	273,876	0
CONST	0	45,357	0	0	0	0	45,357	0
TIP TOTAL	199,750	119,483	0	0	0	0	319,233	0
I505 TRANSFER FUNDS								
R/W	0	0	0	0	0	0	0	0
CONST	0	1,561,844	0	0	0	0	1,561,844	0
TIP TOTAL	0	1,561,844	0	0	0	0	1,561,844	0
PROJECT TOTAL: SW NYBERG ROAD-SW 89TH AVE TO I5-UNIT #2								
PE	172,755	0	0	0	0	0	180,292	7,537
R/W	199,750	74,126	0	0	0	0	273,876	0
CONST	0	1,607,201	0	0	0	0	1,607,201	0
TIP TOTAL	372,505	1,681,327	0	0	0	0	2,061,369	7,537
AGENCY TOTAL: CITY OF TUALATIN								
FEDERAL AID URBAN SYSTEM FUNDS								
PE	172,755	0	0	0	0	0	180,292	7,537
TIP TOTAL	172,755	0	0	0	0	0	180,292	7,537
MT HOOD TRANSFER FUNDS								
R/W	199,750	74,126	0	0	0	0	273,876	0
CONST	0	45,357	0	0	0	0	45,357	0
TIP TOTAL	199,750	119,483	0	0	0	0	319,233	0
I505 TRANSFER FUNDS								
R/W	0	0	0	0	0	0	0	0
CONST	0	1,561,844	0	0	0	0	1,561,844	0
TIP TOTAL	0	1,561,844	0	0	0	0	1,561,844	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEF

PAGE 44

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
CITY OF TUALATIN PROJECTS (CONTINUED)									
AGENCY TOTAL: CITY OF TUALATIN									
FE	172,755	0	0	0	0	0	0	180,292	7,537
R/W	199,750	74,126	0	0	0	0	0	273,876	0
CONST	0	1,607,201	0	0	0	0	0	1,607,201	0
TIP TOTAL	372,505	1,681,327	0	0	0	0	0	2,061,369	7,537

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-SEP-81

PHASEE

PAGE 45

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

CITY OF HILLSBORO PROJECTS									
*126 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAN YOUNG PARKWAY*****227*257***** FAU9022									
MT HOOD TRANSFER FUNDS									
PE	0	153,000	0	0	0	0	0	153,000	0
R/W	0	0	200,000	0	0	0	0	200,000	0
CONST	0	0	0	1,782,078	0	0	0	1,782,078	0
TIP TOTAL	0	153,000	200,000	1,782,078	0	0	0	2,135,078	0
AGENCY TOTAL: CITY OF HILLSBORO									
FEDERAL AID URBAN SYSTEM FUNDS									
TIP TOTAL	0	0	0	0	0	0	0	0	0
MT HOOD TRANSFER FUNDS									
PE	0	153,000	0	0	0	0	0	153,000	0
R/W	0	0	200,000	0	0	0	0	200,000	0
CONST	0	0	0	1,782,078	0	0	0	1,782,078	0
TIP TOTAL	0	153,000	200,000	1,782,078	0	0	0	2,135,078	0
I505 TRANSFER FUNDS									
TIP TOTAL	0	0	0	0	0	0	0	0	0
AGENCY TOTAL: CITY OF HILLSBORO									
PE	0	153,000	0	0	0	0	0	153,000	0
R/W	0	0	200,000	0	0	0	0	200,000	0
CONST	0	0	0	1,782,078	0	0	0	1,782,078	0
TIP TOTAL	0	153,000	200,000	1,782,078	0	0	0	2,135,078	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

TRI-MET PROJECTS									
*127 BUS SUBSTATION - FAU TO UMTA TRANSFER*****64*****									N/A
FEDERAL AID URBAN SYSTEM FUNDS									
CONST	2,266,830	0	0	0	0	0	0	2,313,650	46,820
*128 CARPOOL PROJECT AT 90% FEDERAL*****65*****									N/A
FEDERAL AID URBAN SYSTEM FUNDS									
OPRTG	271,548	0	0	0	0	0	0	347,475	75,927
*129 TRI-MET RIDESHARE PROGRAM*****66*394*****									N/A
FEDERAL AID URBAN SYSTEM FUNDS									
OPRTG	714,945	0	0	0	0	0	0	639,018	-75,927
ISOS TRANSFER FUNDS									
OPRTG	0	219,645	0	0	0	0	0	219,645	0
PROJECT TOTAL: TRI-MET RIDESHARE PROGRAM									
OPRTG	714,945	219,645	0	0	0	0	0	858,663	-75,927
TIP TOTAL	714,945	219,645	0	0	0	0	0	858,663	-75,927
*130 CLACKAMAS TOWN CENTER TRANSIT CENTER*****67*****									N/A
*131 DEVELOPMENT OF TIGARD TRANSIT CENTER*****226*****									N/A
MT HOOD TRANSFER FUNDS									
R/W	0	0	480,000	0	0	0	0	480,000	0
CONST	0	0	322,378	0	0	0	0	322,378	0
TIP TOTAL	0	0	802,378	0	0	0	0	802,378	0
*132 KILWAUKIE TRANSIT STATION DEVELOPMENT*****235*****									N/A
MT HOOD TRANSFER FUNDS									
FE	0	0	100,000	0	0	0	0	100,000	0
R/W	0	0	0	0	0	0	0	0	0
CONST	0	0	695,251	0	0	0	0	695,251	0
RESRV	0	0	0	0	0	0	694,324	694,324	0
TIP TOTAL	0	0	795,251	0	0	0	694,324	1,489,575	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

TRI-MET PROJECTS (CONTINUED)									

*133 MCDOUGHIN CORRIDOR TRANSIT IMPROVEMENTS*****236*****									
KT HOOD TRANSFER FUNDS									
PE	0	0	0	0	150,450	0	0	150,450	0
RESRV	0	0	0	0	0	0	1,027,593	1,027,593	0
TIP TOTAL	0	0	0	0	150,450	0	1,027,593	1,178,043	0

*134 OREGON CITY TRANSIT STATION*****238*****									
KT HOOD TRANSFER FUNDS									
R/W	0	0	207,667	0	0	0	0	207,667	0
CONST	0	0	275,158	0	0	0	0	275,158	0
TIP TOTAL	0	0	482,825	0	0	0	0	482,825	0

*135 PURCHASE OF 10 STANDARD BUSES*****242*304*****									
KT HOOD TRANSFER FUNDS									
CAP	0	0	0	1,694,561	0	0	0	1,694,561	0

*136 TRI-MET TECHNICAL STUDY - 5 WORK ELEMENTS*****247*****									
KT HOOD TRANSFER FUNDS									
PE	428,000	0	0	0	0	0	0	428,000	0

*137 CLACKAMAS TOWN CENTER SIGNALS*****248*****									
KT HOOD TRANSFER FUNDS									
PE	0	13,700	0	0	0	0	0	13,700	0
CONST	0	66,300	0	0	0	0	0	66,300	0
TIP TOTAL	0	80,000	0	0	0	0	0	80,000	0

*138 TRI-MET RIDESHARE PROGRAM EXPANSION*****249*****									
KT HOOD TRANSFER FUNDS									
OPRTG	0	0	72,346	72,346	72,346	72,346	72,344	361,728	0
RESRV	0	0	0	0	0	0	0	0	0
TIP TOTAL	0	0	72,346	72,346	72,346	72,346	72,344	361,728	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 48

ORIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH	

TRI-MET PROJECTS (CONTINUED)									

*139 MILWAUKIE TRANSIT CENTER SIGNALS*****260***** N/A									
MT HOOD TRANSFER FUNDS									
PE	0	0	10,000	0	0	0	0	10,000	0
*140 I5 NORTH RIDESHARE PROGRAM*****364*401*421***** N/A									
MT HOOD TRANSFER FUNDS									
PE	95,000	-95,000	0	0	0	0	0	0	0
I505 TRANSFER FUNDS									
PE	0	95,000	0	0	0	0	0	95,000	0
OPRTG	0	0	74,446	0	0	0	0	74,446	0
TIP TOTAL	0	95,000	74,446	0	0	0	0	169,446	0
PROJECT TOTAL: I5 NORTH RIDESHARE PROGRAM									
PE	95,000	0	0	0	0	0	0	95,000	0
OPRTG	0	0	74,446	0	0	0	0	74,446	0
TIP TOTAL	95,000	0	74,446	0	0	0	0	169,446	0
*141 TRINET RIDESHARE RESERVE*****399*411***** N/A									
I505 TRANSFER FUNDS									
RESRV	0	0	257,339	257,339	257,339	257,339	208,045	1,237,399	0
AGENCY TOTAL: TRI-MET									
FEDERAL AID URBAN SYSTEM FUNDS									
CONST	2,266,830	0	0	0	0	0	0	2,313,650	46,820
OPRTG	986,493	0	0	0	0	0	0	986,493	0
TIP TOTAL	3,253,323	0	0	0	0	0	0	3,300,143	46,820
MT HOOD TRANSFER FUNDS									
PE	523,000	-81,300	110,000	0	150,450	0	0	702,150	0
R/W	0	0	687,667	0	0	0	0	687,667	0
CONST	0	66,300	1,292,787	0	0	0	0	1,359,087	0
CAF	0	0	0	1,694,561	0	0	0	1,694,561	0
OPRTG	0	0	72,346	72,346	72,346	72,346	72,344	361,728	0
RESRV	0	0	0	0	0	0	1,721,917	1,721,917	0
TIP TOTAL	523,000	-15,000	2,162,800	1,766,907	222,796	72,346	1,794,261	6,527,109	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-SEP-81

PHASEE

PAGE 49

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

TRI-MET PROJECTS (CONTINUED)									
I505 TRANSFER FUNDS									
PE	0	95,000	0	0	0	0	0	95,000	0
OPRTG	0	219,645	74,446	0	0	0	0	294,091	0
RESRV	0	0	257,339	257,339	257,339	257,339	208,045	1,237,399	0
TIP TOTAL	0	314,645	331,785	257,339	257,339	257,339	208,045	1,626,490	0
AGENCY TOTAL: TRI-MET									
PE	523,000	13,700	110,000	0	150,450	0	0	797,150	0
R/W	0	0	687,667	0	0	0	0	687,667	0
CONST	2,266,830	66,300	1,292,787	0	0	0	0	3,672,737	46,820
CAP	0	0	0	1,694,561	0	0	0	1,694,561	0
OPRTG	986,493	219,645	146,792	72,346	72,346	72,346	72,344	1,642,312	0
RESRV	0	0	257,339	257,339	257,339	257,339	1,929,961	2,959,316	0
TIP TOTAL	3,776,323	299,645	2,494,585	2,024,245	480,135	329,685	2,002,305	11,453,742	46,820

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 50

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
OREGON STATE HIGHWAY DIVISION PROJECTS									
*****68*240*306*382*390***** FAU9565									
*142 OSWEGO CREEK BRIDGE(OR43)-BRIDGE REPLACEMENT AND NEW BIKEWAY									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	123,932	0	0	0	0	0	0	123,932	0
MT HOOD TRANSFER FUNDS									
PE	0	27,163	0	0	0	0	0	27,163	0
CONST	0	300,833	0	0	0	0	0	300,833	0
TIP TOTAL	0	327,996	0	0	0	0	0	327,996	0
1505 TRANSFER FUNDS									
PE	0	62,985	0	0	0	0	0	62,985	0
R/W	0	53,550	0	0	0	0	0	53,550	0
CONST	0	1,824,166	0	0	0	0	0	1,824,166	0
TIP TOTAL	0	1,940,701	0	0	0	0	0	1,940,701	0
PROJECT TOTAL : OSWEGO CREEK BRIDGE(OR43)-BRIDGE REPLACEMENT AND NEW BIKEWAY									
PE	123,932	90,148	0	0	0	0	0	214,080	0
R/W	0	53,550	0	0	0	0	0	53,550	0
CONST	0	2,125,000	0	0	0	0	0	2,125,000	0
TIP TOTAL	123,932	2,268,697	0	0	0	0	0	2,392,629	0
*****69***** FAP24									
*143 POWELL BLVD IMPROVEMENTS - 92ND TO AVA									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	29,898	0	0	0	0	0	0	29,898	0
CONST	639,897	0	0	0	0	0	0	657,986	18,089
TIP TOTAL	669,795	0	0	0	0	0	0	687,884	18,089
*****70*302*332***** FAU9234									
*144 SCHOLLS HWY(OR210) @ ALLEN - SIGNALS/WIDENING									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	8,935	0	0	0	0	0	0	5,206	-3,729
MT HOOD TRANSFER FUNDS									
PF	4,100	0	0	0	0	0	0	14,473	10,373
CONST	143,600	0	0	0	0	0	0	141,475	-2,125
TIP TOTAL	147,700	0	0	0	0	0	0	155,949	8,249

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 52

OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
OREGON STATE HIGHWAY DIVISION PROJECTS (CONTINUED)								
OSWEGO HIGHWAY(OR43) AT CEDAR OAKS-LEFT TURN REFUGES (CONTINUED)								
I505 TRANSFER FUNDS								
PE	0	0	0	0	0	0	0	0
CONST	0	34,437	0	0	0	0	34,437	0
RESRV	0	0	0	0	0	17,116	17,116	0
TIP TOTAL	0	34,437	0	0	0	17,116	51,553	0
PROJECT TOTAL: OSWEGO HIGHWAY(OR43) AT CEDAR OAKS-LEFT TURN REFUGES								
PE	3,300	0	0	0	0	0	0	-3,300
CONST	0	34,437	0	0	0	0	34,437	0
RESRV	0	0	0	0	0	17,116	17,116	0
TIP TOTAL	3,300	34,437	0	0	0	17,116	51,553	-3,300
*148 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE*****218*379***** FAF79								
KI HOOD TRANSFER FUNDS								
PE	250,000	0	0	0	0	0	250,000	0
R/W	0	0	28,154	0	0	0	28,154	0
TIP TOTAL	250,000	0	28,154	0	0	0	278,154	0
I505 TRANSFER FUNDS								
PE	0	0	0	0	0	0	0	0
R/W	0	0	969,746	0	0	0	969,746	0
CONST	0	0	3,600,000	8,317,000	0	0	11,917,000	0
RESRV	0	0	0	0	0	1,341,219	1,341,219	0
TIP TOTAL	0	0	4,569,746	8,317,000	0	1,341,219	14,227,965	0
PROJECT TOTAL: HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE								
PE	250,000	0	0	0	0	0	250,000	0
R/W	0	0	997,900	0	0	0	997,900	0
CONST	0	0	3,600,000	8,317,000	0	0	11,917,000	0
RESRV	0	0	0	0	0	1,341,219	1,341,219	0
TIP TOTAL	250,000	0	4,597,900	8,317,000	0	1,341,219	14,506,119	0
*149 HIGHWAY 212 IMPROVEMENTS (1205 EAST TO HIGHWAY 224)*****220*299*361***** FAF74								
KI HOOD TRANSFER FUNDS								
PE	226,100	95,200	0	0	0	0	321,300	0
R/W	2,108,000	-2,134,946	0	0	0	0	-26,946	0
CONST	0	0	339,209	0	0	0	339,209	0
RESRV	0	0	0	0	0	0	0	0
TIP TOTAL	2,334,100	-2,039,746	339,209	0	0	0	633,563	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASE

PAGE 53

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

OREGON STATE HIGHWAY DIVISION PROJECTS (CONTINUED)									
HIGHWAY 212 IMPROVEMENTS (I205 EAST TO HIGHWAY 224) (CONTINUED)									
I505 TRANSFER FUNDS									
R/W	0	2,134,946	0	0	0	0	0	2,134,946	0
CONST	0	0	4,682,574	0	0	0	0	4,682,574	0
TIP TOTAL	0	2,134,946	4,682,574	0	0	0	0	6,817,520	0
PROJECT TOTAL: HIGHWAY 212 IMPROVEMENTS (I205 EAST TO HIGHWAY 224)									
PE	226,100	95,200	0	0	0	0	0	321,300	0
R/W	2,108,000	0	0	0	0	0	0	2,108,000	0
CONST	0	0	5,021,783	0	0	0	0	5,021,783	0
RESRV	0	0	0	0	0	0	0	0	0
TIP TOTAL	2,334,100	95,200	5,021,783	0	0	0	0	7,451,083	0
*150 OREGON CITY BYPASS-PARK PLACE TO COMMUNITY COLLEGE*****222*298***** N/A									
KI HOOD TRANSFER FUNDS									
PE	729,222	150,613	0	0	0	0	0	879,835	0
R/W	2,975,000	0	0	0	0	0	0	2,975,000	0
CONST	0	0	16,220,122	0	0	0	0	16,220,122	0
RESRV	0	0	0	0	0	0	0	0	0
TIP TOTAL	3,704,222	150,613	16,220,122	0	0	0	0	20,074,957	0
*151 MCLOUGHLIN BLVD INTERSECTION AND SIGNAL IMPROVEMENTS*****237***** FAP26									
KI HOOD TRANSFER FUNDS									
PE	0	60,500	0	0	0	0	0	60,500	0
CONST	0	0	822,084	0	0	0	0	822,084	0
TIP TOTAL	0	60,500	822,084	0	0	0	0	882,584	0
*152 HWY 217/72ND AVE INTCHG-PE & CONSTRUCTION-#2*****301***** FAP79									
KI HOOD TRANSFER FUNDS									
PE	143,800	62,750	0	0	0	0	0	206,550	0
R/W	0	200,600	0	0	0	0	0	200,600	0
CONST	0	0	1,133,900	0	0	0	0	1,133,900	0
RESRV	0	0	0	0	0	0	740,063	740,063	0
TIP TOTAL	143,800	263,350	1,133,900	0	0	0	740,063	2,281,113	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-SEP-81

PHASEE

PAGE 54

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

OREGON STATE HIGHWAY DIVISION PROJECTS (CONTINUED)									

*153 BEAVERTON TUALATIN HIGHWAY--FANNO CREEK BRIDGE WIDENING*****326*391*****									
KT HOOD TRANSFER FUNDS									
CONST	218,001	0	0	0	0	0	0	120,549	-97,452
I505 TRANSFER FUNDS									
PE	0	0	0	0	0	0	0	14,188	14,188
CONST	0	0	0	0	0	0	0	79,671	79,671
TIP TOTAL	0	0	0	0	0	0	0	93,859	93,859
PROJECT TOTAL: BEAVERTON TUALATIN HIGHWAY--FANNO CREEK BRIDGE WIDENING									
PE	0	0	0	0	0	0	0	14,188	14,188
CONST	218,001	0	0	0	0	0	0	200,220	-17,781
TIP TOTAL	218,001	0	0	0	0	0	0	214,408	-3,593

*154 ALLEN BLVD INTERCHANGE - CONSTRUCTION*****349*****									
KT HOOD TRANSFER FUNDS									
CONST	5,767,283	0	0	0	0	0	0	5,767,283	0

*155 SUNSET HIGHWAY OVERLAYS - CONSTRUCTION*****350*****									
KT HOOD TRANSFER FUNDS									
CONST	1,590,275	0	0	0	0	0	0	1,590,290	15

*156 RECONSTRUCTION OF YEON/VAUGHN/NICOLA/WARDWAY AND ST HELENS RD*****357*369*****									
KT HOOD TRANSFER FUNDS									
PE	739,500	-739,500	0	0	0	0	0	0	0
I505 TRANSFER FUNDS									
PE	0	739,500	0	0	0	0	0	739,500	0
R/W	0	0	2,350,250	0	0	0	0	2,350,250	0
CONST	0	0	5,144,200	15,002,500	0	0	0	20,146,700	0
RESRV	0	0	0	0	0	0	1,606,668	1,606,668	0
TIP TOTAL	0	739,500	7,494,450	15,002,500	0	0	1,606,668	24,843,118	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASE

PAGE 55

OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
OREGON STATE HIGHWAY DIVISION PROJECTS (CONTINUED)								
RECONSTRUCTION OF YEON/VAUGHN/NICOLAI/WARDWAY AND ST HELENS RD (CONTINUED)								
PROJECT TOTAL: RECONSTRUCTION OF YEON/VAUGHN/NICOLAI/WARDWAY AND ST HELENS RD								
PF	739,500	0	0	0	0	0	739,500	0
R/W	0	0	2,350,250	0	0	0	2,350,250	0
CONST	0	0	5,144,200	15,002,500	0	0	20,146,700	0
RESRV	0	0	0	0	0	1,606,668	1,606,668	0
TIP TOTAL	739,500	0	7,494,450	15,002,500	0	1,606,668	24,843,118	0
*157 POWELL AND 190TH INTERSECTION IMPROVEMENT*****360*380***** FAP24								
KI HOOD TRANSFER FUNDS								
PE	153,340	-153,340	0	0	0	0	0	0
1505 TRANSFER FUNDS								
PE	0	153,340	10,455	0	0	0	163,795	0
R/W	0	0	544,000	0	0	0	544,000	0
CONST	0	0	0	1,727,033	0	0	1,727,033	0
RESRV	0	0	0	0	0	0	0	0
TIP TOTAL	0	153,340	554,455	1,727,033	0	0	2,434,828	0
PROJECT TOTAL: POWELL AND 190TH INTERSECTION IMPROVEMENT								
PE	153,340	0	10,455	0	0	0	163,795	0
R/W	0	0	544,000	0	0	0	544,000	0
CONST	0	0	0	1,727,033	0	0	1,727,033	0
RESRV	0	0	0	0	0	0	0	0
TIP TOTAL	153,340	0	554,455	1,727,033	0	0	2,434,828	0
*158 ST HELENS ROAD RECONSTRUCTION-WEST CITY LIMITS TO NW KITTRIDGE *****366*370***** FAP1								
KI HOOD TRANSFER FUNDS								
PE	221,468	-221,468	0	0	0	0	0	0
1505 TRANSFER FUNDS								
PE	0	221,468	0	0	0	0	221,468	0
R/W	0	0	1,751,680	0	0	0	1,751,680	0
CONST	0	0	0	1,493,019	0	0	1,493,019	0
TIP TOTAL	0	221,468	1,751,680	1,493,019	0	0	3,466,167	0
PROJECT TOTAL: ST HELENS ROAD RECONSTRUCTION-WEST CITY LIMITS TO NW KITTRIDGE								
PE	221,468	0	0	0	0	0	221,468	0
R/W	0	0	1,751,680	0	0	0	1,751,680	0
CONST	0	0	0	1,493,019	0	0	1,493,019	0
TIP TOTAL	221,468	0	1,751,680	1,493,019	0	0	3,466,167	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 56

