



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

A G E N D A --- REGULAR COUNCIL MEETING

Date: SEPTEMBER 23, 1982
Day: THURSDAY
Time: 6:00 PM - Contract Review Board
6:30 PM - Informal Council Meeting
Place: 7:30 PM - Regular Council Meeting

Council Chamber

CALL TO ORDER (7:30)*

ROLL CALL

1. Introductions.
2. Written Communications to Council.
3. Citizen Communications to Council on Non-agenda Items.
4. Councilor Communications.
5. Consent Agenda (Items 5.1 thru 5.3) (7:40)*

5.1 A-95 Review.

5.2 Minutes of Meetings of July 22, August 10 and August 26, 1982.

Coordinating Committee Recommendations:

Presented by:

5.3 Approval of Change Orders to the St. Johns Landfill Operation Contract (Change Order No. 2) and the Clackamas Transfer and Recycling Center (CTRC) Operation Contract (Change Order No. 1) for the Purpose of Using a Tipper System for Unloading Transfer Trailers.

N. Wietting

6. Resolutions: (7:45)*

6.1 Resolution No. 82-353, For the Purpose of Adopting the FY 1983 to Post-1986 Transportation Improvement Program and the FY 1983 Annual Element.

A. Cotugno

6.2 Resolution No. 82-354, For the Purpose of Amending the Functional Classification System and the Federal Aid Urban System (FAUS)

A. Cotugno

6.3 Resolution No. ⁸²~~81~~-351, For the Purpose of Confirming the
Appointment of Raeldon Barker to the Position of Council
Assistant. Coun. Banzer

6.4 Resolution No. 82-352, In Opposition to State Ballot
Measure No. 3 Limiting Property Taxes to 1 1/2 Percent
of True Cash Value. Coun. Deines

7. Other Actions:

7.1 City of Portland's Request for Reconsideration of Contested
Case No. 81-6. (8:00)* J. Cortright

7.2 Resolution No. 82-355, Authorizing Appeal of Denial of
Wildwood Landfill Proposal to Multnomah County Commission.
(8:45)* A. Jordan

8. Reports:

8.1 Executive Officer's Report. (9:00)*

8.2 Committee Reports. (9:05)*

ADJOURN (9:15)*

*Times listed are approximate

CRB-only via tele. 6:00pm
COUNCIL MEETING - Informal 6:30
Regular Meeting 7:30

DATE September 23, 1982

TIME: _____

MEETING - Call Sheet for Councilors - Reminder

		<u>YES</u>	<u>NO</u>	
CRB - Bob Oleson	224-4280	<u>X</u>	—	① CASE #81-6 Y | N
Charlie Williamson	227-6784	—	<u>X</u>	
Craig Berkman	228-0700	—	<u>X</u>	(answering service said he's out of town until Friday)
Corky Kirkpatrick	244-6111	—	<u>X</u>	- out of town
CRB - Jack Deines	654-1449	<u>X</u> <i>late</i>	X Y	N | Y
CRB - Jane Rhodes	771-6461	<u>X</u>	— N	Y
Betty Schedeen	667-7153	<u>X</u>	— Y	— <i>not here</i>
Ernie Bonner	231-9643	—	<u>only at informal mtg.</u>	
Cindy Banzer	253-2915	<u>X</u>	— N	Y
Bruce Etlinger	255-7758	<u>X</u>	— Y	— <i>absent.</i>
Marge Kafoury	248-3565	<u>X</u>	— Y	N
Mike Burton	636-8141	<u>X</u>	— N	Y



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

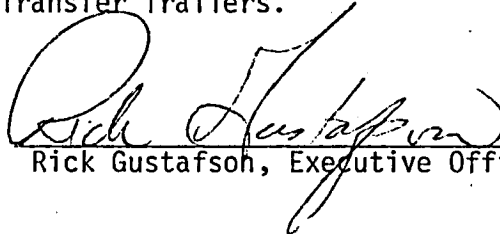
A G E N D A --- REGULAR COUNCIL MEETING

Date: SEPTEMBER 23, 1982
Day: THURSDAY
Time: 7:30 P.M.
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 with 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.

- 5.1 A-95 Review
- 5.2 Minutes of Meetings of July 22, August 10 and August 26, 1982
- 5.3 Approval of Change Orders to the St. Johns Landfill Operation Contract (Change Order No. 2) and the Clackamas Transfer and Recycling Center (CTRC) Operation Contract (Change Order No. 1) for the Purpose of Using a Tipper System for Unloading Transfer Trailers.


Rick Gustafson, Executive Officer



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

MEMORANDUM

Date: September 23, 1982
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: Juvenile Sexual Offenders Program #826-11
Applicant: Morrison Center for Youth and Family Services
Project Summary: Funds will operate a comprehensive treatment and prevention program to reduce sexual child abuse committed by juveniles in Multnomah County. Four program components are planned: 1) evaluation, 2) treatment, 3) coordination, and 4) dissemination of information. The juvenile offenders and their families will participate in the program.
Federal Funds Requested: \$80,150.00 Department of Health and Human Services (HHS)
Staff Response: Favorable action.
2. Project Title: Child Abuse #827-3
Applicant: Clackamas County Children's Commission
Project Summary: Funds will be used to recruit and train 30 volunteers to be parent advocates for 30 abusive and potential abusive families. Advocates working under the supervision of a public health nurse would be able to help parents with parenting skills, homemaking skills and serve as a link to the community.
Federal Funds Requested: \$88,850.00 (Agency for Children, Youth and Families)
Staff Response: Favorable action.
3. Project Title: Headstart #827-4
Applicant: Albina Ministerial Alliance
Project Summary: Funds will operate a full-day Headstart program for 200 low-income children in northeast and southeast Portland.
Federal Funds Requested: \$634,772.00 (HHS)
Staff Response: Favorable action.

4. Project Title: Social and Economic Development #827-5
Applicant: Urban Indian Council Inc.
Project Summary: Funds will be used for social and economic development projects for Portland's Native American community. Projects include: private fund-raising events, creation of for-profit subsidiaries, paralegal services, day labor programs, etc.
Federal Funds Requested: \$225,122.00 (Administration for Native Americans)
Staff Response: Favorable action.
5. Project Title: Energy Development Standards #827-6
Applicant: City of Lake Oswego
Project Summary: Policies in the city of Lake Oswego's comprehensive plan strongly encourage energy conservation in construction practices. The City proposes to hire a consultant to write development standards which will provide incentives for builders to utilize energy efficient methods in the construction of commercial and industrial buildings. These incentives will be a part of the development review process and will be implemented through the City inspection services division.
Federal Funds Requested: \$17,760.00 (BPA)
Staff Response: Favorable action.
6. Project Title: Housing Options #827-7
Applicant: Housing Options for Clackamas County, Inc.
Project Summary: Funds will be used to construct a three-story apartment building for elderly and low and moderate-income residents in Estacada.
Federal Funds Requested: \$600,000.00 (Housing and Urban Development)
Staff Response: Favorable action.
7. Project Title: Eagle Creek Postal Station #827-8
Applicant: U. S. Postal Service
Project Summary: The U. S. Postal Service is studying alternative means of providing additional space for the post office in Eagle Creek, Oregon. The study will include investigation of various alternatives, including expanded use of the present facility.
Federal Funds Requested: NA
Staff Response: Favorable action.
8. Project Title: Parent/Child Services #827-16
Applicant: Parent/Child Services Inc.
Project Summary: Funds will operate a parenting program in Multnomah County to enrolled low-income families with children between the ages of birth and three years. The

program offers pre-school services, family counseling, prenatal education, health and nutrition counseling, etc.
Federal Funds Requested: \$346,114.00 (Headstart Program - HHS)

Staff Response: Favorable action.

9. Project Title: Indian Crafts #827-10

Applicant: Urban Indian Council, Inc.

Project Summary: The Urban Indian Council will work with the Metropolitan Arts Commission to develop a cooperative of Indian crafts persons and artists to market their works throughout the metropolitan area.

Federal Funds Requested: \$59,241.00 (Administration for Native Americans)

Staff Response: Favorable action.

10. Project Title: Clackamas County CETA #827-11

Applicant: Clackamas County

Project Summary: Funds will be used to operate the CETA program in Clackamas County. Activities include: classroom training, on-the-job training, work experience and job placement services.

Federal Funds Requested: \$1,330,957.00 (Dept. of Labor)

Staff Response: Favorable action.

11. Project Title: Health Education #827-12

Applicant: Oregon Association of Hospitals Foundation

Project Summary: The Northwest Oregon Council of Hospitals is proposing to develop and establish a consortium in the Portland metropolitan area to cooperatively develop, produce and provide educational opportunities among member hospitals and to the health care community and general public. The scope of the project will be centered around the development of telecommunication linkages primarily using cable TV, inter-hospital sharing of materials and the cooperative production of programs.

Federal Funds Requested: \$125,000.00 (Dept. of Commerce)

Staff Response: Favorable action.

12. Project Title: Oregon CETA #827-13

Applicant: State of Oregon

Project Summary: Funds will be used to operate the Special Grants to Governors CETA program in the state of Oregon. Activities include: vocational education, employment and training programs, and coordination of job training services between educational institutions, other social service agencies and private employers.

Federal Funds Requested: \$2,159,000.00 (Dept. of Labor)

Staff Response: Favorable action.

13. Project Title: Multnomah/Washington County CETA #827-14
Applicant: Multnomah/Washington CETA Consortium
Project Summary: Funds will be used to operate the CETA program in Multnomah and Washington Counties outside the City of Portland. Activities include: classroom training, on-the-job training, work experience and job placement services.
Federal Funds Requested: \$2,216,918.00 (Dept. of Labor)
Staff Response: Favorable action.
14. Project Title: Christie School Family Services #827-15
Applicant: Christie School
Project Summary: Funds will be used to provide family counseling, referral services and parent support groups to families at risk of child abuse and neglect in Clackamas County.
Federal Funds Requested: \$99,200.00 (HHS)
Staff Response: Favorable action.
15. Project Title: Milwaukie Post Office #828-1
Applicant: U. S. Postal Service
Project Summary: The U. S. Postal Service is studying alternative means of providing additional space for the post office in Milwaukie, Oregon. The studies will include investigation of various alternatives, including expanded use of the present facility.
Federal Funds Requested: NA
Staff Response: Favorable action.
16. Project Title: Portland CETA #828-2
Applicant: City of Portland
Project Summary: Funds will be used to operate the CETA program in the City of Portland. Activities include: classroom training, on-the-job training, work experience and job placement services.
Federal Funds Requested: \$2,980,654.00 (Dept. of Labor)
Staff Response: Favorable action.
16. Project Title: Trailer Manufacturing #828-4
Applicant: Urban Indian Council, Inc.
Project Summary: The Urban Indian Council proposes to buy into an existing trailer manufacturing firm which in-turn will provide job training and employment for six Indians, one seat on the company board of directors and a percentage of profits to the Urban Indian Council.
Federal Funds Requested: \$46,030.00 (Administration for Native Americans)
Staff Response: Favorable action.

MINUTES OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

JULY 22, 1982

Members present: Couns. Banzer, Deines, Etlinger, Kirkpatrick, Oleson, Rhodes and Williamson.

Members absent: Couns. Berkman, Bonner, Burton, Kafoury and Schedeen.

Staff present: Don Carlson, Jennifer Sims, Andy Jordan, Phil Whitmore, Andy Cotugno, Steve Siegel, Kathy Thomas, Phil Fell, Norm Wietting, Teri Anderson, Craig O'Hare, Gus Rivera, and Doug Robertson.

Visitors present: Beth Blunt, League of Women Voters;
Kevin Hanway, Homebuilders' Association;
Bob Breihof, PRROS;
Sharron Kelley, Metro Councilor-elect;
Sandy Milius, City of Portland;
Burke Raymond, Multnomah County;
John Trout, Trout Sanitary Service;
Jody Wilkinson, Acting Director of Portland Recycling Team;
Pat Stryker, Portland Recycling Team Board Member;
Geraldine Ball, DJB, Inc.

The meeting was called to order by Presiding Officer Banzer at 7:30 PM.

There were no introductions at this time.

2. Written Communications to Council.

Presiding Officer stated she had received a letter from the Oregon Environmental Council requesting that Metro establish a health effects panel and an environmental panel to study the Energy Recovery Facility. Presiding Officer received Council's consensus to respond to the OEC by letter informing them that the ERF Review Committee will be establishing such panels.

There were no citizen communications to Council on non-agenda items.

4. Councilor Communications.

Presiding Officer stated she had received a request to appoint two representatives (one member and one alternate) to the Regional Corrections Facility Committee. It was the consensus of the Council that Coun. Oleson be appointed member and Coun. Banzer alternate.

Presiding Officer stated she would send a letter of condolence on behalf of the Council to Coun. Burton, whose father recently passed away.

5. Consent Agenda.

Presiding Officer stated that Items 5.3 and 5.4 would be removed from the consent agenda at the request of Council and discussed separately.

The remainder of the consent agenda consisted of the following:

5.1 Minutes of 4/22/82, 5/27/82 and 6/3/82 Council meetings.

5.2 Resolution No. 82-341, For the Purpose of Amending the Transportation Improvement Program (TIP) to Reflect Adjustments to the FY 1982 Section 3 Program and Delineation of Section 3 "Trade" Projects and their Funding.

5.5 Recommendation on Metro Insurance Contracts:

- a. Great West Life Assurance Company Health Benefits Contract.
- b. Workers' Compensation (SAIF).
- c. Renewal of Insurance Policies for Property, Special Equipment, Comprehensive General and Automotive Liability, Crime, and Employee Fidelity.

Motion that the consent agenda be approved; carried unanimously. (Deines/Kirkpatrick)

5.3 Resolution No. 82-342, For the Purpose of Setting Fees for Petitions for Adjustments to the Metro Urban Growth Boundary.

Kevin Hanway, attorney representing the Homebuilders' Association, reiterated his objections to the "excessive" fees created by this resolution and supported the amendments presented this evening by the staff.

General discussion of the fee structure and the amendments proposed by staff resulting from a meeting with local jurisdictions.

Motion to adopt Resolution No. 82-342. (Kirkpatrick/Etlinger)

Motion to amend the resolution by adopting the amendments suggested by staff; carried. (Etlinger/Kirkpatrick, Williamson voting "no")

A vote on the original motion indicated that Res.#82-341, as amended, was adopted by the following roll call vote:

YEAS: Deines, Etlinger, Kirkpatrick, Oleson and Rhodes.

NAYS: Banzer and Williamson.

ABSENT: Berkman, Bonner, Burton, Kafoury and Schedeen.