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
OREGON STATE HIGHWAY DIVISION PROJECTS (CONTINUED)									
AGENCY TOTAL: OREGON STATE HIGHWAY DIVISION									
FEDERAL AID URBAN SYSTEM FUNDS									
FE	212,949	0	0	0	0	0	0	208,248	-4,701
R/W	97,860	0	0	0	0	0	0	97,860	0
CONST	847,831	0	0	0	0	0	0	841,513	-6,318
TIP TOTAL	1,158,640	0	0	0	0	0	0	1,147,622	-11,018
MT HOOD TRANSFER FUNDS									
FE	2,467,530	-718,082	0	0	0	0	0	1,759,821	10,373
R/W	5,083,000	-1,934,346	28,154	0	0	0	0	3,176,808	0
CONST	8,095,815	300,833	18,515,314	0	0	0	0	26,844,228	-67,734
RESRV	0	0	0	0	0	0	740,063	740,063	0
TIP TOTAL	15,646,345	-2,351,595	18,543,468	0	0	0	740,063	32,520,921	-57,361
I505 TRANSFER FUNDS									
FE	0	1,177,293	10,455	0	0	0	0	1,201,936	14,188
R/W	0	2,188,496	5,615,676	0	0	0	0	7,804,172	0
CONST	0	1,858,603	13,426,774	26,539,552	0	0	0	41,904,601	79,671
RESRV	0	0	0	0	0	0	2,965,003	2,965,003	0
TIP TOTAL	0	5,224,392	19,052,905	26,539,552	0	0	2,965,003	53,875,711	93,859
AGENCY TOTAL: OREGON STATE HIGHWAY DIVISION									
FE	2,680,479	459,211	10,455	0	0	0	0	3,170,005	19,861
R/W	5,180,860	254,150	5,643,830	0	0	0	0	11,078,840	0
CONST	8,943,646	2,159,437	31,942,088	26,539,552	0	0	0	69,590,342	5,619
RESRV	0	0	0	0	0	0	3,705,066	3,705,066	0
TIP TOTAL	16,804,985	2,872,797	37,596,373	26,539,552	0	0	3,705,066	87,544,254	25,480

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASE F

PAGE 57

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
REGIONAL PROJECTS PROJECTS									
*****213*243*377***** FAP68									
*159 BANFIELD TRANSITWAY-HIGHWAY FUNDS									
KI HOOD TRANSFER FUNDS									
FE	3,340,270	1,787,550	0	0	0	0	0	5,127,820	0
R/W	0	8,992,750	137,804	0	0	0	0	9,130,554	0
CONST	0	52,392	38,725,726	0	0	0	0	38,778,118	0
TIP TOTAL	3,340,270	10,832,692	38,863,530	0	0	0	0	53,036,492	0
1505 TRANSFER FUNDS									
CONST	0	0	15,272,803	0	0	0	0	15,272,803	0
PROJECT TOTAL: BANFIELD TRANSITWAY-HIGHWAY FUNDS									
FE	3,340,270	1,787,550	0	0	0	0	0	5,127,820	0
R/W	0	8,992,750	137,804	0	0	0	0	9,130,554	0
CONST	0	52,392	53,998,529	0	0	0	0	54,050,921	0
TIP TOTAL	3,340,270	10,832,692	54,136,333	0	0	0	0	68,309,295	0
*****214*244***** FAP68									
*160 BANFIELD TRANSITWAY-TRANSIT FUNDS									
KI HOOD TRANSFER FUNDS									
FE	2,950,657	3,613,610	1,500,000	4,732,436	0	0	0	12,796,703	0
R/W	7,741,000	3,398,228	1,355,772	0	0	0	0	12,495,000	0
CONST	0	9,950,592	7,544,228	18,007,538	0	0	0	35,502,358	0
TIP TOTAL	10,691,657	16,962,430	10,400,000	22,739,974	0	0	0	60,794,061	0
*****215*363*378***** N/A									
*161 BANFIELD LRT STATION AREA PLANNING PROGRAM									
KI HOOD TRANSFER FUNDS									
PE	390,569	-390,569	0	0	0	0	0	0	0
1505 TRANSFER FUNDS									
FE	0	1,028,069	536,158	0	0	0	0	1,564,227	0
RESRV	0	0	0	0	0	0	19,475	19,475	0
TIP TOTAL	0	1,028,069	536,158	0	0	0	19,475	1,583,702	0
PROJECT TOTAL: BANFIELD LRT STATION AREA PLANNING PROGRAM									
FE	390,569	637,500	536,158	0	0	0	0	1,564,227	0
RESRV	0	0	0	0	0	0	19,475	19,475	0
TIP TOTAL	390,569	637,500	536,158	0	0	0	19,475	1,583,702	0

* BANFIELD AUTHORIZATION DOES NOT MATCH FEDERAL FUNDING REQUEST DUE TO VARIATION IN INFLATION RATE

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 58

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
REGIONAL PROJECTS (CONTINUED)									
*****216*221*225*246*327*395***** FAP27									
*162 WESTSIDE TRANSITWAY*****									
MT HOOD TRANSFER FUNDS									
PE	2,250,036	0	0	0	0	0	0	2,250,036	0
RESRV	0	0	5,000,000	15,000,000	15,000,000	15,000,000	1,532,010	51,532,010	0
TIP TOTAL	2,250,036	0	5,000,000	15,000,000	15,000,000	15,000,000	1,532,010	53,782,046	0
I505 TRANSFER FUNDS									
RESRV	0	0	0	0	0	0	14,253,973	14,253,973	0
PROJECT TOTAL: WESTSIDE TRANSITWAY									
PE	2,250,036	0	0	0	0	0	0	2,250,036	0
RESRV	0	0	5,000,000	15,000,000	15,000,000	15,000,000	15,785,983	65,785,983	0
TIP TOTAL	2,250,036	0	5,000,000	15,000,000	15,000,000	15,000,000	15,785,983	68,036,019	0
*****217*406***** N/A									
*163 WESTSIDE CORRIDOR RELATED HIGHWAY PROJECTS-FHWA FUNDED*****									
I505 TRANSFER FUNDS									
PE	0	59,500	0	0	0	0	0	59,500	0
*****219*224***** FAP26									
*164 MCLOUGHLIN CORRIDOR-UNION/GRAND AVE VIADUCT TO SE RIVER ROAD*****									
MT HOOD TRANSFER FUNDS									
PE	437,425	0	0	0	0	0	0	437,425	0
R/W	0	0	6,334,200	0	0	0	0	6,334,200	0
CONST	0	0	0	0	0	15,477,650	0	15,477,650	0
RESRV	0	0	0	0	0	0	2,254,561	2,254,561	0
TIP TOTAL	437,425	0	6,334,200	0	0	15,477,650	2,254,561	24,503,836	0
*****223*398***** N/A									
*165 METRO SYSTEMS PLANNING*****									
MT HOOD TRANSFER FUNDS									
PE	300,006	0	0	0	0	0	0	300,006	0
RESRV	0	132,078	243,068	243,068	287,547	110,990	0	1,016,751	0
TIP TOTAL	300,006	132,078	243,068	243,068	287,547	110,990	0	1,316,757	0
I505 TRANSFER FUNDS									
RESRV	0	95,733	56,932	56,932	12,453	189,010	240,914	651,974	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-SEP-81

PHASEE

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH
REGIONAL PROJECTS (CONTINUED)									
METRO SYSTEMS PLANNING (CONTINUED)									
PROJECT TOTAL: METRO SYSTEMS PLANNING									
PE	300,006	0	0	0	0	0	0	300,006	0
RESRV	0	227,811	300,000	300,000	300,000	300,000	240,914	1,668,724	0
TIP TOTAL	300,006	227,811	300,000	300,000	300,000	300,000	240,914	1,968,730	0
*166 MCLOUGHLIN CORRIDOR TRANSIT ANALYSIS*****254***** FAP26									
MT HOOD TRANSFER FUNDS									
PE	0	100,000	0	0	0	0	0	100,000	0
*167 PORTLAND/VANCOUVER CORRIDOR ANALYSIS...81-STATE TASK FORCE*****407*425***** N/A									
IS05 TRANSFER FUNDS									
PF	0	72,250	0	0	0	0	0	72,250	0
AGENCY TOTAL: REGIONAL PROJECTS									
FEDERAL AID URBAN SYSTEM FUNDS									
TIP TOTAL	0	0	0	0	0	0	0	0	0
MT HOOD TRANSFER FUNDS									
PE	9,668,963	5,110,590	1,500,000	4,732,436	0	0	0	21,011,989	0
R/W	7,741,000	12,390,979	7,827,776	0	0	0	0	27,959,755	0
CONST	0	10,002,985	46,269,954	18,007,538	0	15,477,650	0	89,758,126	0
RESRV	0	132,078	5,243,068	15,243,068	15,287,547	15,110,990	3,786,571	54,803,322	0
TIP TOTAL	17,409,963	27,636,631	60,840,797	37,983,042	15,287,547	30,588,640	3,786,571	193,533,191	0
IS05 TRANSFER FUNDS									
PE	0	1,159,819	536,158	0	0	0	0	1,695,977	0
CONST	0	0	15,272,803	0	0	0	0	15,272,803	0
RESRV	0	95,733	56,932	56,932	12,453	189,010	14,514,362	14,925,422	0
TIP TOTAL	0	1,255,551	15,865,893	56,932	12,453	189,010	14,514,362	31,894,201	0
AGENCY TOTAL: REGIONAL PROJECTS									
PE	9,668,963	6,270,408	2,036,158	4,732,436	0	0	0	22,707,966	0
R/W	7,741,000	12,390,979	7,827,776	0	0	0	0	27,959,755	0
CONST	0	10,002,985	61,542,756	18,007,538	0	15,477,650	0	105,030,929	0
RESRV	0	227,811	5,300,000	15,300,000	15,300,000	15,300,000	18,300,933	69,728,743	0
TIP TOTAL	17,409,963	28,892,183	76,706,690	38,037,974	15,300,000	30,777,650	18,300,933	225,427,382	0

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 10-Sep-81

PHASEE

PAGE 60

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	EXCESS AUTH

PROJECTS									
GRAND TOTAL									
FEDERAL AID URBAN SYSTEM FUNDS									
PE	4,094,474	153,167	26,000	0	0	0	0	4,264,515	16,530
R/W	965,094	94,474	0	0	0	0	0	1,101,016	41,448
CONST	11,404,924	507,381	366,664	282,340	282,340	282,340	117,492	13,225,856	-4,797
OPRTG	986,493	0	0	0	0	0	0	986,493	0
RESRV	0	0	130,187	240,511	240,511	240,511	53,831	889,898	-15,653
TIP TOTAL	17,450,985	755,022	522,851	522,851	522,851	522,851	171,323	20,467,778	-956
MT HOOD TRANSFER FUNDS									
PE	16,342,375	5,277,042	2,366,500	4,826,836	290,450	45,000	0	29,065,051	-84,969
R/W	19,475,321	14,775,506	10,800,240	2,409,500	1,312,000	100,000	0	48,821,415	-51,152
CONST	39,359,002	21,078,165	72,296,940	26,921,164	6,677,503	20,451,808	281,525	184,129,273	-2,936,835
CAP	0	0	0	1,694,561	0	0	0	1,694,561	0
OPRTG	0	0	72,346	72,346	72,346	72,346	72,344	361,728	0
RESRV	0	132,078	5,243,068	15,243,068	15,287,547	15,270,990	12,429,098	63,605,849	0
OTHER	0	0	0	0	0	0	0	-35,578	-35,578
TIP TOTAL	75,176,698	41,262,791	90,779,093	51,167,474	23,639,848	35,940,144	12,782,967	327,642,299	-3,106,717
1505 TRANSFER FUNDS									
PE	0	3,009,058	1,052,863	289,000	100,000	0	0	4,520,359	69,438
R/W	0	2,671,551	6,486,076	1,000,000	525,000	350,000	0	11,083,779	51,152
CONST	0	11,184,545	45,152,887	39,797,416	2,812,000	7,588,691	7,955,000	117,498,639	3,008,100
OPRTG	0	219,645	74,446	0	0	0	0	294,091	0
RESRV	0	95,733	314,271	314,271	269,792	446,349	24,489,725	25,930,139	0
TIP TOTAL	0	17,180,532	53,080,543	41,400,687	3,706,792	8,385,040	32,444,725	159,327,006	3,128,689
REPORT TOTAL									
PE	20,436,849	8,439,268	3,445,363	5,115,836	390,450	45,000	0	37,849,925	998
R/W	20,440,415	17,541,530	17,286,316	3,409,500	1,837,000	450,000	0	61,006,209	41,449
CONST	50,763,926	32,770,091	117,816,490	67,000,920	9,771,845	28,322,839	8,354,017	314,853,768	66,468
CAP	0	0	0	1,694,561	0	0	0	1,694,561	0
OPRTG	986,493	219,645	146,792	72,346	72,346	72,346	72,344	1,642,312	0
RESRV	0	227,811	5,687,526	15,797,850	15,797,849	15,957,850	36,972,654	90,425,886	-15,653
OTHER	0	0	0	0	0	0	0	-35,578	-35,578
TIP TOTAL	92,627,683	59,198,345	144,382,487	93,091,012	27,869,490	44,848,035	40,399,015	507,437,083	21,017

SECTION II

UMTA FUNDED TRANSIT PROJECTS

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 02-Sep-81

PHASE4

PAGE 1

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED

UMTA CAPITAL ASSISTANCE PROGRAM								
129 31 PURCHASE OF SUPPORT VEHICLES								
CAP	0	0	168,000	117,600	153,600	0	0	439,200
130 31 PURCHASE OF MARKETING COMMUNICATIONS AND INFORMATION FACILITIES								
CAP	0	0	120,000	0	0	0	0	120,000
131 31 PURCHASE OF SHOP EQUIPMENT								
CAP	0	0	120,000	179,200	155,200	153,600	0	608,000
132 31 PURCHASE AND INSTALLATION OF 100 PASSENGER SHELTERS								
CAP	0	0	0	200,000	0	0	0	200,000
133 31 SELF-SERVICE FARE COLLECTION								
CAP	0	2,771,040	0	0	0	0	0	2,771,040
134 31 DEVELOPMENT OF TIGARD TRANSIT STATION								
R/W	0	0	480,000	0	0	0	0	480,000
CONST	0	0	0	480,000	0	0	0	480,000
TOTAL	0	0	480,000	480,000	0	0	0	960,000 *
135 31 DEVELOPMENT OF TUALATIN TRANSIT STATION								
CONST	0	0	400,000	480,000	0	0	0	880,000
136 31 PURCHASE/INSTALLATION OF 440 ELECTRONIC BUS DESTINATION SIGNS								
CAP	0	0	0	0	0	0	2,756,552	2,756,552
137 31 PURCHASE OF 75 NEW STANDARD 40-FOOT DIESEL TRANSIT BUSES								
CAP	0	9,416,000	0	0	0	0	9,416,000	18,832,000
138 31 DEVELOPMENT OF LAKE OSWEGO TRANSIT STATION								
CONST	0	0	780,000	0	0	0	0	780,000
139 31 WESTSIDE BUS GARAGE(MERLO)-PHASE I-SEC 3 CAPITAL								
CONST	0	240,000	882,646	0	0	0	0	1,122,646
140 31 WESTSIDE BUS GARAGE(MERLO)-PHASE I-SEC 5 CAPITAL								
CONST	0	1,080,000	0	0	0	0	0	1,080,000
141 31 WESTSIDE BUS GARAGE(MERLO)-PHASE II-SEC 5 CAPITAL								
CONST	0	0	5,161,354	0	0	0	0	5,161,354 *
142 31 PURCHASE OF BUS COMMUNICATIONS EQUIPMENT								
CAP	0	2,085,707	0	0	0	0	0	2,085,707

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 02-SEP-81

PHASE4

PAGE 2

	DELEGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED
UMTA CAPITAL ASSISTANCE PROGRAM-CONTINUED								
143 31 PURCHASE OF REMOTE COMPUTER TERMINALS AND SOFTWARE CAP	0	640,000	0	0	0	0	0	640,000
144 31 PURCHASE OF 50 PASSENGER COUNTERS-SEC 5 CAPITAL CAP	0	188,000	0	0	0	0	0	188,000
145 31 LRT CAPITAL GRANT RESRV	0	8,900,000	18,100,000	22,570,000	19,200,000	6,600,000	0	75,370,000
146 31 DEVELOPMENT OF TIGARD PARK AND RIDE								
R/W	0	0	0	0	0	0	896,000	896,000
CONST	0	0	0	0	0	0	796,000	796,000
TOTAL	0	0	0	0	0	0	1,692,000	1,692,000
147 31 DEVELOPMENT OF BURLINGAME TRANSIT STATION CONST	0	0	2,420,000	0	0	0	0	2,420,000 *
148 31 DEVELOPMENT OF LENTS TRANSIT STATION CONST	0	0	0	0	0	85,600	0	85,600
149 31 PURCHASE OF 60 STANDARD BUSES CAP	0	0	0	7,920,000	0	0	0	7,920,000 *
150 31 PURCHASE OF 30 ARTICULATED BUSES CAP	0	0	0	0	5,520,000	0	0	5,520,000
151 31 DEVELOPMENT OF LAKE OSWEGO PARK AND RIDE CONST	0	0	0	0	0	0	1,136,450	1,136,450
152 31 DEVELOPMENT OF MILWAUKIE PARK AND RIDE CONST	0	0	0	0	0	0	1,136,450	1,136,450
153 31 DEVELOPMENT OF HILLSBORO PARK AND RIDE CAP	0	0	0	0	0	0	1,136,450	1,136,450
154 31 PURCHASE OF 90 STANDARD BUSES CAP	0	0	0	0	0	9,857,200	0	9,857,200
155 31 PURCHASE OF 87 ARTICULATED BUSES CAP	0	17,080,284	0	0	0	0	0	17,080,284
156 31 DEVELOPMENT OF MILWAUKIE TRANSIT CENTER-SEC 5 CAPITAL CONST	0	388,000	0	376,000	0	0	0	984,000 *

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
PROPOSED PROGRAM FOR FISCAL YEAR 1982
02-Sep-81

PHASE 4

PAGE 3

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED

UMTA CAPITAL ASSISTANCE PROGRAM-CONTINUED								
157 31 CLACKAMAS TOWN CNTR TRANSIT CENTER/PARK & RIDE-SEC 5 CAPITAL CONST	0	-356,000	0	0	0	0	0	356,000 *
158 31 OREGON CITY TRANSIT CENTER R/W	0	0	480,000	0	0	0	0	480,000 *
159 31 BEAVERTON TRANSIT CENTER R/W	0	0	1,140,800	0	0	0	0	1,140,800 *
160 31 FIVE NORTHEAST TRANSIT CENTERS CONST	0	0	360,000	0	0	0	0	360,000
161 31 WESTSIDE TRANSPORTATION SYSTEMS MANAGEMENT OTHER	0	0	1,259,600	0	0	0	0	1,259,600 *
162 31 PORTLAND TRANSPORTATION SYSTEMS MANAGEMENT OTHER	0	0	1,259,600	0	0	0	0	1,259,600 *
163 31 POWELL GARAGE EXPANSION CONST	0	0	1,688,000	0	0	0	0	1,688,000
164 31 PRESSURE FUEL SYSTEM CAP	0	0	140,000	0	0	0	0	140,000
165 31 LIQUID CONSUMPTION SYSTEM CAP	0	0	160,000	0	0	0	0	160,000
166 31 FUEL PUMP INJECTORS CAP	0	0	480,000	0	0	0	0	480,000
167 31 FOUR WESTSIDE TRANSIT CENTERS CONST	0	0	0	0	320,000	0	0	320,000 *
168 31 PURCHASE/INSTALLATION OF MICROWAVE RADIO TRANSMISSION FACILITY CAP	0	0	720,000	0	0	0	0	720,000

TOTAL UMTA CAPITAL ASSISTANCE PROGRAM								
R/W	0	0	2,100,800	0	0	0	896,000	2,996,800
CONST	0	1,984,000	11,692,000	1,636,000	320,000	85,600	3,068,900	18,786,500
CAP	0	32,181,031	1,908,000	8,416,800	5,828,800	10,010,800	13,309,002	71,654,433
RESRV	0	8,900,000	18,100,000	22,570,000	19,200,000	6,600,000	0	75,370,000
OTHER	0	0	2,519,200	0	0	0	0	2,519,200
TOTAL	0	43,065,031	36,320,000	32,622,800	25,348,800	16,696,400	17,273,902	171,326,933

* MAY BE PARTIALLY OR FULLY FUNDED WITH INTERSTATE TRANSFER FUNDING DEPENDING UPON AVAILABILITY

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 02-Sep-81

PHASE4

PAGE 4

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED

UMTA OPERATING ASSISTANCE PROGRAM								
169 32 TRI-MET TRANSIT OPERATING ASSISTANCE								
OPRTG	0	11,968,000	5,890,000	5,890,000	5,890,000	5,890,000	0	35,528,000

TOTAL UMTA OPERATING ASSISTANCE PROGRAM								
OPRTG	0	11,968,000	5,890,000	5,890,000	5,890,000	5,890,000	0	35,528,000
TOTAL	0	11,968,000	5,890,000	5,890,000	5,890,000	5,890,000	0	35,528,000

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 02-Sep-81

PHASE4

PAGE 5

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED

UMTA DEMONSTRATION GRANTS								
170 33 SELF SERVICE FARE COLLECTION								
CAP	0	1,678,550	1,375,300	0	0	0	0	3,053,850

TOTAL UMTA DEMONSTRATION GRANTS								
CAP	0	1,678,550	1,375,300	0	0	0	0	3,053,850
TOTAL	0	1,678,550	1,375,300	0	0	0	0	3,053,850

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 02-Sep-81

PHASE 4

PAGE 6

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED

UMTA SPECIAL TRANSPORTATION PROGRAM								

GRAND TOTAL								
PE	0	0	0	0	0	0	0	0
R/W	0	0	2,100,800	0	0	0	894,000	2,996,800
CONST	0	1,984,000	11,692,000	1,636,000	320,000	85,600	3,068,900	18,786,500
CAP	0	33,859,581	3,283,300	8,416,800	5,828,800	10,010,800	13,309,002	74,708,283
OPRTG	0	11,968,000	5,890,000	5,890,000	5,890,000	5,890,000	0	35,528,000
RESRV	0	8,900,000	18,100,000	22,570,000	19,200,000	6,600,000	0	75,370,000
OTHER	0	0	2,519,200	0	0	0	0	2,519,200
TOTAL	0	56,711,581	43,585,300	38,512,800	31,238,800	22,586,400	17,273,902	209,908,783