5.4 Resolution No. 82-344, For the Purpose of Authorizing Metro to Apply on Behalf of the City of Gresham and Multnomah County to DEQ for a Loan to Construct a Sanitary Sewer Dry Line in Burnside Street.

Phil Whitmore explained that the resolution had been amended to state more clearly that Metro has no financial responsibility in this project.

Sandy Milius, representing the City of Portland, spoke in favor of the project, as did Burke Raymond, representing Multnomah County.

Motion to adopt Resolution No. 82-344; carried unanimously. (Williamson/Kirkpatrick)

6.1 Public Hearing on Ordinance No. 82-136, An Ordinance Relating to Solid Waste Disposal and Amending Ordinance No. 81-111. (First Reading)

Motion to adopt Ordinance No. 82-136. (Rhodes/Deines)

There was no one present who wished to speak during the public hearing.

6.2 Public Hearing on Ordinance No. 82-139, An Ordinance Relating to Personnel and Amending Ordinance No. 81-116. (First Reading)

Motion to adopt Ordinance No. 82-139. (Deines/Williamson)

There was no one present who wished to speak during the public hearing.

6.3 Public Hearing on Ordinance No. 82-140, An Ordinance Relating to the Fiscal Year 1982-83 Budget and Appropriations Schedule; and Amending Ordinance No. 82-132. (First Reading)

Motion to adopt Ordinance No. 82-140. (Deines/Kirkpatrick)

General discussion of Metro's recycling efforts by the Council, Bob Breihof, John Trout, and Pat Stryker.

Presiding Officer stated that the recycling effort and waste reduction program would be discussed thoroughly at the next Council meeting, prior to the adoption of the ordinance, and requested staff to provide additional information on each.

6.4 Ordinance No. 82-133, An Ordinance Amending Ordinance No. 81-105, Establishing Procedures for Locational Adjustment of the Metropolitan Service District's Urban Growth Boundary. (Second Reading)

Geraldine Ball stated her objections to the ordinance's reference to adding or subtracting land from the UGB; she was under the impression that this would permit local governments to annex or de-annex property without notifying property owners.

General Counsel Jordan explained that this ordinance did not dictate how cities and counties conducted annexation proceedings; those procedures are established by state statute.

General discussion of the amendments.

A vote on the previous motion to adopt Ordinance No. 82-133, as amended, (Bonner/Etlinger) indicated that the motion carried unanimously.

7.1 Resolution No. 82-343, For the Purpose of Establishing a System to Supply Metro Franchised and Authorized Disposal Sites the Names of Disposal Site Charge Account Customers Who Are Sixty (60) Days or More Past Due in Paying their Disposal Fees at any Franchised or Authorized Site.

Motion to adopt Resolution No. 82-343; carried unanimously. (Rhodes/Deines)

7.2 Resolution No. 82-336, For the Purpose of Proceeding with the Siting and Implementation of the West Transfer Station (Washington County).

Motion to adopt Resolution No. 82-336; carried unanimously. (Oleson/Rhodes)

8.1 Recommendation on Award of Contract for the Operation of the Clackamas Transfer and Recycling Center.

Motion to award the contract to Genstar, in the amount of \$4,225,970, for the operation of the CTRC; carried unanimously. (Rhodes/Kirkpatrick)

There was no Executive Officer's report.

Presiding Officer reported that an Executive Session on Energy Recovery would be held on Monday, August 9, at 5:30 PM, prior to the regularly scheduled Development Committee meeting.

Presiding Officer stated that over 200 applications had been received for the position of Council Assistant, and the review of the applications is continuing. Anticipated hire date is August 15.

The meeting adjourned at 9:30 PM.

Respectfully submitted,



Sue Haynes, Clerk of the Council

MEETING REPORT
SPECIAL MEETING OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT
August 10, 1982

Members Present: Couns. Banzer, Borner, Burton, Deines, Etlinger,
Kafoury, Kirkpatrick, Oleson, Rhodes, Schedeen
and Williamson.

Members Absent: Couns. Berkman

Staff Present: Don Carlson, Jennifer Sims, Norm Wietting, Gus Rivera

The meeting was called to order by Presiding Officer Banzer at 6:50 p.m.

1. Ordinance No. 82-140, An Ordinance Relation to the FY 1982-83 Budget and Appropriations Schedule and Amending Ordinance No. 82-132.

Gus Rivera, Acting Waste Reduction Manager gave a report on the Waste Reduction Steering Committee. The contingency budget as recommended by the Committee includes \$40,000 to Portland Recycling Team to provide service where no other exists.

Discussion followed. Couns. Deines stated he did not support PRT because recycling should not be subsidized. Couns. Kafoury spoke in support of PRT, stating that the Committee supports the continuation of PRT and we need to keep our options open until the market situation changes. Couns. Rhodes stated that she cannot justify giving money to PRT and not other drop off centers. However, we are committed to helping them on a short term basis.

Motion to amend Ord. 82-140 to fund PRT only until December 31, 1982, by reducing the amount to PRT by \$20,000 and placing \$20,000 back into waste reduction contingency to be used at a later time. PASSED 6-5.

Motion to adopt Ordinance 82-140, as amended; PASSED 7-4.

2. TSCC Hearing. Couns. Banzer announced that on Thursday, August 12, at 1:00 p.m., TSCC will determine whether a lawsuit regarding alleged overexpenditure in FY '82 budget should be pursued.

The meeting adjourned at 7:30 p.m.

Sonnie Russill

MINUTES OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AUGUST 26, 1982

Members present: Couns. Berkman, Bonner, Etlinger, Kafoury, Oleson, Rhodes, Schedeen and Williamson.

Members absent: Couns. Banzer, Burton, Deines and Kirkpatrick.

In attendance: Executive Officer Rick Gustafson.

Staff present: Andy Jordan, Norm Wietting, Jennifer Sims, Tom O'Connor, Sonnie Russill, Steve Burdick, Dan Durig, Kay Rich, Joe Cortright, Steve Siegel and Doug Drennen.

Visitors present: Tom Throop, State Representative, Bend;
Carol Kirchner, Exec. Director, Friends of the Columbia River Gorge;
Tom Dennehey, EIEIO;
Bob Stacey, 1000 Friends of Oregon;
John McGregor, Port of Portland;
Paul Carlson, Cushman and Wakefield, industrial land brokers.

The meeting was called to order by Deputy Presiding Officer Oleson at 7:30 PM.

There were no introductions, written, citizen or Councilor communications.

5. Consent Agenda.

The consent agenda consisted of the following:

- 5.1 Minutes of meeting of 8/5/82.
- 5.2 Resolution No. 82-349, For the Purpose of Authorizing the Metropolitan Service District (Metro) to Enter into an Agreement with an Urban Development Corporation (UDC) Establishing the Roles and Relationships between Metro and a UDC.
- 5.3 Resolution No. 82-350, For the Purpose of Recommending a National Scenic Area Designation for the Columbia River Gorge.

Coun. Oleson stated he had received a communication from Coun. Banzer asking that Resolution No. 82-350 be pulled from the consent agenda.

Motion to approve the consent agenda, with the exception of Resolution No. 82-350; carried unanimously. (Rhodes/Kafoury)

Motion to appoint Coun. Etlinger as Metro's representative to the board of directors of the urban development corporation; carried unanimously. (Bonner/Schedeen)

5.3 Resolution No. 82-350, For the Purpose of Recommending a National Scenic Area Designation for the Columbia River Gorge.

Coun. Rhodes asked if any portion of the Columbia River Gorge area is located within the Metro urban growth boundary.

Carol Kirchner stated that a portion is in Metro's UGB.

Motion to adopt Resolution No. 82-350; carried unanimously.
(Rhodes/Kafoury)

6.1 Recommendations related to the Executive Officer's Financial Management Report of July 29, 1982.

Executive Officer reviewed with Council the financial management report and his recommendations.

Motion to approve the recommendations in the Executive Officer's report; carried unanimously. (Kafoury/Bonner)

6.2 Resolution No. 82-347, For the Purpose of Authorizing an Employment Contract for the Position of Solid Waste Director and Establishing a Rate of Compensation.

Executive Officer introduced Dan Durig and Mrs. Durig and reviewed the recruiting process that had been used for the position of Solid Waste Director.

Coun. Etlinger stated he objected to hiring a Solid Waste Director at this time since the acting director is doing a satisfactory job and he (Coun. Etlinger) feels Council should make its decision on the Solid Waste Management Plan before hiring a department director.

Motion to adopt Resolution No. 82-347; carried. (Rhodes/Berkman, Etlinger voting "no")

7.1 Resolution No. 82-348, For the Purpose of Expanding the Region's Supply of Industrial Land.

Communications in favor of Metro's passage of this resolution were received from the Chamber of Commerce and 1000 Friends of Oregon.

In addition, Bob Stacey (1000 Friends), John McGregor (Port of Portland), and Paul Carlson (Cushman and Wakefield) spoke in favor of the resolution's adoption.

Motion to adopt Resolution No. 82-348; carried unanimously.
(Bonner/Kafoury)

There were no additional items for the Executive Officer to

report.

There were no committee reports.

Coun. Bonner requested a status report from the Waste Reduction Steering Committee.

The meeting adjourned at 8:30 PM.

Respectfully submitted,

A handwritten signature in cursive script that reads "Sue Haynes".

Sue Haynes, Clerk of the Council

STAFF REPORT

Agenda Item No. 5.3
Meeting Date 9 / 23 / 82

Consideration of Change Orders to the St. Johns Landfill Operation Contract (Change Order No. 2) and the Clackamas Transfer & Recycling Center (CTRC) Operation Contract (Change Order No. 1) for the Purpose of Using a Tipper System for Unloading Transfer Trailers

Date: September 16, 1982

Presented by: Norm Wietting

FACTUAL BACKGROUND AND ANALYSIS

The purpose of this request is to facilitate the use of a tipper system for unloading transfer trailers at the St. Johns Landfill. To accomplish this objective two Change Orders need to be made--one Change Order to our Contract for the Operation of the St. Johns Landfill and the other Change Order to our Contract for the Operation of the CTRC. Currently, both contracts are with the same operator--Genstar Conservation Systems, Inc. The Contract for Operation of the CTRC was awarded for the Schedule A bid which involved the use of self-unloading transfer trailers for transferring waste from the CTRC to the St. Johns Landfill. The CTRC Operation Contract also included a bid to operate the facility using the tipper-unloaded trailers in bid Schedule B. Genstar Conservation Systems, Inc. has recently submitted to Metro the cost to lease, operate and maintain the tipper equipment at the landfill.

The contract with the landfill operator at the St. Johns Landfill will expire in three years and the term of the CTRC contract is three and one-half years. The lease for the tipper equipment is for seven years. If the Energy Recovery Facility (ERF) is built, then the tipper equipment would be used for unloading of ash from transfer trailers. In the event that ERF is not built, the CTRC waste would continue to use the tipper at the landfill.

Policy/Budget Impacts

The proposed Change Order to the St. Johns contract would require Metro to pay the landfill operator \$0.62 per ton of solid waste unloaded by the tipper or \$4,800.00 per month, whichever is greater. At 400 tons per day, the difference in Schedule A and Schedule B of the CTRC operation contract is \$0.62 per ton. The minimum payment of the \$4,800.00 per month covers the lease payment for the tipper equipment and at \$0.62 per ton equals approximately 260 tpd. The maximum monthly payment for Change Order No. 2 will be \$11,000 which at \$0.62 per ton equals approximately 600 tpd.

It is anticipated that the cost of the two systems (self-unloading trailers versus tipper unloaded trailers) will be

equal for the operation of the CTRC. Therefore, the Change Orders to the operation contracts of St. Johns Landfill and CTRC will not result in additional cost to Metro unless the waste transferred to the landfill from the CTRC is less than an average of 260 tpd. However, there will be a potential savings in the future if more than 600 tpd is transferred in tipper-unloaded trailers to the landfill.

The leasing program was selected over a straight purchase because the effective interest rate is less than State of Oregon Pollution Control Bond funds. The seven-year lease period was selected because it is the shortest cost-effective term.

EXECUTIVE OFFICER'S RECOMMENDATION

Since the cost of the two transfer systems are similar and there is a high potential for future savings to the system by using the tipper unloaded transfer vehicles, I recommend that Change Order No. 2 to the St. Johns Landfill Operation Contract and Change Order No. 1 to the CTRC Operation Contract be approved.

COMMITTEE CONSIDERATION AND RECOMMENDATION

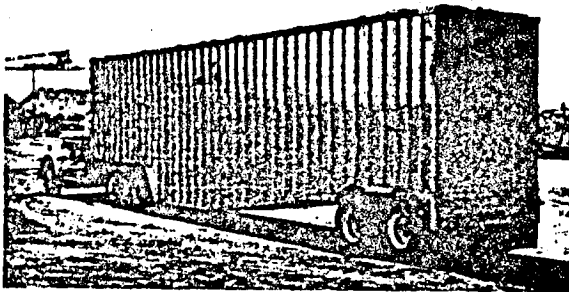
On September 13, 1982, the Council Coordinating Committee unanimously approved Change Order No. 2 to the St. Johns Landfill Operation Contract, and the Change Order No. 1 to the CTRC operation.

TC:gl
6718B/318

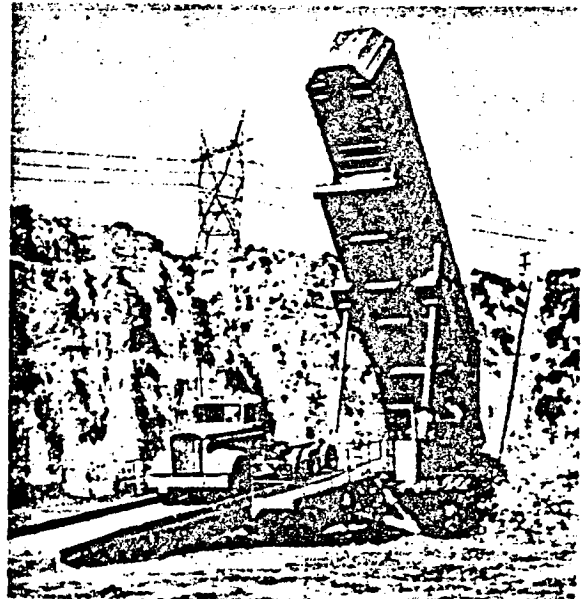
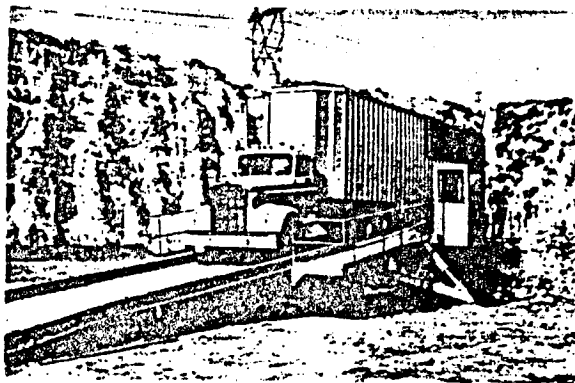