Ready

SECTION III

ALL OTHER PROJECT FUNDING

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 02-Sep-81

PHASE4

PAGE 1

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED
FEDERAL AID INTERSTATE SYSTEM								
75 21 I205-SE YAMHILL ST TO SE POWELL BLVD								
CONST	0	6,440,000	0	0	0	0	0	6,440,000
76 21 I205-NE FAILING ST TO SE YAMHILL ST								
CONST	0	29,920,000	0	0	0	0	0	29,920,000
77 21 I205-NE MARINE DR TO NE FAILING ST								
CONST	0	21,230,000	0	0	0	0	0	21,230,000
78 21 I205-COLUMBIA RIVER BRIDGE								
CONST	0	0	4,140,000	0	0	0	0	4,140,000
79 21 I5-EAST MARQUAM INTERCHANGE RAMP								
R/W	0	2,830,000	0	0	0	0	0	2,830,000
CONST	0	0	0	0	0	0	42,320,000	42,320,000
TOTAL	0	2,830,000	0	0	0	0	42,320,000	45,150,000
80 21 I5-N TIGARD INTERCHANGE TO S TIGARD INTERCHANGE								
CONST	0	0	0	19,320,000	0	0	0	19,320,000
81 21 I5-JANTZEN BEACH TO DELTA PARK INTERCHANGE								
R/W	0	1,122,000	0	0	0	0	0	1,122,000
CONST	0	0	0	0	0	0	30,180,000	30,180,000
TOTAL	0	1,122,000	0	0	0	0	30,180,000	31,302,000
82 21 I84 IMPROVEMENTS-NE 117TH AVE TO NE 181ST AVE								
R/W	0	1,090,000	0	0	0	0	0	1,090,000
CONST	0	0	0	0	0	0	23,000,000	23,000,000
TOTAL	0	1,090,000	0	0	0	0	23,000,000	24,090,000
83 21 I84 IMPROVEMENTS-NE 181ST AVE TO SUNDIAL RD								
CONST	0	0	0	0	0	0	25,900,000	25,900,000
84 21 I84-INTERCHANGE AT NE 181ST AVENUE...EAST BOUND OFF-RAMP								
R/W	0	145,000	0	0	0	0	0	145,000
CONST	0	600,000	0	0	0	0	0	600,000
TOTAL	0	745,000	0	0	0	0	0	745,000
85 21 I5 IMPROVEMENT AND MANAGEMENT PROGRAM-PHASE I-BROADWAY TO HAYDEN								
PE	0	23,000	0	0	0	0	0	23,000
CONST	0	865,322	0	0	0	0	0	865,322
TOTAL	0	888,322	0	0	0	0	0	888,322

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 02-Sep-81

PHASE4

PAGE 2

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED
FEDERAL AID INTERSTATE SYSTEM-CONTINUED								
86 21 NW NICOLAI/WEST FREMONT INTERCHANGE								
R/W	0	9,200,000	0	0	0	0	0	9,200,000
CONST	0	0	0	0	0	0	22,100,000	22,100,000
TOTAL	0	9,200,000	0	0	0	0	22,100,000	31,300,000
87 21 WEST PORTLAND PARK AND RIDE ILLUMINATION REVISION								
CONST	0	23,000	0	0	0	0	0	23,000
88 21 I5 IMPROVEMENT AND MANAGEMENT PROGRAM-PHASE II-MARQUAM BR TO INT								
PE	0	1,840,000	0	0	0	0	0	1,840,000
R/W	0	0	0	1,840,000	0	0	0	1,840,000
CONST	0	0	0	0	0	0	68,080,000	68,080,000
TOTAL	0	1,840,000	0	1,840,000	0	0	68,080,000	71,760,000
89 21 I84-3R PROGRAM FOR SIX BRIDGES-SUNDIAL RD TO SANDY RIVER								
CONST	0	1,125,000	0	0	0	0	0	1,125,000
90 21 I5-NORTH GREELEY AVE TO I5 CONNECTION								
R/W	0	413,000	0	0	0	0	0	413,000
CONST	0	0	9,750,000	0	0	0	0	9,750,000
TOTAL	0	413,000	9,750,000	0	0	0	0	10,163,000
91 21 I84-SUNDIAL ROAD TO SANDY RIVER OVERLAY								
CONST	0	0	0	0	0	0	1,150,000	1,150,000
92 21 I205 AIR MONITORING SHELTERS & EQUIPMENT-COLUMBIA RIV TO LAKE RD								
CONST	0	444,000	0	0	0	0	0	444,000
93 21 I205-PORTLAND AND MULTNOMAH COUNTY JUSTICE CENTER								
CONST	0	42,964,000	0	0	0	0	0	42,964,000
94 21 I205-MULTNOMAH COUNTY OPERATIONS AND MAINTENANCE FACILITY								
CONST	0	9,752,000	0	0	0	0	0	9,752,000
95 21 I205-WILLAMETTE FALLS SAFETY REST AREA								
PE	0	2,760	0	0	0	0	0	2,760
CONST	0	33,120	0	0	0	0	0	33,120
TOTAL	0	35,880	0	0	0	0	0	35,880
96 21 I5-PAVEMENT OVERLAY ON THE MARQUAM BRIDGE AND APPROACHES(RRR)								
PE	0	7,500	0	0	0	0	0	7,500
CONST	0	0	1,800,000	0	0	0	0	1,800,000
TOTAL	0	7,500	1,800,000	0	0	0	0	1,807,500

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 02-Sep-81

PHASE4

PAGE 3

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED

FEDERAL AID INTERSTATE SYSTEM-CONTINUED								
97 21 I405-FREMONT BRIDGE ICE DETECTION SYSTEM								
PE	0	4,600	0	0	0	0	0	4,600
CONST	0	133,400	0	0	0	0	0	133,400
TOTAL	0	138,000	0	0	0	0	0	138,000

TOTAL FEDERAL AID INTERSTATE SYSTEM								
PE	0	1,877,860	0	0	0	0	0	1,877,860
R/W	0	14,800,000	0	1,840,000	0	0	0	16,640,000
CONST	0	113,529,842	15,690,000	0	19,320,000	0	212,730,000	361,269,842
TOTAL	0	130,207,702	15,690,000	1,840,000	19,320,000	0	212,730,000	379,787,702

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 02-Sep-81

PHASE4

PAGE 4

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED

OREGON STATE BOND PROGRAM								
98 23 PACIFIC HWY(OR99W) @ DURHAM RD - SIGNALS								
CONST	0	0	0	0	0	0	0	0
99 23 US 30 @ COLUMBIA AVE - SCAPPOOSE - SIGNALS								
CONST	0	0	0	0	0	0	0	0
100 23 US 26 - BLUFF RD & TENEYCK ST - SANDY - SIGNALS								
CONST	0	0	0	0	0	0	0	0
101 23 MAIN ST @ MOLALLA AVE - MOLALLA - SIGNALS								
PE	0	0	0	0	0	0	0	0
RESRV	0	0	0	0	13,608	0	0	13,608
TOTAL	0	0	0	0	13,608	0	0	13,608
102 23 POWELL BLVD - ROSS IS BRIDGE TO SE 52ND AVE #1								
PE	0	0	0	0	0	0	0	0
RESRV	0	1,947,448	0	0	0	0	0	1,947,448
TOTAL	0	1,947,448	0	0	0	0	0	1,947,448
103 23 FRONT AVE - BURNSIDE BRIDGE TO HAWTHORNE BRIDGE								
CONST	0	0	0	0	0	0	0	0
104 23 HWY 217/SW 72ND AVE INTERCHANGE-MATCH MONIES #2								
PE	0	0	0	0	0	0	0	0
RESRV	0	239,820	0	0	0	0	0	239,820
TOTAL	0	239,820	0	0	0	0	0	239,820
105 23 RESERVE ACCOUNT - OREGON CITY BYPASS #3								
RESRV	0	412,855	0	0	898,102	0	0	1,310,957
106 23 TUALATIN VALLEY HWY(OR8) & SW 185TH INTRSECTION RECONST #4								
RESRV	0	0	0	0	1,200,000	0	0	1,200,000
107 23 UNION AVENUE(OR99E) RECONSTRUCTION #5								
PE	0	0	0	0	0	0	0	0
RESRV	0	0	0	0	4,498,507	0	0	4,498,507
TOTAL	0	0	0	0	4,498,507	0	0	4,498,507
108 23 MACADAM AVENUE(OR43) RECONSTRUCTION #6								
PE	0	0	0	0	0	0	0	0
RESRV	0	0	0	0	5,099,619	0	0	5,099,619
TOTAL	0	0	0	0	5,099,619	0	0	5,099,619

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 02-Sep-81

PHASE4

PAGE 5

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED

OREGON STATE BOND PROGRAM-CONTINUED								
109 23 OSWEGO HIGHWAY(OR43) IMPROVEMENT - LAKE OSWEGO								
RESRV	0	0	0	0	1,200,000	0	0	1,200,000
110 23 POWELL BLVD - ROSS ISLAND BR TO I205-PE MATCH MONIES								
RESRV	0	69,000	0	0	0	0	0	69,000
111 23 POWELL BLVD R/W & CONSTRUCTION MATCH MONIES-SECT I								
RESRV	0	728,000	0	0	0	0	0	728,000
112 23 RESERVE ACCOUNT FOR OTHER ELIGIBLE BOND PROJECTS								
RESRV	0	0	0	0	365,164	0	0	365,164
113 23 OREGON CITY BYPASS - PE MATCH MONIES								
RESRV	0	225,000	0	0	0	0	0	225,000

TOTAL OREGON STATE BOND PROGRAM								
PE	0	0	0	0	0	0	0	0
CONST	0	0	0	0	0	0	0	0
RESRV	0	3,622,123	0	0	13,275,000	0	0	16,897,123
TOTAL	0	3,622,123	0	0	13,275,000	0	0	16,897,123

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 02-Sep-81

PHASE4

PAGE 7

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED

OTHER PROJECTS-CONTINUED								
124 24 82ND AVE UPGRADING-OTTY RD TO HARMONY								
R/W	0	0	350,000	0	0	0	0	350,000
CONST	0	0	300,000	4,700,000	0	0	0	5,000,000
TOTAL	0	0	650,000	4,700,000	0	0	0	5,350,000
125 24 82ND AVE SERVICE RD-CAUSEY TO THE TOWN CENTER								
R/W	0	0	450,000	0	0	0	0	450,000
CONST	0	0	0	412,500	0	0	0	412,500
TOTAL	0	0	450,000	412,500	0	0	0	862,500
126 24 1205 INTERCHANGE-AT OTTY RD OR LESTER ST-TO BE DETERMINED								
R/W	0	0	200,000	0	0	0	0	200,000
CONST	0	0	0	780,000	0	0	0	780,000
TOTAL	0	0	200,000	780,000	0	0	0	980,000
127 24 EXCLUSIVE TRANSITWAY-WEST OF 1205 & BETWEEN NEW INTCHG & CENTER								
R/W	0	0	450,000	0	0	0	0	450,000
CONST	0	0	0	525,000	0	0	0	525,000
TOTAL	0	0	450,000	525,000	0	0	0	975,000

TOTAL OTHER PROJECTS								
PE	7,920	148,360	0	0	0	0	0	156,280
R/W	0	43,320	2,330,000	0	0	0	0	2,373,320
CONST	2,075,680	5,532,080	2,331,000	7,209,500	0	0	0	17,148,260
TOTAL	2,083,600	5,723,760	4,661,000	7,209,500	0	0	0	19,677,860

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 02-Sep-81

PHASE4

PAGE 8

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED

BICYCLE TRANSPORTATION AND PEDESTRIAN WALKWAYS								
128 26 PORTLAND CBD BICYCLE PARKING PROJECT-8 COVERED PARKING PADS								
CONST	0	33,000	0	0	0	0	0	33,000

TOTAL BICYCLE TRANSPORTATION AND PEDESTRIAN WALKWAYS								
CONST	0	33,000	0	0	0	0	0	33,000
TOTAL	0	33,000	0	0	0	0	0	33,000

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 02-Sep-81

PHASE4

PAGE 9

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED

UMTA SPECIAL TRANSPORTATION PROGRAM								
171 41 SPECIAL MOBILITY SERVICES - 3 VANS WITH LIFTS								
CAP	0	0	0	0	0	0	0	0
172 41 FOREST GROVE SENIOR CENTER - 3 VANS/1 BUS WITH LIFT								
CAP	0	0	0	0	0	0	0	0
173 41 CLACKAMAS CTY CAA-RURAL DEMO PROG-OPRTG \$								
OPRTG	0	35,000	0	0	0	0	0	35,000
174 41 SPECIAL MOBILITY-REPLACEMENT VANS/RADIO/MISCELLANEOUS EQUIPMENT								
CAP	0	54,000	0	0	0	0	0	54,000
175 41 GLADSTONE SPECIAL RECREATION-REPLACEMENT VAN/MOBILE RADIO/EQPT								
CAP	0	8,000	0	0	0	0	0	8,000
176 41 LOAVES AND FISHES CENTER-SMALL BUS WITH LIFT/MOBILE RADIO								
CAP	0	19,000	0	0	0	0	0	19,000
177 41 COLUMBIA CTY COUNCIL OF SRS-6 REPLCMNT VANS/2 BASE & 2 MOBILE RA								
CAP	0	53,000	0	0	0	0	0	53,000
178 41 MULTNOMAH COUNTY CAA-SUBURBAN/RURAL DEMO PROGRAM-OPRTG\$								
OPRTG	0	13,200	0	0	0	0	0	13,200
179 41 WASH CTY SPEC MOBILITY SERVICES-SUBURBAN/RURAL DEMO PROGRAM-OPRT								
OPRTG	0	60,900	0	0	0	0	0	60,900
180 41 CLACKAMAS CTY CAA-SUBURBAN/RURAL DEMO PROGRAM-OPRTG\$								
OPRTG	0	80,000	0	0	0	0	0	80,000
181 41 MULTNOMAH COUNTY CAA-DOOR TO DOOR OPRTG\$-100% TRIMET PAID								
OPRTG	0	85,035	0	0	0	0	0	85,035
182 41 MULTNOMAH CTY SPEC MOBILITY SERVICES-DOOR TO DOOR OPRTG\$-100%TRI								
OPRTG	0	38,814	0	0	0	0	0	38,814
183 41 WASHINGTON CTY SPEC MOBILITY SERVICES-DOOR TO DOOR OPRTG\$-100% T								
OPRTG	0	75,000	0	0	0	0	0	75,000
184 41 CLACKAMAS CTY CAA-DOOR TO DOOR OPRTG\$-100% TRIMET PAID								
OPRTG	0	75,674	0	0	0	0	0	75,674

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 02-Sep-81

PHASE4

PAGE 10

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED

UMTA SPECIAL TRANSPORTATION PROGRAM-CONTINUED								
185 41 TRIMET LIFT PROGRAM - OPERATING \$								
OPRTG	0	406,111	0	0	0	0	0	406,111
186 41 MISC SPECIAL TRANSP SUPPORT FUNDS-PASS THRU-TRIMET BROKERED								
OTHER	0	144,729	0	0	0	0	0	144,729
187 41 MULT CTY SPEC MOBILITY-2 LIFT VANS/1 LIFT MINIBUS/3 MOB RADIOS								
CAP	0	46,620	0	0	0	0	0	46,620
188 41 WASH CTY SPEC MOBILITY-3 LIFT VANS/1 LIFT MINIBUS/2 MOB RADIOS								
CAP	0	56,280	0	0	0	0	0	56,280
189 41 WILSONVILLE LOAVES AND FISHES-1 LIFT VAN/1 MOBILE RADIO								
CAP	0	11,340	0	0	0	0	0	11,340
190 41 MOLALLA LOAVES AND FISHES-1 LIFT VAN/1 MOBILE RADIO								
CAP	0	11,340	0	0	0	0	0	11,340
191 41 MARYLHURST MENTAL HEALTH COUNCIL-1 LIFT VAN/1 MOBILE RADIO								
CAP	0	14,175	0	0	0	0	0	14,175
192 41 WASH CTY SPEC MOBILITY-2 LIFT VANS/2 LIFT MINIBUS/1 MOBILE RADIO								
CAP	0	81,900	0	0	0	0	0	81,900
193 41 N/NE PORTLAND & W MULT CTY SPEC MOB/7 LIFT VANS/5 MOB RADIOS								
CAP	0	200,340	0	0	0	0	0	200,340
194 41 TRI-MET SPECIAL EFFORTS PROGRAM								
OPRTG	574,722	1,830,320	1,258,990	1,457,211	1,790,724	0	0	6,911,967
195 41 MULT CTY SPEC MOBILITY SRVCS-5 MINIBUSES W/RADIOS AND LIFTS								
CAP	0	139,650	0	0	0	0	0	139,650
196 41 WASH CTY SPEC MOBILITY SRVCS-3 MINIBUSES W/RADIOS AND LIFTS								
CAP	0	83,790	0	0	0	0	0	83,790
197 41 NORTH PORTLAND ROTARY INC-PURCHASE OF 5-9 PASSENGER VAN								
CAP	0	9,660	0	0	0	0	0	9,660
198 41 RURAL SPECIAL TRANSPORTATION-SECTION 18								
RESRV	0	0	77,050	0	0	0	0	77,050

TOTAL UMTA SPECIAL TRANSPORTATION PROGRAM								
CAP	0	789,095	0	0	0	0	0	789,095
OPRTG	574,722	2,700,054	1,258,990	1,457,211	1,790,724	0	0	7,781,701
RESRV	0	0	77,050	0	0	0	0	77,050
OTHER	0	144,729	0	0	0	0	0	144,729
TOTAL	574,722	3,633,878	1,336,040	1,457,211	1,790,724	0	0	8,792,575

METROPOLITAN SERVICE DISTRICT
 TRANSPORTATION IMPROVEMENT PROGRAM
 PROPOSED PROGRAM FOR FISCAL YEAR 1982
 02-Sep-81

PHASE4

PAGE 11

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED
SAFER OFF-SYSTEM ROADS PROGRAM								
199 42 VINEYARD RD SAFETY OVERLAY - RIVER RD TO OSH 99E -CLACKAMAS								
CONST	-59,958	65,000	0	0	0	0	0	5,042
200 42 NAEF RD SAFETY OVERLAY - RIVER RD TO OSH 99E - CLACKAMAS								
CONST	-66,000	66,000	0	0	0	0	0	0
201 42 BOARDMAN AVENUE SAFETY OVERLAY-RIVER RD TO ROSE LANE-CLACKAMAS								
CONST	-65,000	65,000	0	0	0	0	0	0
202 42 NE 5TH ST SAFETY OVERLAY-KELLY TO MAIN-GRESHAM								
CONST	-12,910	15,000	0	0	0	0	0	2,090
203 42 NE 2ND ST RECONSTRUCTION-MAIN ST TO NE ELLIOTT-GRESHAM								
CONST	-98,833	170,532	0	0	0	0	0	71,699
204 42 ROWE RD RECONSTRUCTION-257TH DR TO SE DIVISION-MULTNOMAH								
CONST	-167,733	254,991	0	0	0	0	0	87,238
205 42 SW 102ND AVENUE-OREGON ELEC RR GRADE CROSSING-TUALATIN								
CONST	-48,665	49,000	0	0	0	0	0	335
206 42 SE 142ND BRIDGE OVER JOHNSON CREEK-PORTLAND								
CONST	-28,400	32,000	0	0	0	0	0	3,600
207 42 NE 67TH AND HASSALO-CORNER CUTBACK-PORTLAND								
CONST	291	-193	0	0	0	0	0	98
208 42 SE WOODWARD RECONSTRUCTION-61ST TO 62ND-PORTLAND								
PE	1,678	0	0	0	0	0	0	1,678
CONST	3,384	-1,172	0	0	0	0	0	2,212
TOTAL	5,062	-1,172	0	0	0	0	0	3,890
209 42 SW 9TH PL TO 8TH AVENUE-PORTLAND								
CONST	-26,400	15,000	0	0	0	0	0	-11,400
210 42 N BRYANT IMPROVEMENT-DELAWARE AVE TO GREELEY AVE-PORTLAND								
CONST	18,813	-18,046	0	0	0	0	0	767
211 42 N HUNT RECONSTRUCTION-NEWMAN TO WOOLSEY AVE-PORTLAND								
CONST	1,222	-957	0	0	0	0	0	265
212 42 NE EMERSON RECONSTRUCTION-45TH PL TO 46TH AVE-PORTLAND								
CONST	-11,650	5,000	0	0	0	0	0	-6,650
TOTAL SAFER OFF-SYSTEM ROADS PROGRAM								
PE	1,678	0	0	0	0	0	0	1,678
CONST	-561,859	717,155	0	0	0	0	0	155,296
TOTAL	-560,181	717,155	0	0	0	0	0	156,974

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Executive Officer
SUBJECT: Ratification of an Agreement Between Metro and Publishers Paper Co. concerning the Wildwood Landfill Site.

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt Resolution No. 81-281 ratifying the Agreement labeled Exhibit 1 between Metro and Publishers Paper Co. This Agreement authorizes Metro to apply to Multnomah County for permission to construct and operate a landfill at the Wildwood site.
- B. POLICY IMPACT: This Agreement aids in the implementation of Council Resolution No. 81-252.
- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: Council Resolution No. 81-252 directed staff to apply to Multnomah County for authorization to construct and operate a landfill at the Wildwood site. Multnomah County requires that the owner of the property be a party to the application. Publishers Paper Co. owns the land on which the landfill and the cover material stockpile is located. The Agreement labeled Exhibit 1 sets forth the conditions required for Publishers to be a party to the application to Multnomah County.
- B. ALTERNATIVES CONSIDERED: (1) Acquire ownership of the property by condemnation now. This would require Metro to purchase the property at this point in the siting process and would preclude exploration of other options such as a lease or trade with Publishers. It also might result in delay in the application process. (2) Request Multnomah County to itself initiate the application. This would be unprecedented and would cause delay in the application process.
- C. CONCLUSION: Metro staff recommends ratification of the Agreement between Metro and Publishers which authorizes Metro to apply to Multnomah County for permission to construct and operate a landfill at the Wildwood site.

DO/os
3998B/256
08/26/81

FOR THE PURPOSE OF RATIFYING AN)
AGREEMENT BETWEEN METRO AND)
PUBLISHERS PAPER CO.)
CONCERNING THE WILDWOOD)
LANDFILL SITE)
)

RESOLUTION NO. 81-281

WHEREAS, The Council on June 25, 1981, adopted Resolution No. 81-252 which directs staff to apply to Multnomah County for authorization to construct and operate a landfill at the Wildwood site; and

WHEREAS, Multnomah County requires that the property owner be a party to an application; and

WHEREAS, A property owner, Publishers Paper Co., requires an Agreement with the conditions set forth in Exhibit A before it will be a party to the application; now, therefore,

BE IT RESOLVED,

That the Metro Council ratifies the action of the Executive Officer in entering into the attached Agreement labeled Exhibit 1.

DO/srb
4000B/256
08/24/81

Presiding Officer

EXHIBIT 1

A G R E E M E N T

For the consideration set forth herein from the Metropolitan Service District (METRO), Publishers Paper Co. hereby authorizes METRO to apply for a conditional use permit for a sanitary landfill site to be used by the Metropolitan Service District. The landfill is to be located on the following property:

All	Tax Lot 3;	Sec 1;	T2N, R2W
All	Tax Lot 15;	Sec 1;	T2N, R2W
East 2640'	Tax Lot 1;	Sec 2;	T2N, R2W
East 2640' & North 1320'	Tax Lot 1;	Sec 11;	T2N, R2W
North 1320'	Tax Lot 17;	Sec 12;	T2N, R2W

That location will hereinafter be referred to as the Wildwood Site.

In consideration of this authorization, METRO hereby agrees as follows:

1. METRO recognizes that Publishers Paper Co. does not at this time either oppose or favor the location of a sanitary landfill at the Wildwood Site.
2. At any time Publishers Paper Co. may withdraw its authorization for METRO to apply for a conditional use permit for a sanitary landfill at the Wildwood Site.

3. Publishers Paper Co. is not obligated to accept any conditions imposed by Multnomah County if Multnomah County grants a conditional use permit for a sanitary landfill at the Wildwood Site.

4. Publishers Paper Co. will not be obligated to take any part in the preparation or processing of the conditional use permit application.

5. Publishers Paper Co. is not waiving any rights it may have to object to the siting of the sanitary landfill at the Wildwood Site.

6. Publishers Paper Co. will not be estopped from objecting to the location of the sanitary landfill site at Wildwood Site.

7. If METRO proceeds to acquire the Wildwood Site by condemnation, then METRO agrees that it will provide easements to Publishers Paper Co. across the Wildwood Site to allow Publishers Paper Co. access to any property owned by Publishers Paper Co. The easements shall allow sufficient access to permit Publishers Paper Co. to engage in good timber management practices on its property.


8. METRO shall use its best efforts to obtain property suitable for commercial timber management which

has a value to Publishers Paper Co. equivalent to the Wildwood Site. If it is acquired, then METRO shall offer to exchange that property to Publishers Paper Co. for the property at the Wildwood Site.

9. METRO shall at its own expense defend, indemnify, and hold Publishers Paper Co. and its officers, agents, employees, directors, and assigns harmless from any and all claims arising directly or indirectly from the application for any permits to allow operation of a sanitary landfill at the Wildwood Site. METRO will indemnify Publishers Paper Co. and the others specified above regardless of the degree, amount, or character of the negligence or fault on the part of Publishers Paper Co., or its independent contractors, agents, officers, directors, employees, or assigns. The obligations of METRO under this provision are in no way dependent upon negligence on the part of METRO or any of its employees, officers, or agents.

METRO agrees to reimburse Publishers Paper Co. for any and all necessary expenses, attorney fees and costs incurred in the enforcement of this provision together with interest thereon computed at 10 percent per annum from the date on which said expenses, attorney fees and costs are incurred.

To the extent that any provisions herein are illegal or may include unenforceable obligations, it is expressly agreed that this Agreement shall be construed so that any and all other indemnifications and obligations called for herein shall be enforceable. It is expressly agreed that this indemnity provision is not meant to make any other person a third party beneficiary of this contract, nor is it meant to create any rights in any person other than METRO and Publishers Paper Co. and its officers, agents, employees, directors, and assigns.


FOR THE METROPOLITAN
SERVICE DISTRICT

 President
FOR PUBLISHERS PAPER CO. 8-17-81

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Council Coordinating Committee
SUBJECT: Amendment to Council Procedural Rules

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of attached revision to Chapter 2.01 of the Metro Code relating to organization and procedure of the Council.
- B. POLICY IMPACT: The proposed amendments to the Council Procedural Rules are designed to streamline the Council processes, particularly with respect to activities of the Council Committees.
- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: The existing Council Procedural Rules were adopted in January of 1979 and experience with those Rules has pointed out the need for revision at this time. The proposed amendments attached hereto were originally suggested by Councilor Bonner and drafted by Legal Counsel.
- B. ALTERNATIVES CONSIDERED: The alternatives are discussed in the memorandum which precedes the attached proposed amendments. The Committee made several changes at its July 13, 1981 meeting which are reflected in the attached draft.
- C. CONCLUSION: Adoption of the attached Council Procedural Rules amendments is recommended to streamline existing procedures.

AJ/srb
3658B/252
08/11/81



METRO

METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: June 29, 1981
To: Denton Kent, Chief Adm. Officer
From: Andy Jordan, General Counsel
Regarding: Council Rules

Attached is a proposed ordinance amending the existing Council Rules to include each of the points indicated in Ernie's earlier memo. Several of his suggestions had already been enacted and no change was necessary. Items of particular note are as follows:

1. Ernie's memo indicated that Council and Committee agendas should be established by the Chair. Though that authority should exist as a practical matter, few Chairpersons have been able or willing to devote the time necessary to determine agenda items. Therefore, I have drafted the provisions to allow Chairpersons to "establish or approve" the agenda. That should allow Chairpersons sufficient authority without binding them to an essentially administrative function.

2. The ordinance establishes named committees and specific meeting dates of each. Though that is not inappropriate, our experience has been that committees and their meeting times have often changed. Codifying them would make such change more difficult to effect. Perhaps that is good, but the Council should be aware of the relative inflexibility.

3. I did not include Ernie's specification on committee actions (e.g., do pass, no recommendation, etc.). Since many committee issues are not forwarded in the form of an ordinance or resolution, I thought it best to simply provide generally for recommendations and allow for minority reports.

4. Ernie's proposal to allow committees to table matters is included along with Council authority to call up tabled items. The question is whether such provision is intended to prevent the Presiding Officer from including such matters on the Council agenda. I assume not, and I have retained existing language allowing the Presiding Officer to include any matters submitted by individual Councilors or the Executive Officer whether or not the matter was tabled in committee.

Memorandum
June 29, 1981
Page 2

5. I assumed the name change from "Council Coordinating Committee" to "Ways & Means Committee" does not imply any change in committee functions or responsibility.

6. The ordinance provides that non-committee members may not vote.

7. Public hearings on ordinances are required at the Council level and allowed at the committee level. I assume Ernie has no difficulty with the potential of redundant hearings.

8. Ernie's memo required that all measures to spend and receive money originate in the Ways & Means Committee. Since that language could be misconstrued to mean that all revenue must be approved before receipt, I have simply provided that measures authorizing expenditures be referred to the Ways & Means Committee. This provision would require all budget measures (adoption and changes) to be referred to that Committee.

AJ/gl
3561B/D4

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE RELATING TO) ORDINANCE NO. 81-113
PROCEDURES OF THE COUNCIL AND)
AMENDING CODE SECTIONS 2.01.030) Introduced by
2.01.060, 2.01.070 and 2.01.140) Councilor Ernie Bonner

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Metro Code Section 2.01.030 is amended to read:

"2.01.030 Regular Meetings: The Council shall meet regularly on the first and fourth Thursdays of each month at a time designated by the Presiding Officer. Regular meetings shall be held at a place designated in the published agenda of the meeting. At least one meeting each month shall be held during evening hours, and at least one meeting each month shall be held at Metro headquarters. Regular meetings may be adjourned to a specific time and place before the day of the next regular meeting. Published notice of the time and place of an adjourned meeting is not required. Matters included on the agenda of a regular meeting that is adjourned to a later date need not be republished. New matters to be considered at the adjourned meeting shall be published in the same manner as the agenda for a regular meeting."

Section 2. Metro Code Section 2.01.060(b) is amended to read:

"(b) The Presiding Officer shall establish or approve the agenda from the agenda items submitted by the Councilors, and Council committees or the Executive Officer. Each Councilor may request that items be placed upon the agenda of the next regular meeting by notifying the Clerk of the Council and specifying the subject of the agenda items. The Presiding Officer may, at his or her discretion, determine the time by which agenda items must be submitted for inclusion in the next succeeding agenda and shall notify the Councilors, and Council committees and the Executive Officer of such due dates. Individual citizens and groups may request introduction of measures through individual Councilors, and such measures shall identify the citizen or group requesting introduction."

Section 3. Metro Code Section 2.01.070 is amended to read:

"2.01.070 Ordinances:

"(a) The legislative action of the Metropolitan Service District shall be by Ordinance.

"(b) Except as provided in Subsection 2.01.070(g) of these rules, before an ordinance is adopted, it shall be read during two regular meetings of the Council on two different days at least six (6) days apart. The reading shall be full and distinct unless at the meeting:

"(1) A copy of the ordinance is available for each person who desires a copy; and

"(2) The Council directs that the reading be by title only.

"(c) Except as provided in Section [7.07] 2.01.070(g) of these Rules, the affirmative vote of the majority of the members of the Council (7) is required to adopt an ordinance. A roll call vote shall be taken on all ordinances.

"(d) Ordinances may be placed upon the Council agenda by the Council, a Councilor, a committee of the Council or the Executive Officer.

"(e) Within seven (7) days after adoption of an ordinance, the enrolled ordinance shall be:

"(1) Signed by the Presiding Officer;

"(2) Attested by the person who served as Recording Secretary of the Council at the meeting at which the Council adopted the ordinance; and

"(3) Filed in the records of the District.

"(f) If required by law a certified copy of each ordinance shall be filed with the Division of Courts Process of Multnomah County, and the County Clerk for Washington and Clackamas Counties.

"(g) Pursuant to ORS 198.550(3), an ordinance to meet an emergency may be introduced, read once and put on its final passage at a regular or special meeting, without being described in a published agenda, if the reasons requiring immediate action are described in the ordinance. The unanimous approval of all members of the Council at the meeting, a quorum being present, is required to adopt an emergency ordinance. Failing such approval, an emergency ordinance shall be considered pursuant to subsections 2.01.070(b) and (c) above. No ordinance approving or levying any tax, service charge or user fee shall be adopted as an emergency ordinance.

Section 4. Metro Code Section 2.01.140 is amended to read:

"2.01.140 Committees of the Council:

"(a) [The Council may establish standing committees as it deems necessary.] There shall be three standing committees of the Council; the Regional Services Committee, the Regional Development Committee and the Council Coordinating Committee. The

responsibility of each committee shall be assigned by the Presiding Officer.

"(b) Members of all standing and special committees shall be appointed by the Presiding Officer subject to confirmation of the Council. The first named shall be the Chair and the second named shall be the Vice Chair. Each Councilor shall serve on at least one committee, and a minimum of three councilors shall serve on each committee.

"(c) [A majority] Fifty percent or more of the members of the standing or special committee shall constitute a quorum for the transaction of business before the committee. Except as otherwise provided in this chapter, all standing and special committees of the Council shall be governed by Robert's Rules of Order, latest revised edition.

"(d) Regular standing committee meetings shall be held at least once per month at dates and times to be scheduled annually by the Presiding Officer in consultation with each committee chair. Changes in such schedule can be made by each committee chair with the approval of the Presiding Officer. "[All committees shall meet] Special committee meetings may be held at the call of the Chair or upon the request of a majority of the members of the committee.

"(e) The purposes of committees of the Council are to:

- "(1) Make studies of and inquiries into areas of concern and interest of the Council.
- "(2) Report information to the Council.
- "(3) Prepare and submit recommendations, proposals and ordinances to the Council.

"(f) Unless otherwise specifically provided, committees of the Council shall have the power to:

- "(1) Hold meetings at such times and places as the committee considers expedient.
- "(2) Hold public hearings and take testimony.
- "(3) Make findings, conclusions and recommendations.
- "(4) Draft and prepare motions, resolutions and ordinances for consideration by the Council.
- "(5) Appoint task forces and committees to advise the committees of the Council, subject to Council approval. Except in unusual circumstances determined by the Presiding Officer, all task forces and other special commissions and committees will report

directly to a standing committee.

"(g) Each committee member shall have one (1) vote and the Chair may vote and discuss any issue before the committee without relinquishing his or her position as the Chair. Councilors who are not committee members may participate in committee proceedings but shall not vote.

"(h) All matters and issues shall be referred to the Presiding Officer. The Presiding Officer shall refer each matter or issue to an appropriate standing committee of the Council, or to a local government advisory committee. Notice of referral shall be in writing and distributed to each Councilor. At the next regular meeting, any Councilor may object and request a different referral of any matter or issue referred since the last regular meeting. Measures authorizing the expenditure of funds shall be referred to the Council Coordinating Committee.

"(i) The term for a committee member shall be one (1) year. Except for filling vacancies, committee appointments shall be made in January of each year.

"(j) No committee will incur any indebtedness or hire any personnel without the express approval of the Council.

"(k) The Chair, the Vice Chair or committee members may be removed from committee assignment(s) upon the affirmative vote of the majority of the Council (7).

"(l) The Chair of each committee shall establish or approve the committee agenda, preside at committee meetings, appoint subcommittees when appropriate and request staff assistance as required.

"(m) The staff assigned by the Executive Officer to assist each committee shall provide alternatives and recommendations on agenda items, research and clerical services, maintain committee records, arrange for testimony, schedule meetings and provide other assistance as requested by the chair.

"(n) A committee may table any action or it may report on any action to the Council with or without recommendation. Any minority reports shall be forwarded to the Council with the Committee recommendation."

Presiding Officer

ATTEST:

Clerk of the Council

AJ/srb/3162B/236

ORD.NO.81-113
Page 4 of 4



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: September 4, 1981
To: Metro Council
From: Merle Irvine, Director, Solid Waste Department
Regarding: Alden E. Stilson & Associates Contract

This is to inform you that Metro has signed a sole source contract with Stilson & Associates. This notification satisfies Executive Order #2, Section III - C - 4 (Sole Source Personal Service Contract) and OAR 127-20-030.

This memorandum by the Solid Waste Department documents there is only one provider of the service required and gives the Council notice in the manner provided in the Public contract. Review Board Rules for awarding contracts to a single seller (sole source) without competitive bids. The contract is with Alden E. Stilson & Associates and the amount of the contract is not to exceed \$49,800. The contract's scope of work contains five tasks:

- Task (1): Review the facility proposal submitted by the first ranked vendor and propose improvements (either additions or subtractions) to the vendor's proposal which would enhance the ability of the facility to meet the waste disposal requirements, the contractual requirements and the environmental requirements of Metro. Evaluate the proposed improvements.
- Task (2): Evaluate the first ranked vendor's bid cost proposal.
- Task (3): Assist Metro in the development and negotiation of any change orders or proposal modifications which arise in connection with the pipeline and/or pollution control technology.
- Task (4): Provide technical assistance to Metro in the contract negotiations between Metro and the proposed facility constructor and operator and Metro and Publishers Paper Co.
- Task (5): Provide technical assistance to Metro in negotiating with the vendor and Publishers Paper Co. the necessary configuration modifications associated with the results of the thermal efficiency study.

Memorandum
September 4, 1981
Page 2

The proposed contractor was a subcontractor to Battelle Columbus Laboratories, and was deeply involved with the preparation of the Request for Proposal, technical evaluation of those proposals, and the entire scope of engineering services provided under that contract. Selecting any other consultant to provide this service may result in significant delays and potential cost increases. The firm has a great deal of general knowledge and background in resource recovery projects and their specific knowledge and background in the Metro project is unequalled by any other known provider. The firm is also greatly respected by Publishers Paper Co. and the vendors.

The services outlined in the Scope of Work can be fully completed by the firm using "in-house" manpower and resources.

MI:TC:bb



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: September 11, 1981
To: Metro Council
From: Regional Development Committee
Regarding: Cosponsorship of OSU Energy Extension
Programs in the Portland Metropolitan Area

At the September 9 meeting, the Regional Development Committee approved the recommendation from the Energy Conservation Subcommittee that Metro cosponsor the 1982 OSU Energy Extension Programs in the Portland metropolitan area.

The Energy Extension Program consists of a series of seminars and workshops on energy conservation. The proposed programs for 1982 are attached. Three special seminars will be included specifically for local government officials.

As cosponsor, Metro would assist EES with publicity, postage and underwrite the direct expenses of the three special seminars for local governments. A program brochure and calendar will be printed citing EES and Metro as joint sponsors.

The estimated cost to Metro for cosponsoring the Energy Seminar Series is as follows:

Printing and Publicity	\$ 500
Postage	500
Travel and Miscellaneous	
Expenses (for seminar speakers)	<u>1,000</u>
	<u>\$2,000</u>

Ten thousand dollars (\$10,000) has been budgeted in FY 82 for energy program development and staff support for the Electric Energy Conservation Subcommittee. In addition, Metro has submitted a grant proposal to BPA which, if awarded, can be used to help fund this program.

PROPOSED OSU ENERGY EXTENSION 1982 PROGRAM

SEMINARS	Portland Area	OFFERINGS 1982		
		Salem	St. Helens	Tillamook
Super Energy Efficient New Homes	3	2	1	1
Super Energy Efficient Old Homes	3	2	1	1
Solar Space Heating	3	2	1	1
Solar Water Heating	4	2	1	1
Residential Heating Systems	3	-	-	-
Wood Heating	1	-	-	-
Micro-Hydro	1	-	-	1
Wind	-	-	-	1
Photovoltaics	-	-	-	-
Commercial HVAC	-	-	-	-
Commercial Water Heating	3	-	-	-
Energy Financial Incentives	-	-	-	-
Energy and Local Governments	3	-	-	-
Realtors' Program	6	-	-	-

Seminar Content

- Resource Potential
- Historical Perspectives
- Brief Theory
- Comparative System Analysis
- Construction Detail and Performance
- Local Do-It-Yourself Information
- Code Requirements
- Case Studies
- Cost Comparisons
- Economic Analysis/Incentives
- Local Suppliers/Installers
- Consumer Protection

VOLUNTEER PROGRAM

O.S.U. Energy Extension will train community volunteers by having them attend a minimum of 15 hours of our seminar offerings. These volunteers will be available for assisting O.S.U. Energy Extension and local governments or organizations needing energy volunteer support. Upon completion of training and approximately 15 hours of volunteer time, O.S.U. will award a Master Conserver certificate of completion.

JL/srb
4056B/252



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: September 24, 1981
To: Metro Council
From: Executive Officer
Regarding: A-95 Review of St. Johns Post Office
Environmental Assessment

Background: The U.S. Postal Service is planning to build a new post office in the St. Johns neighborhood of Portland to replace its current facility. In June of 1981 the Postal Service issued an Environmental Assessment which listed two potential sites for the new post office. The two sites were: 1) Bales property on N. Ivanhoe Street and 2) N. Lombard and York Street property. The Environmental Assessment looked at environmental questions such as air quality, traffic circulation, physical characteristics, and displacement at each site. The U.S. Postal Service would select one site for the new facility. The Environmental Assessment was circulated to local jurisdictions for their review and comment.

Metro staff did not review the project because a post office relocation does not relate to any of our programs. The potential sites are within an urban area. The review of environmental and planning questions best lie with the City of Portland and St. Johns neighborhood.

The A-95 Review Process generally takes 30 days. The City of Portland requested two 30 days extensions which brings the project to date.

The City of Portland (Mayor's office) has "no comment" on the Environmental Assessment.

Problem: The U.S. Postal Service recently purchased site 1. Bales property before local A-95 comments were received.

Local planning efforts for the Bales property calls for development of a commercial shopping center not a post office.

Memo
Metro Council
September 24, 1981

Update of Project: The Postal Service has stated that purchase of land is not tied to A-95 Review. The agency can purchase property at any time. A-95 Review clearance is not required. Purchase of the property does not guarantee that a new post office will be built. Construction funds are quite limited. Further action on the project will be deferred until October 1982. If no construction funds are available, the property can be sold.

The Postal Service will still accept local A-95 comments and respond to them. A-95 comments should address environmental problems.

Staff Recommendation:

Forward all neighborhood, local and regional comments to the Postal Service and express Metro's concern that the property should not have been purchased prior to the completion of the local A-95 Review process.

(see attached draft letter)



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

September 25, 1981

Rick Gustafson
EXECUTIVE OFFICER

Metro Council

Jack Deines
PRESIDING OFFICER
DISTRICT 5

Betty Schedeen
DEPUTY PRESIDING
OFFICER
DISTRICT 7

Bob Oleson
DISTRICT 1

Charlie Williamson
DISTRICT 2

Craig Berkman
DISTRICT 3

Corky Kirkpatrick
DISTRICT 4

Jane Rhodes
DISTRICT 6

Ernie Bonner
DISTRICT 8

Cindy Banzer
DISTRICT 9

Bruce Etlinger
DISTRICT 10

Marge Kafoury
DISTRICT 11

Mike Burton
DISTRICT 12

Mr. I.M. Sherrick
U.S. Postal Service
Real Estate Division - W.E. 330
850 Cherry Avenue
San Bruno, CA 94099

Dear Mr. Sherrick:

Re: Areawide A-95 Clearinghouse Review
Environmental Assessment for St. Johns Station
Metro File #8106-13

Circular A-95 Revised of the Federal Office of Management and Budget requires Areawide Clearinghouse review of numerous federally assisted projects. Metro serves as the designated Areawide Clearinghouse for the Portland metropolitan area. The primary purpose of this review is to assure coordination of proposed projects with state, areawide and local plans and policies. This assists the federal agencies to allocate our federal tax dollars in a way that is as consistent as possible with local views.

The proposed project has been reviewed by interested jurisdictions and agencies within the region. It has been determined that the project does not violate any adopted regional plans or policies. The City of Portland has "no comment" on the Environmental Assessment. The St. Johns Boosters, a neighborhood group has expressed concerns that the proposed site (Bales) for the new post office is inconsistent with local planning for the site. The St. Johns Boosters wish to see a commercial shopping center built on the property. The Boosters are also concerned about traffic circulation problems at the proposed site. (Please see attached comments from the St. Johns Boosters.)

Metro is concerned that the postal service purchased the Bales property prior to the completion of the A-95 Review process. Federal action which affects local jurisdictions should not precede consultations with those jurisdictions.

Letter to I.M. Sherrick
September 25, 1981
Page 2

The local comments from the St. Johns Boosters are enclosed and we hope that you will address these concerns in a timely fashion.

If we can be of further assistance in processing this matter, feel free to call our A-95 Review Coordinator, Mel Huie.

Sincerely,

Dan LaGrande
Director of Public Affairs

DL:MH:pd

Enclosures

cc: Mayor Frank Ivancie, City of Portland
Steve Roso, North Portland Citizens Committee
Doug Grandquis, St. Johns Office
John Baxter, St. Johns Boosters

RECEIVED AUG 17 1981

An Active Organization

For an Active Community

St. Johns

P.O. Box 03225



Boosters

Portland, Oregon 97203

August 12, 1981

Mr. Irv Scherick, General Manager
Real Estate Div. WE-330
Western Regional Office
United States Postal Service
850 Cherry Ave.
San Bruno, Calif. 94099

Dear Mr. Scherick:

As part of the A-95 Review process I am writing you on behalf of the St. Johns Boosters regarding the Environmental Assessment, St. Johns Station, Portland, Oregon. As you know the Boosters are deeply concerned about the relocation of postal facilities in St. Johns. The St. Johns Business District is a national pilot project in neighborhood commercial revitalization. St. Johns has formed a unique private/public partnership involving federal, city and neighborhood participation. Each of the partners has spent a great deal of time and energy, not to mention money, in revitalizing the St. Johns and north Portland area.

We feel we need to raise two important issues with your selection of the property at the corner of N. Ivanhoe St. and N. Leavitt Ave., commonly referred to as the Bales property. Your selection is part of a larger holding that has been assembled by Mr. Odus Bales over a period of years. The City of Portland vacated several street rights-of-way in order to facilitate development of the property into a commercial shopping center. Development of the site has been slow, but what development that has occurred has been commercial in nature. The Bales tract is the largest undeveloped commercially zoned property in the St. Johns Business District and we feel that its highest and best use would be as a commercial/retail center. The overall economic development plan for the business district has this as a major goal and the St. Johns O.F.F.I.Q.E., funded by the Neighborhood Reinvestment Corporation, is currently working to market this property according to the original intent of the business district development plan.