SOLID WASTE TRANSPORTATION & DUMPING EQUIPMENT

DESIGNED ESPECIALLY FOR TRANSFER STATION OPERATION

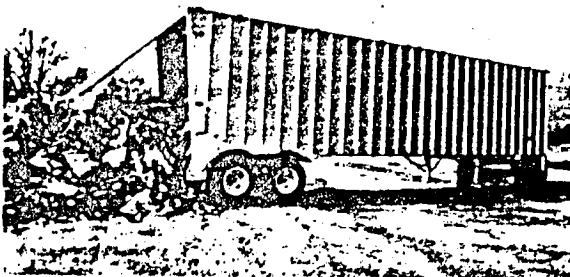


This 47 ft. long drop center refuse transport has a capacity of 132 cubic yards. Shown below and to the right this unit is being dumped by our Mobil dumper.



The Peerless Mobil Dumper is a highly mobil track mounted self propelled or tow around dumper with a 40 ton capacity. The dumper deck tilts to a full 70 degree angle. The complete dumping cycle takes only two and one half minutes. (1 min.-30 sec. up & 1 min. down)

SPECIAL SELF UNLOADING SOLID WASTE TRANSPORTS



The Highway model self unloading refuse transport shown above has a capacity of 95 cubic yards. Unloading time is approximately three minutes.



The Off highway self unloading refuse transport above is 16 ft. wide and 68 ft. long and has a capacity of 180 cubic yards. The unloading time for this transport is three minutes.

FOR MORE COMPLETE INFORMATION ON THE PEERLESS SOLID WASTE HANDLING EQUIPMENT
WRITE OR CALL ONE OF OUR LOCATIONS SHOWN BELOW.



MAIN OFFICE: P.O. BOX 447, TUALATIN, OREGON 97062

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CHANGE ORDER #2
TO THE
CONTRACT DOCUMENTS FOR THE OPERATION
OF THE ST. JOHNS LANDFILL
METROPOLITAN SERVICE DISTRICT
PORTLAND, OREGON

METRO and CONTRACTOR hereby amend the above described Contract Documents effective September __, 1982. Except as amended, the Contract remains in full force and effect.

The following section shall be added to the Contract Documents, Part 4 - Specifications, Division 33 - Sanitary Landfill Operations.

4.0 Trailer Tipper Operation

4.1 Tipper Equipment

The CONTRACTOR shall lease a Peerless Mobile Truck Trailer Dumper (Peerless Reference No. 181-82-PW) as specified in Attachment A. The Contractor shall provide a spare engine module. CONTRACTOR shall pay all set-up costs and accept all liability of ownership.

4.2 Tipper Equipment Maintenance

The CONTRACTOR shall maintain tipper equipment in good working condition at all times. Equipment maintenance shall conform to the recommendations of the equipment manufacturer. The CONTRACTOR shall be fully responsible for the total costs of all repairs, including parts and labor, to the tipper equipment for the entire period of the Contract.

The CONTRACTOR shall be responsible for replacement of any equipment item lost, damaged, destroyed, worn out, stolen or rendered inoperable, regardless of cause (other than property damage caused by the Owner), during the Contract period.

Contractor shall furnish, at his/her own expense, whatever backup or substitute equipment may be required to continue operation in accordance with contract requirements during period when tipper equipment is inoperable.

4.3 Unloading of Transfer Trailers

Tipper equipment shall be available for unloading of all transfer vehicles which do not have self-unloading mechanisms. CONTRACTOR shall assist the transfer hauler in the use of the equipment. The CONTRACTOR shall be responsible for damage to the transfer hauler's equipment due to the improper use of the tipper equipment. The CONTRACTOR will begin the dumping sequence within fifteen (15) minutes of the transfer vehicle arrival at the dumping location.

CONTRACTOR is responsible for unloading solid waste from the transfer vehicles if equipment is not operational for any reason. CONTRACTOR shall submit to the Owner a contingency plan acceptable to the Owner within sixty (60) days from execution of this change order.

4.4 Preferential Treatment

See Section 2.38, Preferential Treatment, p. 33-22 of the Contract Documents.

4.5 Permit

The Owner shall pay the CONTRACTOR sixty-two (\$0.62) cents per ton of solid waste unloaded using the tipper equipment or FOUR THOUSAND EIGHT HUNDRED AND NO/100THS (\$4,800.00) DOLLARS per month, whichever is greater. Payment by the Owner to the CONTRACTOR on a per ton basis shall not exceed ELEVEN THOUSAND AND NO/100THS (\$11,000.00) DOLLARS per month. This unit cost will be subject to the price adjustment as outlined in the Contract. The minimum payment of \$4,800.00 per month will not be subject to the escalation clause.

4.6 Insurance

All materials, labor, work, etc. included in this change order shall be covered by insurance as specified in the Contract Documents.

4.7 Equipment Ownership Upon Termination of Contract

Upon Contract termination, CONTRACTOR will transfer tipper equipment ownership to the Owner and Owner will accept the responsibility for the lease payment of \$4,800.00 per month. The Owner will not be required to assume ownership of the equipment if, 1) there are liens or other judgments against said equipment upon Contract termination; or 2) equipment is not operable or is in poor operating condition.

Date

Metropolitan Service District

Date

Easley and Brassy

Date

Genstar Conservation

KT/bb
6704B/319
09/07/82

CHANGE ORDER #1
TO THE
CONTRACT DOCUMENTS FOR THE OPERATION
OF THE CLACKAMAS TRANSFER & RECYCLING CENTER
METROPOLITAN SERVICE DISTRICT
PORTLAND, OREGON

METRO and CONTRACTOR hereby amend the above described Contract Documents effective September __, 1982. Except as amended, the Contract remains in full force and effect.

The following section shall be added to the Contract Documents, Part 4 - Specifications, Transfer and Recycling Center Operational Plan.

4.0 Tipper-Unloaded Trailers Operation

4.1 Equipment

CONTRACTOR shall use equipment as listed in "Bidder's Proposal B," question 8 of Contractor's Experience Questionnaire and Financial Statement, on pages 24 and 25 of the Contract Documents.

4.2 Unloading of Transfer Trailers

The Owner shall make available a Peerless Dumper System for Contractor's use at the St. Johns Landfill. The equipment shall be owned, operated and maintained by others. The CONTRACTOR is responsible for coordinating unloading with the landfill contractor.

Failure of the tipper equipment at the landfill does not relieve the CONTRACTOR of the contract requirements for unloading of trailers. CONTRACTOR is responsible for unloading solid waste from the transfer vehicles if tipper equipment is not operational for any

reason. CONTRACTOR shall submit to the Owner a contingency plan acceptable to the Owner within sixty (60) days from execution of this change order.

4.3 Payment

CONTRACTOR shall be paid according to Bid Schedule B, page 18 of the Contract Documents. CONTRACTOR will hold Owner and their representatives harmless for all damages resulting from this change order.

Date

Metropolitan Service District

Date

Easley and Brassy

KT/bb
6707B/319
09/07/82

STAFF REPORT

COUNCIL

Agenda Item No. 6.1

Meeting Date 9/23/82

APPROVAL OF RESOLUTION NO. 82-353 FOR THE PURPOSE OF
ADOPTING THE FY 1983 TO POST-1986 TRANSPORTATION
IMPROVEMENT PROGRAM AND THE FY 1983 ANNUAL ELEMENT

Date: August 19, 1982

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Purpose: The Transportation Improvement Program (TIP) and Annual Element serve as the basis for receipt of federal transportation funds by local jurisdictions, the Oregon Department of Transportation (ODOT) and Tri-Met.

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. Four new projects have been proposed for addition to the TIP.
- 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 82 are in accordance with priorities and policies set by Resolution No. 81-304 and includes programming of some \$13.3 million in excess of expected funds; unfunded projects will automatically shift into FY 83.
- Approximately \$109.3 million of Interstate Transfer funding is programmed for FY 83 and includes all projects that will be considered for funding; actual FY 83 priorities will be established among these candidates later this year.

Budget Impact: The existing Metro budget provides for development of the TIP.

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, 1982 through September 30, 1983. Additionally, in order to maintain continuity, funds are estimated for years before and after the Annual Element year. The

FY 83 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, 1981 and represents a total \$475 million program (federal). The FY 82 TIP included \$89.6 million of projects for FY 82 funding based upon actual receipt of that amount of obligational authority. This FY 83 TIP update reduces the previously adopted FY 81 and FY 82 programs to match the adopted priorities. At the end of the federal fiscal year, unfunded projects will automatically shift to FY 83, thereby being eligible to compete for FY 83 funding.

The FY 83 Interstate Transfer program of approximately \$122.6 million represents the full funding need and is in excess of the level of funding the region can anticipate. The noted amount includes Banfield transit funds of \$56.0 million in accordance with the UMTA full funding contract with the balance of \$66.6 million being earmarked for FHWA highway projects. Priorities will be established from amongst the full FY 83 program later in the year based upon a closer estimate of funding. Projects not funded in FY 83 will be delayed; however, they will be considered for implementation in the event additional FY 83 funds become available, or for funding in FY 84.

Section 3 Trade Funding

In April 1982, Metro Council endorsed the use of Section 3 funds for selected transit projects in exchange for Interstate Transfer funds. This involved transfer of funds from a series of regionwide transit projects to the Banfield project; in exchange, Section 3 funds previously earmarked for the Banfield were assigned to transit projects. Subsequently, the fixed amount of \$76.8 million was committed by UMTA for the Section 3 Trade Program. In a Letter of Intent issued by the Administrator on May 14, 1982, it is expected that these trade funds will be made available at approximately \$12.0 million per year for fiscal years 1982 through 1987 depending on availability of federal funds. The actual amount awarded in FY 1982 was \$13.7 million. Projects and priorities for use of FY 1983 funds will be developed in compliance with the priority-setting process later in 1982.

Banfield Funding

The TIP includes both Interstate Transfer funding and \$8.9 million in 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 with Section 3 funds awarded in the grant. 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

This program is composed of Section 3 trade and Section 103(e)(4) funds. Some \$10.9 million in trade funds were assigned to specific projects for FY 1982 by Metro Resolution No. 82-341. Further assignments will be established later this year utilizing the process previously established for allocation of this Westside Corridor reserve. The Section 103(e)(4) reserve currently has some \$17.5 million of unobligated authority; \$500,000 of this has been earmarked in FY 1983 for initiating preliminary engineering on new Westside projects. When specific projects have been defined for the use of those earmarked funds (sometime in October or November of this year), the \$500,000 will be distributed accordingly.

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 adopted TDP and now under review by Tri-Met. TIP revisions by Metro are likely after review of the TDP. Several projects recommended by the Westside Corridor Project use Section 3 funds.

Interstate Funds

Interstate projects are programmed in accordance with the ODOT Six-Year Plan adopted in early 1982.

Air Quality

The TIP is in conformity with the Oregon State Implementation Plan (SIP) for Air Quality adopted in 1982. Updates to the carbon monoxide and ozone plans demonstrate attainment of both standards by 1987. All projects specified in the SIP as necessary for attainment of these standards are included in the TIP. In addition, the TIP has been reviewed to ensure that it does not include actions which would reduce the effectiveness of planned transportation control measures.

New Projects

This TIP update incorporates several new projects that have been identified by the sponsoring jurisdictions 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.

S.W. Vermont Corridor, 30th to 60th

This project involves improvements to S.W. Vermont between S.W. 30th and S.W. 60th. The portion between S.W. 30th and S.W. 45th will be widened to accommodate two full travel lanes and parking on both sides of the street. The portion between S.W. 45th and S.W. 60th will also be improved although the widening will not be as extensive due to the limited availability of right-of-way. Curbs, sidewalks and drainage improvements are planned for the entire length of the project. Also, the intersection at S.W. 35th and Vermont will be improved by reducing the slope of S.W. Vermont below 35th. This will improve the sight distances for traffic on both 35th and Vermont. These improvements should increase the safety and convenience for both drivers and pedestrians.

Marquam Ramp Street Improvements

This project is being developed in anticipation of increased traffic volumes in the Central Eastside area resulting from completion of the new East Marquam ramps to and from I-5. Improvements include signalization of the intersection of Water Avenue and Taylor Street, and the removal of rail tracks from Water Avenue. Traffic flow patterns will be altered by creating one-way couplets at Stark/Clay and Taylor/Yamhill between Union Avenue and Water Avenue. Also, the intersection of Stark and Water Avenue will be improved by reducing the severity of the turning angle. This project also includes improvements to lighting and rail crossing protections in this vicinity.

Foster Road, 122nd to Jenne Road

This project involves widening and improving S.E. Foster Road between 122nd and 145th. This improved facility will have two travel lanes in each direction, curbs and sidewalks along with better lighting and drainage facilities. The second element of this project involves safety improvements to the intersection of Foster Road and Jenne Road. Foster Road will be widened in this vicinity with left-turn lanes provided on Foster Road eastbound and Jenne Road southbound, and an improved signal system will be installed.

Banfield Fire Line

This project involves the installation of an 8-inch water supply main along the shoulder of the Banfield Freeway between 16th Avenue and 92nd Avenue. This addresses a long-term problem of insufficient water access for fire equipment along the Banfield Corridor and is particularly important for freeway and LRT accident response. Fire hydrants will be located at 1,000-foot intervals along the freeway shoulder and service vaults will be located at 16th Avenue, 44th Avenue and 92nd Avenue. This will help provide adequate fire protection for the freeway and adjacent businesses and the Banfield light rail line.

N. Columbia Blvd. Frontage Road

This project includes construction of a new frontage road along the north side of the railroad tracks and Columbia Blvd. with traffic signals at Argyle and/or Washburn and/or Peninsular. It also includes the elimination of several unrestricted railroad crossings and provision of access to Columbia Blvd. at signalized intersections only. This project will help minimize traffic safety hazards between railroad operations and industrial traffic, improve railroad operating efficiency and improve traffic operation of Columbia Blvd. as a major arterial by minimizing curb cuts.

TPAC and JPACT have reviewed this action and recommend adoption.

EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the resolution to allow timely flow of federal funds into the region.

COMMITTEE CONSIDERATION AND RECOMMENDATION

The Regional Development Committee meets on Monday, September 20, 1982, and will make a recommendation on this Resolution at that time to be presented to the Council on September 23, 1982.