Our second major concern deals with the flow of traffic in and around the proposed site. It is our understanding that one of the reasons for the relocation is the problem with traffic congestion at the present site. We believe that the Bales site does not offer an attractive solution to this problem, and in fact might create more of a traffic problem not only for postal operations, but for the

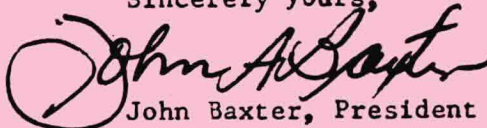
Mr. Irv Scherick
United States Postal Service
August 12, 1981

Page 2

business district as a whole. The proposed site is the mirror image of your current location, in that it is on the opposite site of the St. Johns Bridge entrance on Ivanhoe and faces the same traffic flow on and off the bridge that your current site does. City traffic counts reveal that the traffic counts at both locations are similar.

For the above reasons the St. Johns Boosters would ask that the Postal Service reconsider its selection of the Bales property as the site for its new postal facilities in St. Johns. Your selection of a site for a new facility will have a major impact upon the development of this community and the St. Johns Business District far into the future. We are more than willing to assist you in whatever ways we can in determining the appropriate site for your new facilities.

Sincerely yours,



John Baxter, President
St. Johns Boosters

cc Mayor Francis J. Ivancie
City of Portland

Mr. Chuck Olson, Program Manager
Housing & Community Development
City of Portland

A-95 Coordinator
METRO

Mr. Steve Roso, President
North Portland Citizens Committee

Mr. Wayne Hatch, Chairman
St. Johns OFFICE Committee

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Executive Officer
SUBJECT: Cost of Living Adjustment (COLA) for Non-Union Metro Employees

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approval of Resolution providing for (1) a two percent COLA adjustment to the Pay Plan for all non-union employees, (2) a six percent pension plan increase for all regular non-union employees, (3) a six percent lump sum payment for currently employed non-union temporary employees, (4) an eight percent COLA for Zoo concession workers, and (5) termination of the old MSD pension plan and inclusion of affected employees in the current Metro pension plan.
- B. POLICY IMPACT: Pay Plan adjustments and retirement benefits require Council approval. The proposal provides an eight percent salary and benefits increase for non-union employees for FY 82 and an eight percent salary increase for Zoo concession workers for the first half of FY 82.

The commission appointed to make a recommendation to the Council on the Executive Officer's salary proposed an 11 percent increase. The attached Resolution would authorize a two percent increase and a six percent pension "pickup". It is not intended that the Executive Officer's salary be tied to the staff COLA in the future.

- C. BUDGET IMPACT: Funds to cover the eight percent package increase are included in the Contingency fund and can be transferred to the Personal Services and Retirement accounts as a part of the normal mid-year adjustment.

II. ANALYSIS:

- A. BACKGROUND: The administration's goals for FY 82 salary increases were (1) to effect a pension plan "pick-up" or increase for all regular employees, both union and non-union, (2) to terminate the old MSD pension plan and bring all regular employees under the newer Metro plan (except PERS employees), and (3) grant a COLA for the difference between the pension benefit increase and eight percent. In order to effect the pension "pick-up" equally, the increase must be six percent. The resulting COLA would be two percent for a total eight percent package. This package has been negotiated with the union and has received approval of the Employees Association.

Because of the high future cost and lower benefits of the old MSD pension plan (which includes approximately 40 employees), it was also our goal to seek agreement to terminate that plan and place all but PERS employees under the newer Metro plan. Such agreement has been tentatively reached.

The details of the proposal are complex and this resolution has been drafted to permit some flexibility in carrying out the purpose of the proposal.

- B. ALTERNATIVES CONSIDERED: Other total packages were considered, but eight percent is consistent with FY 82 salary adjustments in other comparable agencies. The pension pick-up or increase is preferable to a straight eight percent COLA because of future cost savings.
- C. CONCLUSION: Approval of the attached Resolution.

AJ/gl
4180B/252
9/24/81

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF PROVIDING
A COST OF LIVING ADJUSTMENT FOR
FY 1982

) RESOLUTION NO. 81-283
)
) Introduced by the Council
) Coordinating Committee

WHEREAS, Ordinance No. 79-73 (Personnel Rules) of the District requires the maintenance of a Compensation Plan for non-union Metro Regular and Temporary employees; and

WHEREAS, Said Ordinance requires an annual salary adjustment review to reflect consideration of cost of living changes; now, therefore,

BE IT RESOLVED,

1. That the Council approves a two (2) percent Cost of Living (COLA) salary adjustment effective July 1, 1981, for all non-union Metro employees and the Executive Officer.

2. That in addition to the cost of living adjustment above, the Council authorizes a pension "pick-up" for all regular employees including the Executive Officer. Said pick-up shall be in the amount of six (6) percent of wages or salary and may be implemented either as a substitution of employee contributions by employer contributions or as an increase in employer contributions, depending upon which of Metro's pension plans is affected. Said pick-up shall take effect on a date to be determined by the Executive Officer but not later than January 1, 1982.

3. That the Executive Officer is authorized to terminate Metro pension plan #34628 (3% defined contribution plan) and #31860 (defined benefit plan) and to transfer all employees covered by such

plans to Metro pension plan #39174 (5% defined contribution plan) and plan #13961 (5% deferred compensation plan). The Executive Officer is further authorized to alter the latter plans as follows:

- (a) increase plan #39174 from 5% to 11% of salary or wages, the amount of the increase not being subject to the plan vesting schedule.
- (b) convert plan #13961 from mandatory to voluntary participation.

4. That, in addition to the provisions of sections 1 and 2 of this Resolution, the Council approves a temporary six (6) percent cost of living increase for all regular employees including the Executive Officer. Such increase shall be effective July 1, 1981, until such time as section 2 of this Resolution is implemented. The Executive Officer shall implement this section by one or more retroactive lump sum payments to eligible employees. This temporary COLA shall not constitute an adjustment to the Metro Pay Plan.

5. That, in addition to the two percent increase allowed all employees pursuant to section 1 of this Resolution, non-union temporary employees shall receive a one time lump sum increase of six (6) percent of salary or wages, in lieu of the provisions of sections 2 and 4 above, for time worked between July 1, 1981 and June 30, 1982. Such payment shall be made upon termination of employment or temporary status. This section shall apply only to temporary employees employed at the time of adoption of this Resolution.

6. That the provisions of sections 1 through 5 of this Resolution shall not apply to those Zoo concession employees covered by the Labor Agreement between Metro and Services Employees Local #49. For said employees, the Council authorizes a COLA of eight (8) percent for the period July 1, 1981 to December 31, 1981, and said increase shall be paid in up to two lump sum payments during that period. Wage rates after December 1981 shall be determined by the Council prior to January 1, 1982.

7. That the Executive Officer is authorized to take all steps necessary and appropriate to carry out the general purposes of this Resolution. Funds to cover the costs of the provisions of this Resolution shall be transferred from the Contingency Fund to Personal Services and Retirement funds during the mid-year budget adjustment.

DATED: _____

Presiding Officer

ATTEST:

Clerk of the Council

AJ/gl
4175B/252
9/24/81

Portland Air Quality Advisory Committee

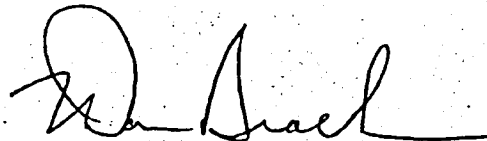
P.O. Box 1760
Portland, Oregon 97207
(503) 229-6092

September 22, 1981

Statement to the Metro Council

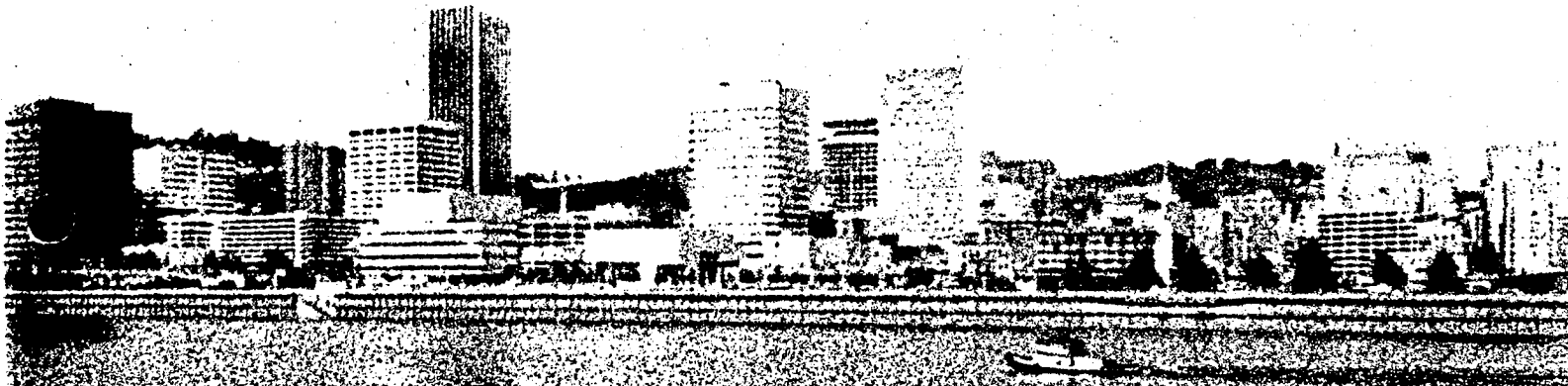
The Portland Air Quality Advisory Committee strongly supports the formation of a Bi-State Policy Advisory Committee. In our experience with air quality issues, it has been very apparent that certain topics are regional in scope and therefore need to be addressed on a regional basis.

Air pollution does not stop at political boundaries, nor are pollutants generated in one area confined to that area. Similarly, transportation planning and problems cannot be localized, and should be addressed on a regional basis. Because vehicles are one of the primary sources of air pollution in the Portland airshed, we especially welcome the regional approach to transportation policy that a Bi-State Committee will represent, and strongly endorse this proposal.



T. Dan Bracken
Chairman

TDB:RB:lmk



METRO COUNCIL
 ROLL CALL ROSTER

Attendance

AGENDA ITEM

MEETING DATE

9-24-81

Present
~~AYE~~

Absent
~~NAY~~

DISTRICT 1

Bob Oleson

DISTRICT 2

Charles Williamson

DISTRICT 3

Craig Berkman

DISTRICT 4

Corky Kirkpatrick

DISTRICT 6

Jane Rhodes

DISTRICT 7

Betty Schedeen

DISTRICT 8

Ernie Bonner

DISTRICT 9

Cindy Banzer

DISTRICT 10

Bruce Etlinger

DISTRICT 11

Marge Kafoury

DISTRICT 12

Mike Burton

DISTRICT 5

Jack Deines

TOTAL

Andy Catugno
Marilyn Holstrom
Dan La Grande
Mel Huie
Andy Jordan
Sonnie Russell
Caryl Waters
Merk Irvine
Mike Holston
Rick Gustafson

Arturo
Susan Romanitas
St. Johns Review
Mark Peterman
Pres. Ptld
Recycling
Doug Grandquist
Business Dist.
~~is~~ manager
for St. Johns
of Improvement
Commissioner
Steve Rosso

*ord. #10-95
0A-95
#4.3*

METRO COUNCIL
ROLL CALL ROSTER

Kafoury
Kirkpatrick

AGENDA ITEM

MEETING DATE

4.1 to 4.5 Consent Agenda

9-24-81

AYE

NAY

DISTRICT 7

Betty Schedeen

DISTRICT 8

Ernie Bonner

DISTRICT 9

Cindy Banzer

DISTRICT 10

Bruce Etlinger

DISTRICT 11

Marge Kafoury

DISTRICT 12

Mike Burton

DISTRICT 1

Bob Oleson

DISTRICT 2

Charles Williamson

DISTRICT 3

Craig Berkman

DISTRICT 4

Corky Kirkpatrick

DISTRICT 6

Jane Rhodes

DISTRICT 5

Jack Deines

TOTAL

METRO COUNCIL
ROLL CALL ROSTER

Burton / Schedeen

AGENDA ITEM

4.3 Res #81-~~080~~²⁷⁹

MEETING DATE

	<u>AYE</u>	<u>NAY</u>
<u>DISTRICT 8</u>		
Ernie Bonner	_____	_____
<u>DISTRICT 9</u>		
Cindy Banzer	_____	_____
<u>DISTRICT 10</u>		
Bruce Etlinger	_____	_____
<u>DISTRICT 11</u>		
Marge Kafoury	_____	_____
<u>DISTRICT 12</u>		
Mike Burton	_____	_____
<u>DISTRICT 1</u>		
Bob Oleson	_____	_____
<u>DISTRICT 2</u>		
Charles Williamson	_____	_____
<u>DISTRICT 3</u>		
Craig Berkman	_____	_____
<u>DISTRICT 4</u>		
Corky Kirkpatrick	_____	_____
<u>DISTRICT 6</u>		
Jane Rhodes	_____	_____
<u>DISTRICT 7</u>		
Betty Schedeen	_____	_____
<u>DISTRICT 5</u>		
Jack Deines	_____	_____
TOTAL	_____	_____

unanim

METRO COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

5.1 Ordinance #81-113

9-24-81

	<u>AYE</u>	<u>NAY</u>	
<u>DISTRICT 8</u>			
Ernie Bonner	_____	_____	
<u>DISTRICT 9</u>			
Cindy Banzer	_____	_____	X
<u>DISTRICT 10</u>			
Bruce Etlinger	_____	_____	X
<u>DISTRICT 11</u>			
Marge Kafoury	_____	_____	X
<u>DISTRICT 12</u>			
Mike Burton	_____	_____	X
<u>DISTRICT 1</u>			
Bob Oleson	_____	_____	X
<u>DISTRICT 2</u>			
Charles Williamson	_____	_____	X
<u>DISTRICT 3</u>			
Craig Berkman	_____	_____	X
<u>DISTRICT 4</u>			
Corky Kirkpatrick	_____	_____	X
<u>DISTRICT 6</u>			
Jane Rhodes	_____	_____	X
<u>DISTRICT 7</u>			
Betty Schedeen	_____	_____	X
<u>DISTRICT 5</u>			
Jack Deines	_____	_____	absent
TOTAL	_____	_____	

*Amendment
Rhodes/
Kirkpatrick*
Y N
X

file



METRO

METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

M E M O R A N D U M

Date: September 16, 1981

To: Metro Councilors, Rick Gustafson & Andy Jordan

From: Sue Haynes, Clerk of the Council

Regarding: Breach of Contract and Conflict of Interest on the
Part of Gershman, Brickner & Bratton, Inc.

At the last regular Council meeting, September 3, Oregon City Commissioner Jim Johnson referred to subject report during his comments to Metro Council.

Per my telephone conversation with Mr. Johnson this date, he asked that this report be made available to each of you.

10^c

Breach of Contract and Conflict of
Interest on the Part of
GERSHMAN, BRICKNER & BRATTON, INC.

In the Matter of the Independent Feasibility Report they were
Contracted to do for the City of Oregon City in Relation to MSD's
Proposed Garbage Burner in Oregon City.

COMPILED BY:

Oregon City Commissioner Jim Johnson
August 29, 1981

CONTENTS

Introduction

History

Nov. 12, 1980 EDC letter (reference 1)

Metro/GBB Contract--Scope of Work (reference 2)

Conflict of Interest

Breach of Contract

Pipeline

Verification that the transmission of the steam along the proposed pipeline is both feasible and safe.

Explosions

Effects of steam line on recreation and business

A review of steam lines with common conditions for safety issues.

Operational Reliability

Evaluation of operational reliability and identification of potential problem areas.

Air Impacts

The Concentrations

The meteorological data base

Computer modeling

Emission estimates

Substances emitted

Pollution control device efficiency

Estimating Impacts of particulates in Oregon City and Gladstone

Considering offsets from Publishers Paper Co.

The Effects

The amount of concentrations
The length of exposure to the substances
Toxicity

Dioxins

GBB Air Impact Study

Summary

Attachments

Alternatives to Garbage Burning

Impact of Two Million People on Air Quality

Correspondence from Waste Management, Inc. to Metro

Correspondence from Waste Management, Inc. to Jim Johnson

Correspondence from Solid Waste Systems, UOP to Jim Johnson

Article from Nature, "Dispute over Dow Chemicals' theory of dioxin traces"

Article, "Potential public health effects due to bioaccumulation of environmental pollutants--alternatives to implementing the Clean Water Act and Resource Conservation and Recovery Act."

INTRODUCTION

It is my intent to present here clear evidence that Gershman, Brickner & Bratton, Inc. (GBB) did not conduct the study that they were contracted to do in good faith, and that further they have other interests that conflict with their ability to give an unbiased, objective independent report to Oregon City as Oregon City has every reason to expect.

It has been almost exactly four months since I made the request to the City Commission that the Commissioner consider GBB's conflict of interest and breach of contract in relation to the "independent engineering feasibility report" that Oregon City requested in response to the concerns of the residents of Oregon City.

HISTORY

The Oregon City Economic Development Commission (EDC) made a request November 12, 1980 (see Reference 1). Subsequently the Planning Commission and Oregon City Commission made the request that Metro fund the "independent engineering feasibility report."

At that point the search for an independent engineering firm began. Metro submitted the name GBB as a possibility and the City Planning Director got in contact with them, and also with MITRE Corporation on the East Coast. It was reported by Ms. Galbraith that both firms had experience in doing studies in the field of garbage burners.

On February 4th, at the request of Mayor Anderson, I accompanied Mayor Anderson, Commissioner Thom, City Planner Ms. Galbraith, City Engineer Bill Parrish, Planning Commissioner Carl Rolly, Economic Development Commissioner Peter Day, Clackamas County official Jerry Justice, two members of Metro, Rick Gustaffsen and Tom O'Connor and Cary Jackson of Jackson Assoc. who is contracted by Metro to obtain the permits, contracts and financial agreements for the Oregon City garbage burner. State Rep. Glen Otto, who has introduced legislation for Metro in Salem was also along. There were twelve of us.

One of the purposes of the trip was to interview representatives of MITRE and GBB to select the firm for the desired independent study.

(Reference 1)

November 12, 1980

To: Oregon City Commission and
Oregon City Planning Commission

From: Oregon City Economic Development Committee

Subject: Conditional Use Permits for
Metro's Resource Recovery Facility


This committee recognizes the value and importance of the proposed facility to the citizens of Oregon City and the region.

However, in order to insure the economic viability of this project, the committee feels that it is important to Oregon City to have Metro fund an independent engineering feasibility report on the recovery project with particular emphasis on four specific areas of concern:

- 1) Verification that the transmission of the steam along 10,000 feet of Oregon City's river frontage is both feasible and safe.
- 2) On the durability and expected life of this particular type of plant.
- 3) Air quality effects of this type of plant at the proposed site, and
- 4) Traffic impact.

This committee feels that it is important that the City defer final decision on the permits until a favorable independent report is in.

Respectfully,



James L. Johnson, Jr.
Acting Secretary

On the afternoon of February 5, in Saugus, Mass., I met with representatives of MITRE. Their firm had prepared an extensive proposed scope of work, and proposed to do that study in a period of 12 weeks for a sum of about \$63,000. Their proposed scope of work addressed all the concerns of the EDC and was very thorough in its approach. Metro had informed us, however, that they would not consider such an expensive study. We requested that they narrow their scope of work and time frame to deal more specifically with just our Engineering and Safety concerns, but they stated they felt a less comprehensive or shorter study would not adequately address Oregon City's concerns.

The following morning I met with GBB representatives Brickner and Feindler. At that meeting GBB informed me that their previously stated letter to Metro with their original proposal that included proposed confidential exchanges between Metro and GBB had been in error because they had not understood that the report was to be for Oregon City. GBB informed me that they were a non-profit research firm that had prepared similar feasibility studies previously, and that in fact, they were presently engaged in research studies with the federal government in relation to the emissions of dioxins and other hazardous substances and thus they would be in an ideal position to address my particular concerns about these emissions from garbage burners.

GBB had obtained a copy of the MITRE proposed scope of work, and Mr. Brickner said that GBB would use that same scope of work and address all those issues, but in a period of six weeks instead of 12 and for the sum of about \$25,000. They emphasized the independent and unbiased objectivity of the type of work they do.

Circumstances were that I was the only representative of Oregon City who met with the two prospective firms, and I subsequently told Ms. Galbraith that I felt that GBB would be okay to do the study since they had agreed to do the same scope of work as proposed by MITRE.

Subsequently a scope of work was drawn up by Metro and presented to the EDC. I objected to that proposed scope of work at our February meeting of the EDC, because of the extraneous subject matter that was introduced into that Scope of Work that had nothing to do with concerns that prompted the request for the study. Metro made special note of the items that were of concern in the scope of work and the City approved that scope of work (see Reference 2).

Gershman, Brickner & Bratton, Inc. contracted with Metro to "conduct an analysis of Metro's proposed Resource Recovery Project in the following areas:

VERIFICATION THAT THE TRANSMISSION OF STEAM ALONG THE PROPOSED PIPELINE IS BOTH FEASIBLE AND SAFE:

1. Review drawings of proposed steam line route; develop an understanding of the rationale for route selection; *determine the impact of the above ground portions of the steam line on traffic, shopping areas recreation areas, etc.
2. Review considerations for locating steam line along river:
 - a) right-of-way, (b) floodplain impact, (c) future development plans along river and (d) alternative routes (of steam line)
- * 3. Understand the vandalism concerns expressed by individuals in the community and investigate any basis for concern, e.g., are there incidences of explosions.
4. Review steam line installation code requirements.
5. Estimate temperature and pressure losses in steam line, exit conditions and surface temperatures.
- * 6. Review other steam line installations with common conditions for safety issues.

VERIFICATION OF THE OPERATIONAL RELIABILITY OF THE TECHNOLOGY THAT IS PROPOSED IN THE METRO RFP FOR THE OREGON CITY FACILITY

- * 1. Evaluate operational reliability of mass burning systems and identify potential problem areas. Consider such issues as explosions, pollution control equipment failure, pit fires, hazardous waste disposal.

ASSESS POTENTIAL IMPACTS ON AIR QUALITY

1. Estimate if emission criteria for particulate as stated in the RFP can be achieved in resource recovery facilities:
 - (a) Review RFP requirements, (b) estimate flue gas composition and particulate loading prior to pollution control equipment, (c) obtain opinion from pollution control equipment vendors on feasibility and design requirements to meet RFP criteria, (d) contact mass burning vendors to determine their posture on RFP emission criteria.
- * 2. Assess air quality resulting from daily operation of the Resource Recovery Facility: * (a) meet with DEQ to establish present air quality, (b) obtain summarized data on wind speed, wind direction and stability classes for Oregon City area, *(c) estimate potential impacts on particulates on Oregon City and Gladstone considering offsets from Publishers Paper Co., *(d) discuss implications of weather patterns, inversions and topography on air quality.
- * 3. Discuss potential impacts on heavy metals, hydrochloric acid (HCl) sulfuric acid (H₂SO₄), dioxin, odor and soot emissions.