BP/gl
6589B/318
09/16/82

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 82-353
FY 1983 TO POST-1986 TRANSPORTA-)	
TION IMPROVEMENT PROGRAM AND THE	)	Introduced by the
FY 1983 ANNUAL ELEMENT)	

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 Regional Transportation Plan and complies with federal guidelines as set forth in 23 CFR--Part 450; and

WHEREAS, In accordance with the Metro/Regional Planning Council (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 1982 Annual Element projects may not be obligated in FY 1982 because the exact point in time for obligation is indeterminate; now, therefore,

BE IT RESOLVED,

1. That the Metro Council adopts the FY 1983 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, 1982 be automatically reprogrammed for FY 1983 for all funding sources.

3. That the TIP is in conformance with the Regional Transportation Plan and the 1982 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 _____ day of _____, 1982.

Presiding Officer

BP/srb
6589B/318
08/31/82

EXHIBIT A

TRANSPORTATION IMPROVEMENT PROGRAM
PRELIMINARY PROGRAM FOR FY 1983
INTERSTATE TRANSFER PROJECTS

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
PRELIMINARY PROGRAM FOR FY1983
INTERSTATE TRANSFER PROJECTS BY SPONSOR
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	OBLIGATED	1982	1983	1984	1985	1986	POST 1986	AUTHORIZED	EXCESS AUTH	
CITY OF PORTLAND PROJECTS										
1 M'CLOUGHLIN NEIGHBORHOOD TRAFFIC DIVERSION PROGRAM**	153	257	***** N/A							80081
PE	19,000	0	25,000	0	26,872	0	0	70,872	0	
CONST	0	0	200,000	0	0	137,039	0	337,039	0	
TIP TOTAL	19,000	0	225,000	0	26,872	137,039	0	407,910	0	
2 TRAFFIC SIGNAL IMPROVEMENT-CITY OF PORTLAND**	25	270	301	353	436	***** MISC				25
RESRV	0	0	0	0	0	0	484,851	484,851	0	
TIP TOTAL	0	0	0	0	0	0	484,851	484,851	0	
3 HOLLYWOOD DISTRICT IMPROVEMENTS-NE SANDY BLVD-37TH TO 47TH**	28	271	437	***** FAU9326						79071
PE	161,000	37,889	0	0	0	0	0	198,889	0	
R/W	0	163,200	0	0	0	0	0	163,200	0	
CONST	0	0	2,550,000	0	0	0	0	2,550,000	0	
TIP TOTAL	161,000	201,089	2,550,000	0	0	0	0	2,912,089	0	
4 SE HOLGATE BLVD-SE 17TH AVE TO SE 28TH AVE-BRIDGE AND APPROACHES**	42	272	***** FAU9793						76002	
CONST	4,450,600	0	0	0	0	0	0	4,450,600	0	
RESRV	0	0	0	0	0	0	7,217	7,217	0	
TIP TOTAL	4,450,600	0	0	0	0	0	7,217	4,457,817	0	
5 POWELL BLVD R/W & CONSTRUCTION-ROSS ISLAND BRIDGE TO 52ND-SECT I**	162	274	***** FAP24						80069	
PE	175,332	0	0	0	0	0	0	175,332	0	
R/W	1,340,550	0	0	0	0	0	0	1,370,550	30,000	
CONST	3,651,101	0	0	0	0	0	0	3,624,542	-26,559	
TIP TOTAL	5,166,983	0	0	0	0	0	0	5,170,424	3,441	
6 POWELL BLVD R/W & CONST-50TH AVE TO I205-SECTION II**	164	275	276	439	***** FAP24					76012
PE	487,356	0	0	0	0	0	0	487,356	0	
R/W	5,022,562	1,394,937	0	0	0	0	0	6,417,499	0	
CONST	941,269	5,437,083	0	0	0	0	0	6,378,352	0	
RESRV	0	0	0	0	0	0	94,851	94,851	0	
TIP TOTAL	6,451,187	6,832,020	0	0	0	0	94,851	13,378,058	0	

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
PRELIMINARY PROGRAM FOR FY1983
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	OBLIGATED	1982	1983	1984	1985	1986	POST 1986	AUTHORIZED	EXCESS AUTH
CITY OF PORTLAND PROJECTS (CONTINUED)									
7 MCLOUGHLIN BLVD(OR99E) PED UNDERPASS - 100 FT SO OF HAIG**169*279*****								FAP26	77127
PE	36,820	0	0	0	0	0	0	37,052	232
TIP TOTAL	36,820	0	0	0	0	0	0	37,052	232
8 GRAND AVE(OR99E) AT MORRISON - 2 LEFT TURN LANES**170*280*****								FAU9809	80084
PE	19,990	2,294	0	0	0	0	0	22,284	0
CONST	144,121	0	0	0	0	0	0	144,121	0
RESRV	0	0	0	0	0	0	66	66	0
TIP TOTAL	164,111	2,294	0	0	0	0	66	166,471	0
9 33RD AT BROADWAY - SB/NB LEFT TURN REFUGES**173*281*282*****								FAU9823	77123
PE	25,245	0	0	0	0	0	0	25,245	0
R/W	20,590	112,010	0	0	0	0	0	132,600	0
CONST	135,150	-13,547	0	0	0	0	0	121,603	0
RESRV	0	0	0	0	0	0	11,897	11,897	0
TIP TOTAL	180,985	98,463	0	0	0	0	11,897	291,345	0
10 39TH AVE - SE GLENWOOD TO CRYSTAL SPRINGS BLVD - WIDENING***175*283*****								FAU9699	77125
PE	52,785	0	0	0	0	0	0	46,450	-6,335
R/W	1,275	0	0	0	0	0	0	41	-1,234
CONST	540,115	0	0	0	0	0	0	494,434	-45,681
TIP TOTAL	594,175	0	0	0	0	0	0	540,925	-53,250
11 39TH @ STARK -WIDENING/SB LEFT TURN MEDIAN/SIGNAL INTERLIE/STRIP***178*284*285*****								FAU9699	77124
PE	15,800	0	0	0	0	0	0	15,800	0
R/W	37,788	4,286	0	0	0	0	0	42,074	0
CONST	123,505	-20,505	0	0	0	0	0	103,000	0
RESRV	0	0	0	0	0	0	4,308	4,308	0
TIP TOTAL	177,093	-16,219	0	0	0	0	4,308	165,182	0

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
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	OBLIGATED	1982	1983	1984	1985	1986	POST 1986	AUTHORIZED	EXCESS AUTH
CITY OF PORTLAND PROJECTS (CONTINUED)									
12 CURB EXTENSION PROGRAM***179*286*****								MISC	77129
PE	13,889	0	0	0	0	0	0	13,889	0
TIP TOTAL	13,889	0	0	0	0	0	0	13,889	0
13 CURB CORNER MODIFICATION PROGRAM***180*287*****								MISC	77119
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
14 ACTUATED SIGNALS-SE BYBEE @ 23RD/SE TOLMAN @ MILWAUKIE-@17TH***183*288*****								FAU9760	77118
PE	1,153	0	0	0	0	0	0	7,490	6,337
CONST	41,152	0	0	0	0	0	0	35,442	-5,710
TIP TOTAL	42,305	0	0	0	0	0	0	42,932	627
15 SIGNAL MODIFICATION AND REPLACEMENT PROGRAM - 8 LOCATIONS***185*289*****								MISC	77117
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
16 MCLOUGHLIN(OR99E)/MILWAUKIE CONNECTION***187*290*****								FAP26	77128
PE	2,742	0	0	0	0	0	0	2,742	0
TIP TOTAL	2,742	0	0	0	0	0	0	2,742	0
17 SE DIVISION CORRIDOR-DIVISION/CLINTON/HARRISON***189*291*****								FAU9800	78069
PE	51,550	0	0	0	0	0	0	51,550	0
CONST	0	0	0	9,331	0	0	0	9,331	0
TIP TOTAL	51,550	0	0	9,331	0	0	0	60,881	0
18 39TH AVENUE CORRIDOR IMPROVEMENT-GLISAN TO HOLGATE***191*292*293*****								FAU9699	78070
PE	72,120	6,180	0	0	0	0	0	78,300	0
R/W	425,000	0	0	0	0	0	0	425,000	0
CONST	0	1,174,079	0	0	0	0	0	1,174,079	0
RESRV	0	0	0	0	0	0	135,333	135,333	0
TIP TOTAL	497,120	1,180,259	0	0	0	0	135,333	1,812,712	0