* Indicates areas of special interest to the Oregon City Economic Development Committee"

Excerpt from "Agreement to Furnish Consulting Services to the Metropolitan Service District for Review of a Resource Recovery System for the Portland, Oregon Area," Attachment A "Scope of Work."

CONFLICT OF INTEREST

Following is the text of the minutes of the May 6, 1981 City Commission meeting, the day after GBB made their Oral Presentation to the City of Oregon City, in which I made my original accusations of GBB's conflict of interest. Mr. Brickner had refused to answer my questions and the questions of the press concerning my accusation.

"On March 5th of this year I attended a monthly meeting of the Association of Oregon Recyclers. One of the guest speakers, Mr. Gary Liss, is a member of the firm Gershman, Brickner & Bratton of Washington, D.C. I had never met Mr. Liss, but GBB Vice President Robert Brickner and Quantum Associates president Klaus Feindler, who I have met, were also at the meeting. While Mr. Liss was speaking about the needs of resource recovery requiring more money than recycling and describing GBB, Mr. Liss said, "WE ARE WORKING TO TRY TO GET THESE PLANTS ON THE LINE." In light of the fact that GBB was being contracted to do an independent feasibility study about the safety of such a facility in Oregon City, I felt that the apparent contradiction needed clarification. I consulted with the other members of the Economic Development Commission at our next meeting and wrote GBB a letter asking them for an explanation. I sent a copy of the letter to our mayor, Don Anderson.

"GBB did not answer my letter. (On May 5th), following GBB's presentation, Mr. Brickner of GBB refused to comment on my concerns about their apparent conflict of interest.

"It is appropriate at this time for me, as an Oregon City Commissioner still vitally concerned about feasibility, safety, health and economic concerns in connection with Metro's proposed facility, to request that our commission consider GBB's actions and file a formal protest to the Metropolitan Service District who signed the agreement with GBB to engage in the review. I further request that copies of my complaint this evening be sent to the members of the Oregon City Planning Commission."

I still maintain that my accusations of four months ago are still valid regardless of the length of time that has passed since I have been trying to get the Commission to place this subject on the agenda.

BREECH OF CONTRACT

In discussing the parts of the contract that GBB failed to address in their report, this present analysis will deal only with those items that were requested by the EDC and included in the Metro/GBB contract and Attachment A Scope of Work. The copius extraneous material pertaining to issues other than those that prompted the study are not the subject of the information presented here. A considerable amount of this 150-page report was about subjects having nothing to do with the feasibility and safety concerns that prompted this report to be requested.

PIPELINE

The original and motivating factor for the desire of the Economic Development Commission to obtain an independent engineering feasibility report was concern about the possibility of an explosion of the steam line along Oregon City's river frontage. It was asked if such a steam line was feasible and safe. The Metro/GBB contract addressed these concerns in three sections of the Pipeline section of the Scope of Work:

- "1. ...determine the impact of the above-ground portions of the steam line on traffic, shopping areas, recreation areas, etc.
- "3. Understand the vandalism concerns expressed by individuals in the community and investigate any basis for concern, e.g., are there incidences of explosions.
- "6. Review other steam line installations with common conditions for safety issues."

The other parts of the scope of work do not address the subjects of concern, which were:

VERIFICATION THAT THE TRANSMISSION OF THE STEAM ALONG THE PROPOSED PIPELINE IS BOTH FEASIBLE AND SAFE

Explosions

This question of explosions was never answered in the report. ARE THERE INCIDENCES OF EXPLOSIONS? When pressed for an answer to this question at the May 5, 1981 Oregon City Special and City Planning Commission meeting, Mr. Feindler of Quantum Associates

(GBB's subcontractor) responded by saying that no steam line of this size and capacity and temperatures utilizing the expansion loop concept has had an explosion due to other than man-made causes. In other words, as a result of the further query, GBB intimated that explosions have taken place with this type of steam line but undermined their significance and did not cite evidence of explosions as they were contracted to do.

GBB dismissed the subject of explosions on their one-page presentation on page 7.3-0 saying that a rupture large enough to cause an explosion appears to be low. On 7.11 the report says that "Pipeline explosions, although possible, do not appear to present a significant hazard along this route" and "aside from the initial shock and high temperature the effects of a pipeline rupture would be limited to close proximity to the pipe." The question therefore remains. What would be the effect of a major rupture of the steam line and has it happened before?

What GBB does tell us is that concern for vandalism is legitimate and that they recommend using a minimum 3/4" thick steel main steam line and a minimum 1.4" thick steel jacket for "better protection" (7.29) from vandalism. However GBB points out that the steel jacket would not hold a major burst in the steel carrier pipe (7.30).

Because of these unaccentuated gleanings from different parts of the report, and because of the omission of information about incidences of explosions GBB's analysis of the safety issues in reference to the pipeline is grossly inadequate.

Effects of Steam Line on Recreation and Business

Clearly a steam line along virtually most of Oregon City's river frontage on the Willamette River would have an effect on recreation and business. Literally thousands of visitors and local fishermen every year fish from the rocks and sidewalk on McLoughlin Blvd. in Oregon City. The proposed steam line would clearly obstruct their access to the river. In addition thousands of others rent canoes and other small boats for recreational outings on the Willamette. The effect of the steam line in relation to the fishermen and recreation industry was not discussed. The impacts would be significant and were not considered.

Review of Steam Lines with Common Conditions for Safety Issues

GBB said that "high temperatures and pressure pipelines are common in industry and at electric utilities and there are even other resource recovery projects which have used such pipelines for years without incident" (7.30). In reference to the proposed two mile long steam line that would convey high temperature (750°) and high pressure (800 psi) steam to Publishers Paper, GBB says that "long steam lines of similar characteristics have been constructed and a few are listed" (7.20).

Although GBB does say that "long steam lines are not conventional at most mass burning resource recovery facilities," and that "a search has failed to identify an operational resource recovery facility with a thermal transfer system identical to the Oregon City requirements," what the report omits saying is that the proposed steam line does not share common conditions with other installations. In fact: There is no other pipeline anywhere in the world that has common characteristics with the proposed Oregon City pipeline.

In fact, upon further questioning of Mr. Feindler, it was found that the proposed pipeline would be the longest steam line in the world of this diameter and capacity that transports such high pressure/high temperature steam. Indeed, it appears that the Oregon City pipeline would be three to four times longer than any other pipeline in the world with common characteristics.

In the light of this perspective GBB's conclusion on 1.4 that "it is technically feasible to design a pipeline to transport superheated steam (along the proposed route)" certainly avoids the basic question to which we wanted an answer: "IS IT TECHNICALLY FEASIBLE TO BUILD AND OPERATE THAT STEAM LINE and WOULD IT BE SAFE?" They did not answer the question. The question remains.

OPERATIONAL RELIABILITY

The second area of concern to the Oregon City Economic Development Commission was the operational reliability and expected life of this particular type of plant. Interestingly, the original question here came from concern of the EDC as to what would happen when the garbage burner is used up? How long will it last, we wanted to know. Since then information has been obtained from vendors that the expected lifetime of a garbage burner is 20 years.

EVALUATION OF OPERATIONAL RELIABILITY AND IDENTIFICATION OF POTENTIAL PROBLEM AREAS

GBB presented information about how European plants have continuously operated in Europe and said that they can see no reason as to why the technology would not be equally dependable and effective in Oregon City. GBB did not discuss any operational problems encountered by European plants, completely ignoring their mandate to identify potential problem areas.

GBB mentioned that there had been problems with U.S. plants but instead of identifying problems, they dismissed them with statements such as, "The resulting difficulties are well-documented. Fortunately the Nashville difficulties have been overcome and the plant has been fulfilling its assigned tasks for the past five years" (6.4), failing to mention the continued operational problems with the Nashville facility, including numerous problems with steam leaks.

GBB said there was much talk about the differences in "American refuse" and the uniqueness of Saugus" (6.5). But they failed to point out that the Saugus garbage burner has had millions of dollars worth of remodeling done of their grate system because of engineering problems and because of the much higher amount of plastics in American refuse.

The omissions of relevant "potential problem areas" becomes particularly glaring in that GBB failed to mention the numerous problems Saugus has had, the steps Saugus has taken to rid themselves of their problems; the soot problem in the area from that plant that has plagued residents there for years and simply says of Saugus, "Most if not all of the problems of Saugus were resolved and the Saugus operation of today is viewed by many as the most impressive American project in resource recovery" (6.5).

It is reasonable to say that GBB did not adequately address this section of the scope of work. Instead, GBB said,

"Most of the problems at Nashville and Saugus are not the result of faults with the basic mass burning technology but instead they are caused by the specific project developers."

and concludes with:

"...a more detailed analysis of the proposed designs would be required in order to identify potential weaknesses."

What GBB did not do is even more striking. GBB did not bring out what is basic in the literature on the state of the art in resource recovery technology. One need go no farther than the Congressional record to find the U.S. Government assessment of the resource recovery technology. The overwhelming sentiment is: Resource Recovery Technology needs further development. (George E. Brown, Jr., Chairman of the Subcommittee on the Environment and the Atmosphere.) "Resource Recovery has been overdramatized, and is not as developed as has been reported." (Report by Mark E. Anthony Reisch, Analyst, Environment and Natural Resources Policy Division.)

The following testimony was presented to the Subcommittee on Energy Development and Applications House Committee on Science and Technology in Washington, D.C. by Anthony R. Nollett on March 11, 1980. Mr. Nollett is Present of AENCO, Inc., New Castle, Delaware. His firm has been operating the New Castle County, Delaware Solid Waste Reclamation Plant continuously since December, 1972. That plant now has more "hands-on" experience with that single plant than any other firm in the business, having processed over one million tons of solid waste. His message and recommendations to the Federal Government and American public are clear and firm. Several are quoted as follows:

- "1. Resource Recovery has not yet been proven to be both technically and economically feasible.
- "2. EPA, which has funded six Demonstration Plants, has never experienced success. Yet EPA is now funded to advise hapless communities to install resource recovery plants that are likely to become financial burdens on said communities for years.
- "3. At least ten of American's largest companies have left the resource recovery business. Seven of these companies have built and operated resource recovery plants. The other three had contractual opportunities to build such plants--but declined to pursue the business.
- "4. Much more development is required to make resource recovery successful. Existing technologies either do not work well--or they are far too expensive. New technology must be demonstrated.

"5. American industry has probably lost in excess of \$300 million trying to make resource recovery work. The public sector has lost at least as much. There are a few technically successful plants, but they are financial failures. There are scores of plants that are not technically successful, i.e., they do not perform in accordance with engineering predictions."

Nollett recommends that we:

"1. Recognize that the problem has not been solved. Plants that mass-burn to produce steam involve such high costs that they are not competitive with modern sanitary landfills.

"2. The problems of garbage burning 'will never be solved by pretending that resource recovery technology has been proven to be economically and technically viable--when, in fact, it is not!'"

Further, the conclusions of the comprehensive report by the California Air Resources Board, "Air Pollution Aspects of Resource Recovery Facilities" of March 17, 1980 says:

"Combustion stability problems which have been observed at resource recovery facilities may cause the emissions from the facilities to become a public health threat unless the control systems function efficiently under unstable operating conditions. Air pollution control systems capable of performing efficiently during unstable combustion, especially NOx control systems, have not yet been demonstrated on resource recovery facilities.

"There is some question as to how efficiently air pollution control systems will operate."

What is particularly noticeable here is that GBB lists this Air Resources Board publication on its list of references in the back of their report. They failed to include any of the Board's conclusions or recommendations.

Other noticeable omissions in the area of operational reliability and potential problem areas include:

1. The remaining ash after garbage burning may present a significant environmental and health hazard. GBB did not bring out in their report that the residue ash is about one third of the amount (by weight) of garbage that goes into the plant and that, yearly, approximately 20,000 tons of the approximate 200,000 tons of ash

residue would be flyash from the stack filtering devices. Upon being confronted with data that flyash from garbage burners has been found to be "extremely dangerous," Mr. Feindler, representing GBB, admitted that the latest requirements for garbage burners in Europe require that the flyash and bottom ash be collected separately, the flyash be monitored, and that in the event the flyash is determined to be hazardous the flyash is required to be put in sealed steel containers and placed in permanent hazardous waste disposal sites (May 5, 1981, Oregon City Special Meeting).

Considering the potential long-term effects and "time bomb" possibilities of the residue from a plant that plans to collect the bottom and flyash together for use in landfill or other questionable projects, THE OMISSIONS OF THIS INFORMATION IN THE REPORT CLEARLY AVOIDS AN IMPORTANT PART OF THE SCOPE OF WORK THAT GBB WAS CONTRACTED TO DO.

2. Pollution control equipment failure was contracted to be addressed in this study. This was of significance to the intent of the study. GBB DID NOT EVALUATE OPERATION RELIABILITY OR IDENTIFY PROBLEM AREAS OF POLLUTION CONTROL EQUIPMENT AS THEY WERE CONTRACTED TO DO.

3. Explosions were to be considered. No explosions of boilers, pipelines or other garbage burners were evaluated in reference to the proposed Oregon City facility. A reasonable evaluation of potential problems might certainly have addressed these potential hazards to life.

AIR IMPACTS

All evidence points to the fact that Metro's specifications for the plant to emit only 10 tons of pollutants a day are specifications that are impossible to meet. Although GBB says "these data points should not be anticipated for estimated air impacts at this time" (1.9), GBB still says that the plant will produce "no significant impacts" (1.8) and that there would be "no significant health impacts."

The validity of these conclusions depends upon:

1. The CONCENTRATIONS that will land in the region.
2. What the EFFECTS of the concentrations will be.

1. The CONCENTRATIONS distinctly will depend upon the validity of the:
 - a. Meteorological data base.
 - b. Accuracy of the computer modeling as affected by topography.
 - c. Estimates of emissions.
2. The EFFECTS of the pollutants will depend upon:
 - a. The toxicity of the individual substances.
 - b. The amount of concentrations of the substances.
 - c. The length of exposure to the substances.

THE CONCENTRATIONS

The Meteorological Data Base

The data base used by GBB for estimating the wind direction, speed and stability for the garbage burner site was from a single year (1972) at a location almost two miles south of the proposed site. GBB says that the 4th and Center Street meteorological station will have the same wind data because of the "configuration of the Willamette Valley and nearby terrain" (4.4).

What GBB did not point out was the probability of error on these wind factors because of 1) the single-year data base and 2) the varied and extreme topography of the nearby terrain.

A single year of data from one source is hardly a sufficient basis for predicting what the wind will do over a period of the next 25 years. The proposed site terrain is extremely different than that of the meteorological data collection site. The garbage burner site is partially surrounded by steep hills, in a low spot characterized by stagnant air, and in the close proximity of the confluence of two rivers.

With this lack of adequate meteorological data representative of the actual wind and stability patterns of the area we are likely to underestimate the pollution effects we would experience in Oregon City. The local wind and stability conditions at the site could very effectively limit the dispersion of the pollutants in the atmosphere and result in higher pollution levels than predicted.

Computer Modeling

As pointed out to Oregon City before COMPUTER MODELS ARE BASICALLY ONLY GOOD IN FLAT TERRAIN. As one EPA scientist says, the modeling is a "soft spot" in the old sip system. (This is why it is now required to have more stringent monitoring requirements at proposed plant sites--an EPA requirement that went into effect the day after Metro applied for their air permit.) The scientist pointed out that if a plant was proposed in a flat area (such as in the middle of the Willamette Valley) the actual impact of air pollutants could be twice as high as model predictions. However, if the plant is in complex terrain (such as at Oregon City) the pollution impacts could be at least ten times higher. (Science)

This basic state of the art information about computer modeling is particularly disturbing when viewed in a perspective of over ten tons a day of pollutants coming out of a stack in an area in which the air quality trend is deterioration.

That GBB accepted the data base and computer modeling without pointing out their limitations (or obtaining new meteorological studies from the site) and potentially extreme inaccuracies may be as a result of inadequate research, but certainly gives an inadequate perspective of the air impacts to be expected in Oregon City.

Emission Estimates

The estimate of emissions depends upon: 1) the substances that will be emitted and 2) pollution control device efficiency.

Substances Emitted: The particularly important consideration in figuring what is coming out of a garbage burner is to know what is going into the burner. GBB says, "It is therefore very important to have enough actual field sample data as confidence in estimates of (garbage going in)" and they say, "the variability of waste makes it very hard to be precise in estimating waste composition." GBB says that they show in their report an elemental composition of the Metro area garbage, and that they have four compositional samples to establish a more thorough data base.

GBB inadvertently neglected to present this information in their report, but more importantly they did not stress the importance of having waste characteristics thoroughly nailed down in order to predict emissions. (For example spring time garbage with additional garden trimmings and lawn clippings would likely have significantly different amounts of herbicides and insecticides in the waste stream.)

Pollution Control Device Efficiency: GBB points out that Metro's specifications for emissions "should not be anticipated for estimated air impacts at this time" (1.9) but has omitted information and given misinformation in their report in this respect that casts a shadow on the authenticity of the air impact analysis.

The fact is that Metro's specifications that the pollution control devices limit emissions to the 0.15 grains level is not achievable and never has been achieved by the ESPs. Further the .02 grains estimate by the Metro consulting engineers has never been achieved. In fact there is no evidence presented that even the .025 grains/dscf has ever been achieved regularly over a long term, and the .025 figure was what GBB used for some of their emission estimates.

In fact, it was just these kinds of unrealistic figures that was the reason two of the five prequalified firms did not bid on the garbage burner project for Oregon City.

GBB stated that "We believe that business reasons and not technological reasons caused these two potential proposers to withdraw" (6.2). The fact is though that those two firms did not bid because they "did not feel the final specifications were realistic" (Waste Management, Inc.) and that "no large throughput solid waste incineration system operating anywhere in the world today has achieved that emission level on a continuing basis." (UOP) In fact, these companies felt that it would be irresponsible for them to bid. It must be noted that these companies represent Volund Group of Denmark and Martin technology, the two companies responsible for most of the garbage burning facilities of this type in the world today. They are clearly leading firms in this field.

That GBB did not include this readily available information about these two firms' reasons for not bidding is particularly inexcusable in light of the part of their contract that says they are to "contact mass burning vendors to determine their posture on RFP emission criteria."

Estimating Impacts of Particulates on Oregon City and Gladstone Considering Offsets from Publishers Paper Co.

This part of the contract was ignored and treated in a deceptive manner. GBB said in their study that they want to "keep any offset they may have for their own internal use for future expansion" (2.19) and thus the subject was dropped. In saying that Publishers didn't want to give up offsets, the subject of possible mitigation of pollution effects was dismissed.

THE EFFECTS

The Amount of Concentrations: As brought out before, the concentrations of pollutants that will be available to breathe in the ambient air may very possibly be considerably more than GBB predicts, perhaps ten times greater. In addition it is certain from all available sources of emissions data that the amounts of emissions to be expected from the stack of the proposed facility would be significantly more than the amounts specified by Metro and the amounts used by GBB.

The Length of Exposure to the Substances: The length of exposure is not considered by GBB in their analysis and is absolutely necessary to consider this factor to determine impacts of air pollutants on health. Naturally, the length of exposure would have concurrent effects on the rest of the environment, including trees, animal and insect life, buildings, vehicles, etc. When considering that several of the substances of concern to health are subject to bioaccumulation in the systems of humans and other creatures, the results of that bioaccumulation include acute toxic effects, cancers, birth defects and genetic damage.

Bioaccumulation is perhaps best known to the general population in reference to DDT where it has been found that DDT in water at 3 parts per trillion concentrates in the plankton, small fish, and large fish up the food chain until at 25 parts per million in the osprey the animal is unable to lay eggs that can survive--endangering the species. Some of the substances of concern in the emissions of garbage burners are thousands of times more toxic than DDT. (Steen, 6-81)

Also of relevance to length of exposure is who is receiving the exposure. A building will be exposed to only the pollutants that fall on it. An adult will receive it also from the air breathed, and from any food or water contamination. A child, with increased activity and aspiration bioaccumulates air pollutants much faster than an adult. The smaller child, the more rapid the toxic buildup.

When considering the air effects, GBB's complete omission of consideration of long-term effects on the environment, especially in reference to bioaccumulation and human health effects is a violation of their contract and scope of work.

Toxicity

How toxic individual substances are and thus the amounts necessary to produce harmful effects is data one would expect in a thoughtful analysis of air pollution effects on health. GBB failed to bring out

any information of this sort. Many of the substances that will be emitted by the garbage burner into the air are extremely toxic in very small quantities. Mercury especially is dangerous, and has been well documented in its path through the food chain to cause severe health problems in humans (Young). When considering PCDDs and PCDFs, we are looking at substances that cause death when in the body at only a few parts per billion (of body weight), and other severe effects at significantly smaller concentrations.

DIOXINS

This subject was of particular concern in the purpose of requesting the study that GBB was contracted to do. Subsequently GBB addressed the issue in their report defining different sources of dioxin in the environment and providing other information in their four-page report devoted to this subject.

GBB concluded from their studies that dioxins from garbage burning plants may be emitted.

There is very little data presently available about dioxin emissions into the air. Even their effects are unclear. They were only detected being emitted from garbage burners for the first time a little over a year ago. The ability to detect these emissions has only existed for three years, the technology is that young. What is known however is that dioxins are the most poisonous substances created by man, and that only five laboratories in the U.S. are capable of working with these substances.

GBB says dioxin emissions appear to be coming from garbage burning plants "within an acceptable range of 3 parts per trillion." Further, that "present data on dioxin emissions is not sufficient to curtail the resource recovery project" (4.20).

Following is information I obtained from sources other than GBB:

DR. TRIGVE STEEN, Associate Professor of Biology at Portland State University, 6-19-81:

On 1.10 GBB says, "No significant health impacts," but Dr. Steen says GBB's report is, "A blind assertion. There is good reason for concern. There is no data for lack of risk." Dr. Steen says, in light of the air already being bad at the site, "How can we validate making it worse?"

"It is the respirable particulates that are the most difficult to control. It is those that will have the greatest impacts."

He says, "Do we want to be guinea pigs?" If so, he said, it should be done with tests of local residents before, get good monitoring devices in place, keep good records of exposure levels and then we can provide a valuable service to the scientific community.

"Some PCDDs are known carcinogens. Dioxins are an unusually potent stimulus to the liver, causing it to destroy female sex hormones and thus reproduction problems would be a significant potential in human females." "Dioxins accumulate in fat tissue." "Dioxins are thousands of times more toxic than DDT."

DR. HERBERT WENDEL, University of Oregon Health Sciences Center, Head of Clinical Pharmacology states, "Dioxins effects are cumulative. Repeated exposure to trace amounts which may not, at the time, produce any symptoms may culminate in serious illness and liver failure." -UOHSC News 5/77.

DR. WILBUR McNULTY, Oregon Primate Center, Health Effects of Dioxins Specialist-Pathologist.

On page 4.20 the GBB report says, "Specific tests for dioxin emissions from resource recovery plants appear to EPA to be within AN ACCEPTABLE RANGE, about 3 ppt."

Dr. McNulty says, "There is no acceptable level for dioxins." It's a whitewash."

GBB says, "...present data on dioxin emissions is not sufficient to curtail the proposed resource recovery project."

Dr. McNulty says, "TCDDs activate many substances that cause them to become cancerous." Further, he says, "Most chemicals being manufactured need to prove they are safe before they are released--not the other way around."

On 1.10 GBB says, "No significant health impacts will occur due to heavy metals and other trace pollutants..." Dr. McNulty counters, "They are being more sure than they have a right to be."

More data is needed before any assurances about safety can legitimately be stated. There are only five labs in the U.S. for testing for quantities of PCDDs and PCDFs. It is expensive.

GBB cited Dow Chemical's report on dioxins stated that it is their conclusions that dioxins may be created in all combustion processes. However, there is little to support their claims. Dow's report was prepared for the State of Michigan's Department of Natural Resources after DONR found that fish taken from the Tittabawassee River contained measureable amounts of chlorinated dioxins and polychlorinated biphenyls.

Dow wanted to show that the dioxins come from everywhere because the DoNR assumed the dioxins came from the effluent from Dow's large facility on the river. Dow markets 2-4-5-T herbicide and wants to continue marketing the herbicides. The report by Dow chemists was their effort in that direction.

Christopher Rappe and others have chastised Dow for their unscientific methods and their lack of recognition of previous research. (Nature)

GBB FURTHER SHOWS ITS INADEQUATE ABILITY
TO PRESENT AND ASSESS AIR IMPACT DATA

On page 1.9 is a graph that makes no sense whatsoever because GBB does not have a grasp of even basic air quality terminology. What GBB calls Emission Standard is actually Ambient Air Standard.

Emissions standards are the stands of permissible emissions from the stack.

Ambient air standard is the standard of permissible pollutants allowed in the air that is breathed.

This example of incompetence in the presentation of air quality impact data is indicative of GBB's fundamental inability to conduct the air quality analysis they were contracted to do.

Further examples are: On page 3.4, GBB says that we are living in the Portland-Vancouver AQMA, an EPA designated nonattainment area for four ambient air pollutants, including the primary standard for lead. The fact is of course that we are in a nonattainment area for only three standards, and lead is not one of them. This presentation becomes increasingly contradictory when on 3.19 GBB says that lead is well within health and welfare standards throughout the AQMA.

On page 3.11 GBB says, "This was the first systematic application of chemical mass balance meteorology to quantitatively assess the sources of urban air particulates." The validity of such a statement could probably be questioned if anyone could figure out what it means. It is nonsense.

On page 3.12, in summarizing the PACS Report, GBB makes a statement that they neglected to allude to in their conclusions--a statement that is equally applicable to garbage burners: "Burning of vegetative material, although its contribution has a high level of uncertainty, is potentially one of the most serious present and future air pollution problems because its emissions are highly respirable, contain potential carcinogens and contribute significantly to visibility degradation."

On page 4.8, here again, GBB demonstrates that they don't know the difference between Emission Standards and Ambient Air Standards.

Other connections that GBB failed to make:

1260 tons of Hydrochloric acid per year)
600 tons of sulfuric dioxide per year) equals ACID RAIN
900 tons of nitrogen dioxide per year)

ACID RAIN is particularly deadly to fish because fish are very susceptible to acidity. This is no problem in itself, but with this sort of plant and more and more use of coal and coal handling facilities in Oregon, acid rain becomes likely. Acid rain also affects trees, houses, car paint, etc. The long-term effects of acid rain emissions are significant.

LIKELY FOG POTENTIAL: The proposed site is ideal for fog formation because of water vapor from rivers with particulates for condensation nuclei. Also the location is in a topographical depression and thus a perfect combination for thick fog development.

SUMMARY

Utilizing the same sources as GBB and other sources, conclusions about effects of the proposed facility are logically:

1. The impact on the air in Oregon City from the proposed garbage burner would be unpredictable, yet significant.

"Resource recovery facilities have a high potential for severely and adversely affecting the air quality..." "...unless these facilities are equipped with efficient air pollution control systems.

"Resource recovery facilities have yet to be constructed and operated with emission controls that are adequate to prevent adverse effects on the public health and welfare when such facilities are located in already polluted urban areas.

"Heavy metals and gaseous hydrochloric acid emissions from resource recovery facilities should be controlled. Additional investigation should be undertaken to establish appropriate emission limits for these pollutants."

(California Air Resources Board, "Air Pollution Aspects of Resource Recovery Facilities, March 17, 1980).

2. The steam line would be a potential danger to residents of Oregon City.

Fishermen and others would be deprived of present access to the river.

It would be aesthetically ugly.

3. The plant would be an eyesore.

4. The plant would reduce property values.

5. The plant would impose a burden on the state bonding capacity (Metro seeks \$250 million for it.)

6. The plant would cost taxpayers millions of dollars.

7. The plant would most likely be a large "white elephant" for the community when it became obsolete.

8. The plant would be hazardous to the ecology of the region contributing significantly to the deterioration of the air we breathe.

9. Sensible alternatives to this plant are available. Garbage burning is not a good approach to waste problems. (See Alternatives.)

A reasonable analysis of any proposal will include pros and cons to accurately assess feasibility and safety issues. This report from GBB has systematically avoided the negative aspects of garbage burning. In doing so GBB has not only not fulfilled its obligations as stated in the Metro/GBB contract, but GBB has done a disservice to the community of Oregon City.

In that the Oregon City Planning Commissioners and Oregon City Commissioners based their decisions to issue permits largely upon information from the GBB report, and in that the GBB report is clearly full of distortions, omissions and erroneous material, I propose that the City of Oregon City recognizes GBB's obvious breach of contract and apparent conflict of interest and send a letter of protest to the Metropolitan Service District demanding that they cease their efforts to build a garbage burner in Oregon City.

REFERENCES

1. Brown, George E. Jr., Report prepared for the subcommittee on the Environment and the Atmosphere of the Committee on Science and Technology, U.S. House of Representatives by Environment and Natural Resources Policy Division, Congressional Research Service Library of Congress.
2. Reisch, Mark E. Anthony, Report prepared for Environment and Natural Resources Policy Division.
3. Science Magazine, Vol. 204, June 15, 1979
4. Nature, Vol. 281, Oct. 25, 1979

ALTERNATIVES TO GARBAGE BURNING

Garbage burning is not a SOLUTION to the problem of waste. Indeed, it is clearly the most expensive and dangerous approach to waste imaginable.

Non-polluting alternatives include types of hydrolysis, pyrolysis, well-sited sanitary landfills, perhaps lined with bentonite clay, source separation, and waste reduction plan implementation, sensible packaging legislation and franchises with waste reduction incentives with the trash haulers.

It seems that it is the duty of all elected officials and persons designated to deal with these environmental concerns to work for the reasonable solution of the waste problem.

The problem of waste will eventually be resolved through a combination of Waste Reduction, Source Separation, and Recycling by a society of responsible individuals.

WASTE REDUCTION

People will stop being the garbage generators they are today. They will realize the finite resources of our planet, our country, our society. The food processors and manufacturers will cease their gross over-packaging of merchandise. Government will become responsible to the taxpayers and reduce waste.

SOURCE SEPARATION

Responsible citizens will no longer throw their waste together and have it uselessly hauled away. They will separate their glass and tin cans and paper and food scraps. Even some of the plastics will be able to be separated and saved and reused. By saving these items, our country's energy needs in manufacturing would be greatly reduced. The secondary industry for reprocessing these materials will grow. It would be a real progress towards a genuinely healthy economy. The irresponsible waste of our resources would stop. The garbage haulers will have a bigger task -- a growth in their services.

RECYCLING

Recycling instead of waste and destruction is the necessary and inevitable direction that we will move towards -- all peoples in developed countries. Our waste is a disgrace to our country, to mankind and our planet. Recycling will be facilitated by responsible secondary-materials-content legislation. Legislation is being worked on and some in effect now to require manufacturers to use certain percentages of recycled materials in their finished goods. This sort of legislation is a boon to everyone. The use of secondary materials (recycled goods) in glass and paper and metal manufacturing is a tremendous energy saver for industry. In addition, our economy gets the boost of a new secondary materials industry.

REMAINING GARBAGE

A society of responsible individuals is an ideal however, and regardless of how successful we become at waste reduction and recycling, there will continue to be garbage. What to do with the remaining garbage is not expensive, utilizes well-established technology, is energy-efficient and described by A. R. Nollet, President of AENCO, Inc., the company with more "hands-on" experience in a single garbage-burning plant than any other firm in the business:

"In most cases, communities would be well-advised to establish landfills--and perhaps later extract natural gas from these landfills. A WELL-RUN Sanitary Landfill can be operated at about 1/3 the net cost of a typical Resource Recovery Plant. Much more development is required to make resource recovery successful...New technology must be demonstrated." 3/11/80

It is the responsibility of all of us who are informed of the reality of our waste problem to work for these sensible solutions and to work for safe and proven methods of disposing of the inevitable remaining waste.

The vested interests' myopic view of the waste situation must be viewed realistically by those in decision-making positions so that the best interests of all the people are safeguarded.

Jim Johnson

IMPACT OF TWO MILLION PEOPLE ON AIR QUALITY

The quality of our air is determined by: (1) pollutant emission levels, types and duration; and (2) meteorologic and topographic conditions. Pollutant emissions are directly related to population size.

The Willamette Valley is a natural basin with a tendency to trap air pollutants. "Western Oregon has the highest potential; on a meteorological basis, for an air pollution problem of any area in the continental United States. The capacity of the atmosphere in this area to accept and disperse or assimilate air pollutants is extremely limited. Low wind movement and frequent inversions are principal factors in this restricted natural ventilation." (Advisory Committee on Environmental Science and Technology, Environment Quality in Oregon, 1971)

Generally, in 1980 and 1990 emission levels will be much lower than at present. This is due to control measures currently authorized to be implemented in the 1970's that will reduce emissions from automobiles and eliminate field burning and wigwam burners..... While existing control measures will result in improved air quality, **GROWTH IN THE VALLEY WILL NEGATE MOST OF THE IMPROVEMENT BY 2000.**

Even though Basin totals may show improvement under existing control measures, problems may occur in specific areas from concentration of emission sources...

To achieve continued improvement, even stricter controls will be necessary in the future. These controls potentially have significant impacts on modes of transportation and types of industry that will prevail in the Valley.

--Project "Foresight" First Phase
December 9, 1971.



Waste Management, Inc.

900 Jorie Boulevard • Oak Brook, Illinois 60521 • 312/654-8800

July 8, 1980

Metropolitan Service District
of Portland, Oregon
527 S.W. Hall Street
Portland, Oregon 97201

ATTN: Mr. Cary Jackson

Gentlemen:

Waste Management, Inc. is very pleased to submit our qualifications for the design, construction and operation of the resource recovery system you are proposing to serve the Portland metropolitan area.

We sincerely believe we and our associates in this project, Boeing Engineering and Construction and Vølund USA, Ltd. are uniquely qualified to provide you the facility you require and to operate this energy recovery plant for the MSD during the facility's useful life.

This response to your Request for Qualifications is submitted by Waste Management, Inc., who will assume overall responsibility for the project. The Vølund Group of Copenhagen, Denmark will be responsible for providing "chute-to-stack" design of the refuse combustion, energy recovery, and flue gas cleanup systems. They will also provide engineering and technical support during the erection and start-up phase of the project. Boeing Engineering and Construction, a division of the Boeing Company, will be responsible for facility and civil design, general construction management, on-site construction supervision and certain specified start-up assistance.

We believe the roles planned for each participant are highly complementary and utilize the individual capabilities of each company.

Boeing is widely regarded as one of the premier performers in American industry. Their reputation for fulfillment of commitments is second to none. Boeing Engineering and Construction has significant prior experience in designing and constructing solid waste resource recovery systems and equipment. In addition, BEC has a broad commitment to a wide range of environmental systems and outstanding engineering, technical and construction capability that will be brought to bear on this project.

Vølund designed and delivered the world's first continuous feed, mass-combustion-energy recovery systems in 1931 and has remained a world leader in the field ever since. Their experience in the design and manufacture of solid waste incineration systems is unparalleled. Its long and continuing experience in this area assures that the system will be completely proven and that all components will function as specified.



Metropolitan Service District
of Portland, Oregon
July 8, 1980
Page Two

Waste Management enjoys unique experience in designing, building, and operating a wide variety of solid waste handling and processing systems including ownership and operation of the nation's largest privately owned municipal incinerator. The company's dual rotary kiln Volund plant in Stickney, Illinois operated for nearly twenty years during which time steam was recovered and sold to nearby industry. This unique orientation to the operational aspects of resource recovery in general, and mass burning in particular, will assure MSD that the proposed facility will be professionally operated over the life of the contract.

We are confident the team assembled for this project will offer the strongest combination of system reliability and efficiency, technical integrity, operations excellence and financial capability necessary to assure success of the MSD Resource Recovery project.

Please call me, or Ron Heveran, Director of Marketing, regarding scheduling for our presentation and interview. Our telephone number is 312/654-8800.

Very truly yours,


Harold Gershowitz
Senior Vice President



Waste Management, Inc.
900 Jorie Boulevard • Oak Brook, Illinois 60521

May 4, 1981

Commissioner James L. Johnson, Jr.
1110 16th Street
Oregon City, Oregon 97095

Dear Commissioner Johnson:

Thank you for your recent letter in which you inquired into our reasons for not submitting a proposal to the Metropolitan Service District in Portland.

We have followed developments in Portland for many years and we had certainly looked forward to submitting a proposal. However, we did not feel that the final specifications were realistic. As you can appreciate, when Waste Management does decide that an opportunity is viable enough to undertake development of a formal proposal, the investment in that proposal is very substantial. We, therefore, must be very selective in determining what projects we will undertake to develop.

Waste Management Inc. is prepared to design, construct and operate waste-to-energy facilities that meet stipulated design parameters, and we will guarantee that the performance of a plant we deliver will meet the specified requirements. The METRO specifications did not provide design-base waste characteristics nor did they guarantee any base BTU value for the waste to be delivered to the plant. Consequently, should the waste characteristics change significantly in future years, rendering the plant design inadequate, the cost of modifying the plant will be at the contractor's expense even though the plant may have been properly designed upon commencement of operations. There is no one design that will be sufficient for the entire spectrum of waste characteristics.

If the contracting agency is not prepared to allow economic adjustments in the event of significant changes in waste characteristics during the twenty year life of a plant, the contractor is left with the alternative of providing substantial cost contingencies to offset these future potential risks.

We felt the MSD approach represented an unrealistic allocation of risk which could result in costs which would encumber the economic viability of the system and, therefore, jeopardize a successful procurement. Consequently, we decided to focus our attention on those opportunities which we felt had a higher probability of success.

To: Commissioner James L. Johnson, Jr.
Page two
May 4, 1981

Please understand that the above discussion represents our philosophy with respect to major resource recovery efforts and we recognize that there may be those who are prepared to take greater risks than we deem to be appropriate or responsible. However, the specifications made it clear that proposers who took exception to these provisions of the specifications would be excluded from consideration. We made a strong case for reconsideration of the specifications and when the final specifications reflected none of the concerns we had expressed to the MSD, we chose not to bid.

We are, of course, hopeful that the MSD will succeed with their project and that a positive resource recovery story will result from their efforts..

Sincerely,



Harold Gershowitz
Senior Vice President

HG/vp

UOP

Solid Waste Systems Division
Ten UOP Plaza—Algonquin & Mt. Prospect Roads
Des Plaines, Illinois 60016
Telephone 312-391-2341

*Return to
Jim Johnson
Bids*

*W.FRY - 137,164,866
B F - 150,175,000
Katy - 171,256,379*

May 5, 1981

Mr. James L. Johnson, Jr.
1110 - 16th Street
Oregon City, Oregon 97045

Dear Mr. Johnson:

Thank you very much for your letter of April 24, 1981.

Please find enclosed copies of our letters of December 5, 1980, and February 24, 1981, to the Metropolitan Service District regarding the resource recovery project to be located in Oregon City. In addition to the specific points raised in those letters, we are concerned about the commitment of solid waste to the project and the cost of solid waste transportation and disposal to the participating communities.

We believe that this could be a successful project, but it is simply not ready yet for the preparation of meaningful proposals nor the selection of a contractor. At a minimum, the facility site should have been properly zoned and the land use permit obtained before proposals were requested. In the event that this and other problems are resolved and proposals are requested in the future, we would be pleased to reconsider this project at that time.

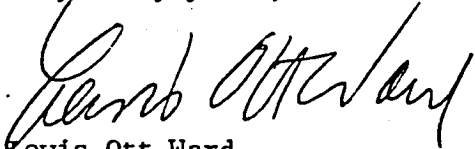
Your comments concerning Martin technology in the Chicago Northwest Waste-to-Energy Facility are partially correct. This is the first facility of its kind in the United States designed with electrostatic precipitators. These precipitators were required to meet a particulate emission specification of 0.05 grains per dry standard cubic foot (gr/dscf) corrected to 12% carbon dioxide (CO₂), and they performed better than the specification during acceptance testing and during several subsequent retestings. However, the Metropolitan Service District has required a particulate emission level of 0.015 gr/dscf at 12% CO₂, which represents a very significant improvement in precipitator performance. To the best of our knowledge, no large-throughput solid waste incineration system operating anywhere in the world today has achieved that emission level on a continuous basis. Furthermore, the actual air emission requirements for the Oregon City facility are undetermined at this time. In view of this situation, we do not see how any responsible contractor can undertake to guarantee the required particulate emission level for the 20-year operating period.

May 5, 1981
Mr. James L. Johnson, Jr.
Page Two

Please be assured that our Corporate commitment to resource recovery remains strong. The design and construction of our Pinellas County, Florida, facility are continuing satisfactorily and on schedule, and we look forward to its successful performance beginning in 1983 as the first of a new generation of resource recovery facilities in the United States. We are also gratified by our selection for other projects in Massachusetts, New York and California.

I am enclosing some literature indicating our capabilities. If we can be of further assistance to you in any way, please feel free to write or call me at 312/391-2072.

Very truly yours,



Lewis Ott Ward
Director of Marketing

cc: Cary Jackson,
Metropolitan Service District
Rick Gustafson,
Metropolitan Service District

Encl.

lbb



UOP Inc.
Solid Waste Systems
Ten UOP Plaza—Algonquin & Mt. Prospect Roads
Des Plaines, Illinois 60016
Telephone 312-391-2341

December 5, 1980

Mr. Cary Jackson
Resource Recovery Manager
Metropolitan Service District
527 S. W. Hall St.
Portland, Oregon 97201

Subject: Resource Recovery Project, Request for Proposals

Dear Mr. Jackson:

As a result of comments made at the formal RFP briefing on December 2, 1980, and other recent discussions in your area, I strongly urge you to postpone the date for receipt of proposals until at least 90 days after the following serious questions are resolved:

1. Actual air quality requirements that will be permitted by the Department of Environmental Quality.
2. Wastewater discharge.
3. Engineering study, zoning approval and conditional use permit for the site.
4. Steam line routing.
5. Facility capacity criteria.
6. Other questions raised at the briefing or to be submitted in writing.

A number of these unresolved questions are of such importance that they could jeopardize the viability of the project as it is now planned. I believe that the quality and usefulness of the proposals will be much greater if these questions are satisfactorily answered before the design of the proposed facility is undertaken.

December 5, 1980

Subject: Resource Recovery Project, Request for Proposals
Page Two

If you would like to discuss this further, please feel free to call me
at 312/391-2072.

Very truly yours,

Lewis Ott Ward
L.O.W.

Lewis Ott Ward
Director of Marketing

cc: Rick Gustafson, Metropolitan Service District

lbb



Solid Waste Systems Division
Ten UOP Plaza—A'gonquin & Mt. Prospect Roads
Des Plaines, Illinois 60016
Telephone 312-391-2341

February 24, 1981

Mr. Cary Jackson
Resource Recovery Manager
Metropolitan Service District
527 S. W. Hall St.
Portland, Oregon 97201

Subject: Resource Recovery Project, Request for Proposals

Dear Mr. Jackson:

The Solid Waste Systems Division of UOP Inc. does not intend to submit a proposal in response to the subject Request for Proposals.

Our letter of December 5, 1980, pointed out a number of serious questions, most of which are still unresolved. In our opinion, some of these unresolved questions are of such importance that they jeopardize the viability of the project as it is now planned. Furthermore, we believe that technical and business proposals based on such uncertainties will not be the most advantageous to the Metropolitan Service District and the participating communities.

Should you decide to postpone the due date for Proposals until the important questions are resolved or issue another Request for Proposals in the future, we would be pleased to consider this project again.

If we may be of assistance to you in any way, please feel free to write or call me at 312/391-2072.

Very truly yours,

Lewis Ott Ward
Director of Marketing

cc: Rick Gustafson, Metropolitan Service District

lbb

range of arguments over the validity and proper use of IQ tests. Interestingly, neither side took a firm stand on the issue of whether or not "intelligence" as so measured represents an in-born ability. Rather, attorneys for the children argued that the tests are culturally biased, while the state argued that the tests remain good predictors of school performance for blacks as well as white.

The judge said that, in his opinion, "many black children have been isolated, stigmatised and provided with inadequate education on the basis of unwarranted and impermissible assumptions". The tests, he said, had not been modified or validated for blacks, while "almost no experts now contend that IQ measures innate intelligence".

Beyond the issue of the tests, themselves, Peckham found that the special classes are designed to provide only a "limited, dead-end education for children who, while not severely retarded, are incapable of mastering the skills taught in a regular curriculum". Since placement is assumed to be permanent, he said, "the children assigned to those classes are unlikely ever to succeed in school, even if they are not truly retarded."



Black pupils: tests discriminate against them

Just what the ultimate effect of this ruling may be remains unclear. Despite the injunction, enrolment of blacks in mentally retarded classes remains disproportionately high. IQ tests can still be used to identify gifted children and those that qualify for some other special programmes. An appeal may be launched and related cases are pending in other parts of the country.

The case brought into full public view many of the problems related to IQ testing that have been argued about in scientific circles for many years. And there may be a growing sentiment in favour of paying more attention to "performance" rather than "ability". In an editorial following Peckham's decision, the *San Jose Mercury* suggested: "It would be far better for Larry P, and for students of every race, if educators would drop IQ tests entirely and rely instead on empirical evidence. Put the Larry P's in a regular classroom and see if they can handle the work. The time to move them into special programmes is after they have demonstrated an inability to keep up with their classmates."

Dispute over Dow Chemicals' theory of dioxin traces

TCDD *Swinson*

A Dow Chemical Company report on the toxic chlorinated dibenzodioxins, released in November 1978, has been severely criticised by Professor Christopher Rappe of the University of Umea, Sweden. He says that the methodology used by Dow is poor, rendering some of the results questionable; and furthermore, the conclusions — that dioxins are ubiquitous and a natural consequence of combustion processes — are far from proven. They are not borne out by results from Rappe's own laboratory.

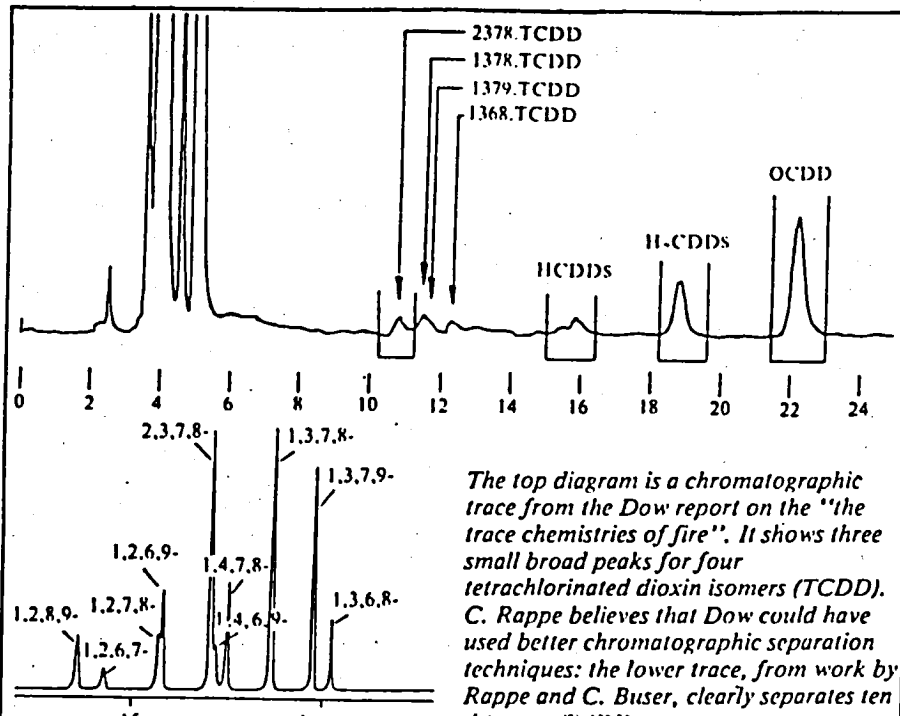
The report, on "The trace chemistries of fire", was prepared for the State of Michigan's Department of Natural Resources (DNR), after Dow found that fish taken from the Tittabawassee River contained measurable amounts of chlorinated dioxins and polychlorinated biphenyls. Effluent from Dow's huge Michigan complex is discharged directly into the river and, not unnaturally, the company was assumed to be the source of the dioxins. Dow now dispute this charge: their report claims that dioxins are produced in many combustion processes, and are widespread. It has not convinced the DNR, however, which is insisting on additional measurements. Dr Robert Bumb, Director of Research at Dow's Michigan complex, believes that such additional tests would not only be expensive, but of little value; he says that other scientists are now confirming Dow's discovery.

Professor Rappe told *Nature*, however, that he disputes many of Dow's findings. Their discovery that dioxins are produced

in commercial incinerators is not new, two independent European groups having reported earlier that the fly ash of municipal incinerators contains polychlorinated dibenzofurans. It was Dow's subsequent 'discovery' that chlorinated dioxins were present in the ash collected from other combustion processes which led them to develop their theory on the 'trace chemistries of fire'. Dow claim that dioxins are also present in ash collected from chemical tar burners, fossil-fuelled power plants, the 'mufflers' of automobiles and trucks, household chimneys, cigarettes and even charcoal-broiled steaks. There had to be a common factor to explain the wide occurrence and Dow developed the theory of the trace chemistries of fire — defined as 'numerous chemical reactions occurring during combustion at very low concentrations, parts per million and lower'. Yields from these reactions are very low, of the order of 10⁻⁹ per cent.

The company attributes the formation of chlorinated dioxins to the presence of dioxin building blocks, which would include chlorine and chlorinated aliphatic and aromatic hydrocarbons. Metals present may act as catalysts "in a sea of chemical reactivity including pyrolysis, oxidation, reduction and acidolysis". In similar poetic vein, the report adds that in this sea, "ions, electrons, free radicals, free atoms and molecules form, combine and decompose". Chlorinated dioxins, Dow suggests, must be formed in this process.

Not necessarily, says Rappe. His results, those of colleague Dr Hans Rudolf Buser, and of Dr Hans Paul Bosshardt of



The top diagram is a chromatographic trace from the Dow report on the "the trace chemistries of fire". It shows three small broad peaks for four tetrachlorinated dioxin isomers (TCDD). C. Rappe believes that Dow could have used better chromatographic separation techniques: the lower trace, from work by Rappe and C. Buser, clearly separates ten

the Swiss Federal Research Station, all suggest that the dioxin precursors are not so nebulous. Rappe considers that chlorinated phenols and chlorinated diphenyl ethers are the main precursors in municipal incinerators. When these two groups of compounds are heated under laboratory conditions, Rappe has found that they produce isomers of chlorinated dioxins in similar proportions to those seen in commercial incinerators. Although Rappe forwarded his results to Dow, it appears either that they were not interested or that they chose to ignore his findings, for there are no analyses for these precursors in the Dow report.

The chromatographic separation techniques used by Dow to identify dioxin isomers are poor, according to Rappe, and their samples should be reanalysed using another method (see diagram on p619). In Rappe's opinion, Dow have overestimated the quantity of the dioxin isomer 2,3,7,8-tetrachlorodibenzo-p-dioxin (2,3,7,8-TCDD) which would be present in the fly ash of municipal incinerators. This isomer is many times more toxic than any of the other chlorinated dioxin isomers studied so far, and Rappe says that it

represents only 1-3% of the tetrachlorinated dioxin isomers in European incinerator fly ash. Dow, on the other hand, report that in some cases 2,3,7,8-TCDD was the major tetrachlorinated isomer. Rappe suggests that this dramatic difference between his and Dow's results could be explained by the fact that Dow analysed samples from one of their own incinerators. Dow incinerates residue from the reactor used to make 2,4,5-trichlorophenol, the precursor of the herbicide 2,4,5-T. As the incineration of 2,4,5-trichlorophenol is known to produce 2,3,7,8-TCDD, Rappe suggests that the chlorinated phenol may have already been present in the reactor.

Rappe and his colleagues have so far prepared and identified 31 of the 75 chlorinated dioxin isomers which are considered to be theoretically possible. Although Dow used a far fewer (and unstated) number in its study, they believe that they identified enough isomers to make the report valid. In addition, Bumb points out that another Dow scientist, Dr D E Townsend has verified the trace chemistries theory from thermodynamic principles. Bumb told Nature that

Townsend, in an unpublished report, finds a striking correlation between observed and predicted values for the dioxin isomers. Rappe disputes one of Townsend's assumptions (a constant ratio between dioxin isomers with different numbers of chlorine atoms): "consequently his basic theory is wrong".

Dow appears to be unaffected by the scepticism of scientists in Europe and the US. Bumb claims that "results which depart from traditional and commonly held beliefs routinely provoke scepticism". And he remains confident in Dow's results and the company's conclusions.

Bumb and Rappe will have a further opportunity to put their respective cases in November, when both will present evidence in hearings organised by the US Environmental Protection Agency. The EPA is to consider its ban on the herbicide 2,4,5-T, which it has recently extended, from a restriction to forestry only, to a total ban covering all known uses of the herbicide in the US. The danger of 2,4,5-T lies in its contamination with small amounts of the dioxin 2,3,7,8-TCDD, one of the subjects of contention in the Dow report. Alastair Hay

Israeli universities face financial crisis

ISRAEL'S seven institutions of higher learning have successfully resisted a recent attempt by the Knesset's Finance Committee to cut £8 million from their budgets.

A threat to double tuition fees or even close down campuses was enough to spur Prime Minister Menahem Begin to intervene. He successfully asked the committee to reverse its decision.

University officials are naturally relieved, but they are still fearful of future developments. Their mood was expressed by a top academic administrator who said that they "had won the battle and yet might go on to lose the war".

This is because the Knesset members who reluctantly agreed to restore the £8 million and many other influential Israelis apparently believe that the universities and academic research centres are characterised by luxury and waste, which means that they can more readily absorb budget cuts than can other institutions supported by public funds. And such cuts are inevitable if the rampaging, nearly three-digit inflation now plaguing Israel is to be brought under control.

The institutions of higher learning certainly helped to create their image in what Weizmann Institute President Michael Sela some years ago called "the Herodian era of construction", when universities, egged on by donors anxious to have their names associated with imposing edifices, seemed intent on surpassing one another in square metres of marble and concrete.

Yet there are also other, perhaps more

significant factors at work. To some extent, as in the West generally, science and scientific institutions are held responsible in Israel for almost all the ills of modern society. In addition, parliamentarians concerned about the problems of the underprivileged and poorly educated sections of Israeli society are ready to divert scarce funds from universities and research centres to nursery schools, primary schools and secondary schools.

In any case, even before their latest tangle with the Knesset's Finance Committee, local institutions of higher learning were already suffering from a severe decline in government support. In the period between 1972 and 1978, when the national budget grew in real terms by 30%, funds allocated to higher education declined in real terms by 20%.

Making things even more difficult for the institutions is the erratic manner in which government allocations are dispensed. Money does not come in regularly week by week or month by month; instead most of it tends to arrive towards the end of the fiscal year.

Yet the universities are prohibited by law from withholding wages, and if they don't pay for their supplies, the supplies stop. This forces them to take high interest loans in order to bridge the gap between current expenditure and eventual government grants. University spokesmen claim that economy measures have already gone past the stage where fat was being trimmed and now are impairing their ability to operate properly. According to Tel Aviv University President Haim Ben-Shahar, "libraries

and laboratories are no longer up to date. Journals containing important current research developments are sometimes impossible to acquire. Our scientists are forced to work with obsolete equipment, which, of course, puts them at a disadvantage in comparison to their colleagues abroad".

A research chemist at another institution told of a case in point. For some years, he said, the people in his department have been seeking funds to purchase a gas chromatograph mass spectrometer. At first they could go on with experiments by constantly tinkering with their old mass spectrometer, purchased in the early 1960s. But now some lines of research have had to be dropped as it is impossible to obtain relevant and significant results without the newer instrument.

Financial problems have severely limited the hiring of new staff, leaving institutions of higher learning with a disproportionate number of aging, tenured men and women. This news about job prospects has reached university students, and it undoubtedly has something to do with declining enrolments in the natural sciences.

Chemistry faculties are particularly hard hit, with registration down by anywhere from a quarter to three-quarters and some institutions now boasting more teaching staff than students. The same applies to a lesser extent to other science faculties. Students are now choosing short courses promising good employment prospects and the possibility of high financial gain.

Nechemia Meyers

POTENTIAL PUBLIC HEALTH EFFECTS DUE TO BIOACCUMULATION OF ENVIRONMENTAL POLLUTANTS -
ALTERNATIVES TO IMPLEMENTING THE CLEAN WATER ACT AND RESOURCE CONSERVATION AND RECOVERY ACT
John F. Young, Ph.D.

Research Biologist, Division of Teratogenesis Research, National Center for Toxicological Research, Jefferson, Arkansas, 72079. Ph.D. '73 and M.S. '69 in pharmaceutical sciences from the College of Pharmacy, University of Florida. Responsible for the development and evaluation of mathematical models applicable to predictive teratology. Extensive utilization of the analog-digital hybrid computer to quantitatively describe the teratological phenomena.

One has only to glance at any newspaper or magazine to become aware of another chemical that is hazardous to our health. It would seem that nothing is "safe" and when tested under the proper conditions doesn't prove to be harmful to man and the environment. In this light, everything poses a potential public health risk. Disease outbreaks transmitted through the public water supply have been documented in several areas within the United States and helped support the legislation of the Clean Water Act. This act charges the Environmental Protection Agency (EPA) with recommending allowable levels of substances in drinking water so that no known or anticipated adverse effects would occur. However, as the waters are further purified, the residues from the treatment facilities are becoming potentially more toxic. The EPA also has the responsibility to control and regulate all solid wastes, sludges, and hazardous residues through the Resource Conservation and Recovery Act legislation. This "cradle to the grave" approach puts the responsibility for a clean and safe environment on a single body - the EPA.

The objectives of these programs are to prevent the introduction of pollutants into the publicly owned treatment systems and to reduce the health and environmental risk of pollution caused by discharges. Limits are placed on permissible discharge concentrations for biochemical oxygen demand products, suspended solids, fecal coliform bacteria, organic and inorganic chemicals, and general toxicants, as well as setting specific temperature and pH criteria. These regulations are intended to be fair, equitable, cost-effective, and of course, successful.

The key element in this legislation is setting the acceptable limits of discharge. Determination of a pollutant is not nearly as challenging as determining a safe level of discharge for that substance. In some instances there may be no safe level, while in others a low level exposure may actually be beneficial or even necessary. Cadmium, chromium, cobalt, copper, manganese, magnesium, zinc, sodium, potassium, iron, etc. are all essential in low levels to our well being.

On the other hand, lead appears to have no beneficial effects to man's health. On acute exposure, lead appears to be nontoxic. However, on chronic exposure even at very low levels of less than 1 mg/day, the toxicity is severe due to bioaccumulation in the bones and tissues. The lead effects the hematopoietic system, the central and peripheral nervous system, and the kidneys. The effects are more severe in children than in adults.

What is bioaccumulation? How does it work? How can a substance be innocuous from a single dose, yet be toxic on chronic exposure? What properties allow for more pronounced toxicity in children than adults? Figure 1 illustrates these properties. The model depicted is a two compartment oral model and assumes all processes are first order. The "A" represents the amount of chemical in the gastrointestinal tract, "B" the amount in the blood, "T" the amount of chemical in the target tissue, and "E" as the amount eliminated. The primed curves are from a single dose and the others are after 10 doses. The only difference in the two graphs is that the return from the target tissue to the blood is 10 times slower in the lower graph. If an amount of 6 units in the target tissue was determined to be the toxic level, neither acute dosing case would be a problem. However, on multi-exposure, the tissue level in the lower example far exceeds the critical level and would, therefore, show signs of toxicity. Note that the blood level is always higher in the top than the bottom example, but the tissue curves are just the opposite. If blood data alone were gathered, improper inferences might have been made. In the case of lead, two additional facts compound these kinetic effects on the toxicity in children; first is that children absorb about four times as much dietary lead as adults and second is that children are about twice as sensitive to the effects of lead. Now with all these facts in mind, what level of lead should be allowable?

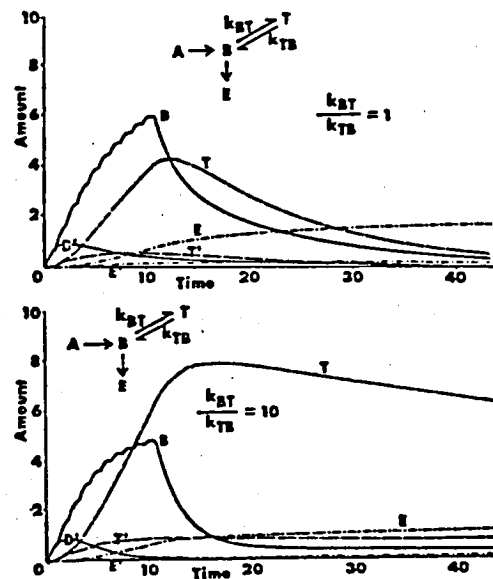


Figure 1 - Two compartment oral model and curves. See text for explanation.

Inorganic mercury is another example of a chemical that is relatively innocuous in itself due to it being relatively insoluble in water. However, it is readily transformed biochemically in bottom sediments to methylmercury which easily enters the food chain and can become concentrated in fish to

greater than 3000 times the concentration in the surrounding water. In areas where fish are a predominant staple, the bioaccumulation in man has had devastating effects. As little as 4-14 ug/kg/day of methylmercury in the diet can cause severe and irreversible neurological damage. Figure 2 illustrates the environmental exposure of mercury. Note that neither the direct inhalation or water exposure is potentially dangerous - only the accumulation through a particular aspect of the food chain. How would you predict this type of toxicity from another unknown agent?

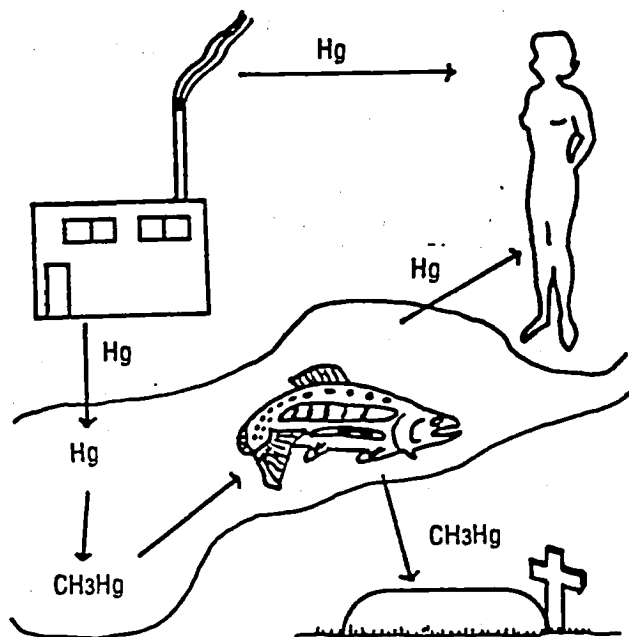
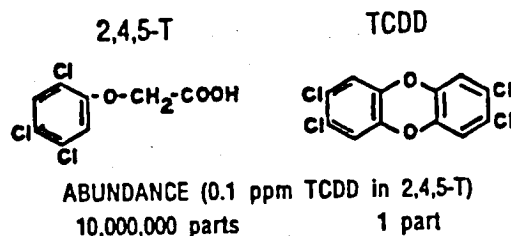


Figure 2 - Methylmercury environmental cycle.

Other factors that cannot be ignored when setting acceptable lower levels of discharge are relative toxicity, exposure levels, and persistence. The herbicide 2,4,5-T provides a good example (see Fig. 3). Commercial 2,4,5-T is contaminated with 0.1 ppm TCDD or a relative abundance of 10,000,000:1. On the other hand, TCDD is one of the most toxic chemicals known to man and is about 10,000 more potent than 2,4,5-T. This might suggest that 2,4,5-T has a 1000 fold potential for toxicity over TCDD. However, the persistence of the two chemicals also must be considered. 2,4,5-T has an estimated half-life of 1 month and TCDD of 1 year. This 12 fold difference doesn't balance the 1000 potential, or does it? From the graphs at the bottom of Figure 3, starting from 20,000,000 ug of 2,4,5-T and 2 ug of TCDD (10,000,000:1), after 1 year the TCDD is still at the ED₀₆ level and the 2,4,5-T has been below for over 1 month. The absolute level of toxicity must not be considered in isolation.

Another point which contributes to a chemical's persistence is its structure or potential for degradation. The more stable a compound, the longer it stays intact in the environment and the greater potential that chemical has for creating a health hazard. The environment, like animal systems, are designed to alter foreign bodies in order to more efficiently convert them to harmless entities.



TOXICITY (ED₀₆ Cleft Palate)
10 mg/Kg/day 1 ug/Kg/day

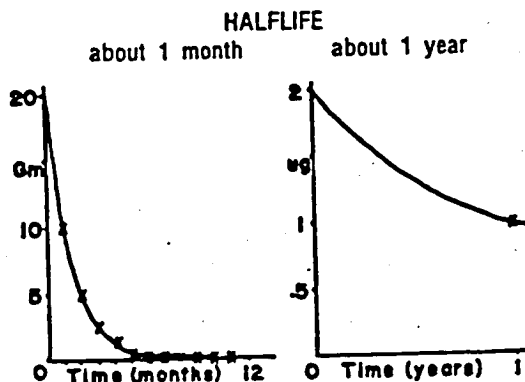


Figure 3 - 2,4,5-T vs TCDD relative toxicities.

These examples were used to illustrate that the task of assigning no effect levels to potential pollutants is not a straight-forward or easy task. Extrapolation from animal data to man is uncertain to say the least. At present, there is no easy method for extrapolating even chronic exposure experimental data to calculate risks to large human populations. High test levels may alter the pharmacokinetic and/or biochemical parameters that govern at the environmental exposure levels. On the other end of the scale at the low exposure level, there is no real hard evidence that toxicity is even produced. There is only scant information as to comparative metabolic information between species and even less information on species differences due to species sensitivity.

Out of necessity at the present time we must accept certain assumptions:

- 1) effects in animals, properly qualified, are applicable to man;
- 2) methods do not now exist to establish thresholds for long-term effects of toxic agents - we establish a maximum tolerated (no effect) dose maximum tolerated (no effect) dose in animals and divide that dose by a "safety factor" for application to man;
- 3) exposure of animals to high dose is a necessary and valid method of discovering possible toxic hazards in man;
- 4) materials should be assessed in terms of human risk, rather than "safe" or "unsafe".

Even granting these assumptions, risk assessments do not take into account interactions such as additive toxicity, synergism, and antagonism. Scant information is available as to the relative concentration of the chemical in question in the environment or even to the extent of potential

population exposure. The potential for bioaccumulation is an unknown quantity for all but a very few chemicals. Even the guilt (or innocence) by association that can be obtained from structure-activity relationships is limited when dealing with environmental pollutants.

In addition to the obvious (and impossibility) of eliminating all potential pollutants, the direction that research efforts should concentrate is the following:

- 1) improve both the qualitative and quantitative aspect of analytical techniques
- 2) expand the number and extent of epidemiological studies
- 3) identify concisely all existing pollutants
- 4) relate pollutants to health effects
- 5) develop realistic animal models and define their pharmacokinetic parameters
- 6) expand comparative metabolism studies in various animals to include man for all classes of compounds
- 7) determine industrial emission levels both qualitatively as well as quantitatively
- 8) define interactions of pollutants.

In conjunction with these scientific endeavors, what alternatives exist to implementing the Clean Water Act and the Resource Conservation and Recovery Act? Foremost would be to eliminate the pollution at its source prior to its introduction into the environment. Another would involve the identification and elimination by restrictive use such as with 2,4,5-T. As with TCDD, the environmental product (2,4,5-T) was extensively purified of TCDD in the manufacturing process. If the pollutant becomes integrated into the food chain, eliminate the contaminated product from the market place. However, the bottom line is still...there is no alternative!

Bibliography:

Young, J.F. Pharmacokinetic Modeling of Select Pesticides. Substitute Chemical Program - The First Year of Progress. Proceedings of a Symposium. Volume II. Toxicological Methods and Genetic Effects Workshop, EPA, 75-86 (1975).

Drinking water and health. Recommendations of the National Academy of Science. Fed. Reg. 42(132): 35764-35779 (1977).

Water Quality Standards. Fed. Reg. 43(132):29588-29592 (1978).

Local Pretreatment Program Requirements and Guidance. Environmental Technology Consultants, Inc., Cincinnati, Ohio (1979)