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
PRELIMINARY PROGRAM FOR FY1983
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	OBLIGATED	1982	1983	1984	1985	1986	POST 1986	AUTHORIZED	EXCESS AUTH
CITY OF PORTLAND PROJECTS (CONTINUED)									
19 RESERVE ACCOUNT - SE PORTLAND AND E MULTNOMAH CTY TSM PROJECTS***								N/A	192
RESRV	0	0	0	0	0	0	280,947	280,947	0
TIP TOTAL	0	0	0	0	0	0	280,947	280,947	0
20 CONTINGENCY-CATEGORY II-CITY OF PORTLAND***								N/A	194
RESRV	0	0	0	0	0	0	10,958	10,958	0
TIP TOTAL	0	0	0	0	0	0	10,958	10,958	0
21 WILLAMETTE GREENWAY TRAIL PROGRAM***								MISC	10018
PE	0	0	45,000	0	21,487	0	0	66,487	0
R/W	0	0	135,000	0	0	0	0	135,000	0
CONST	0	0	0	283,596	0	144,832	0	428,428	0
TIP TOTAL	0	0	180,000	283,596	21,487	144,832	0	629,914	0
22 EAST BURNSIDE-90TH TO 94TH***								FAU9822	10077
PE	0	26,350	0	0	0	0	0	26,350	0
CONST	0	0	271,868	0	0	0	0	271,868	0
TIP TOTAL	0	26,350	271,868	0	0	0	0	298,218	0
23 COLISEUM AREA TRAFFIC SIGNALS-SIGNAL IMPROVEMENT***								MISC	78119
CONST	390,000	0	0	0	0	0	0	394,376	4,376
TIP TOTAL	390,000	0	0	0	0	0	0	394,376	4,376
24 CITYWIDE SIGNAL SYSTEM ANALYSIS***								MISC	10092
CONST	0	0	306,000	777,750	671,500	25,500	0	1,780,750	0
RESRV	0	0	0	0	0	0	23,732	23,732	0
TIP TOTAL	0	0	306,000	777,750	671,500	25,500	23,732	1,804,482	0
25 BASIN AVENUE/GOING STREET PROJECT***								FAU9930	76088
R/W	271,150	0	0	0	0	0	0	271,150	0
CONST	1,783,323	0	0	0	0	0	0	1,680,833	-102,490
RESRV	0	0	0	0	0	0	247,388	247,388	0
TIP TOTAL	2,054,473	0	0	0	0	0	247,388	2,199,372	-102,490

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
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	OBLIGATED	1982	1983	1984	1985	1986	POST 1986	AUTHORIZED	EXCESS AUTH
CITY OF PORTLAND PROJECTS (CONTINUED)									
26 MACADAM AVE(OR43) PROJECT-ROSS ISL BRIDGE TO SELLWOOD BRIDGE***27*302*303*****								FAU9565	78063
PE	198,315	53,845	0	0	0	0	0	252,160	0
R/W	179,179	0	0	0	0	0	0	179,179	0
CONST	3,815,662	94,339	0	0	0	0	0	3,910,001	0
RESRV	0	0	0	0	0	0	117,957	117,957	0
TIP TOTAL	4,193,156	148,184	0	0	0	0	117,957	4,459,297	0
27 FRONT AVE CONST (OFFSETS SYS PLNG 9-SEE PORTLAND)-#1***29*304*****								FAU9300	10031
CONST	522,138	0	0	0	0	0	0	522,138	0
TIP TOTAL	522,138	0	0	0	0	0	0	522,138	0
28 UNION AVENUE(OR99E)-WEINLER TO COLUMBIA BLVD-#6***195*317*440*****								FAU9809	74001
PE	267,944	0	0	0	0	0	0	267,944	0
R/W	191,250	0	0	0	0	0	0	205,700	14,450
CONST	7,790,083	0	0	0	0	0	0	6,366,500	-1,423,583
RESRV	0	0	0	0	0	0	633,938	633,938	0
TIP TOTAL	8,249,277	0	0	0	0	0	633,938	7,474,082	-1,409,133
29 GOING STREET NOISE MITIGATION PROJECT***198*318*441*****								FAU9945	78080
PE	298,122	0	0	0	0	0	0	256,838	-41,284
R/W	145,752	0	0	0	0	0	0	228,650	82,898
CONST	0	0	0	0	0	0	0	651,058	651,058
RESRV	0	0	0	0	0	0	126,111	126,111	0
TIP TOTAL	443,874	0	0	0	0	0	126,111	1,262,657	692,672
30 SW BROADWAY-SW 4TH TO SW 6TH***200*319*****								MISC	78077
PE	0	50,000	0	0	0	0	0	50,000	0
CONST	0	0	0	434,549	0	0	0	434,549	0
TIP TOTAL	0	50,000	0	434,549	0	0	0	484,549	0

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CITY OF PORTLAND PROJECTS (CONTINUED)									
31 CONTINGENCY-CITY OF PORTLAND-CATEGORY III***203*320*****								N/A	203
RESRV	0	0	0	0	0	0	31,044	31,044	0
TIP TOTAL	0	0	0	0	0	0	31,044	31,044	0
32 CITY RESERVE***748*328*377*381*382*435*456*****								N/A	748
RESRV	0	0	0	0	0	0	157,310	157,310	0
TIP TOTAL	0	0	0	0	0	0	157,310	157,310	0
33 NW 18TH/19TH AND NW 14TH/16TH COUPLETS***239*345*****								FAU9295	78067
PE	57,590	0	0	0	0	0	0	57,590	0
CONST	569,300	0	0	0	0	0	0	384,680	-184,620
RESRV	0	0	0	0	0	0	291,526	291,526	0
TIP TOTAL	626,890	0	0	0	0	0	291,526	733,796	-184,620
34 BEAVERTON HILLSDALE HWY(OR10)-CAPITOL HWY TO SCHOLLS FY RD***243*346*442*****								FAU9228	78050
PE	179,095	0	0	0	0	0	0	179,095	0
R/W	0	515,000	0	0	0	0	0	515,000	0
CONST	0	0	0	1,444,596	0	0	0	1,444,596	0
TIP TOTAL	179,095	515,000	0	1,444,596	0	0	0	2,138,691	0
35 N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE***9*351*410*****								FAU9956	75019
R/W	172,805	22,695	0	0	0	0	0	195,500	0
CONST	0	3,294,512	0	0	0	0	0	3,294,512	0
RESRV	0	592,793	0	0	0	0	0	592,793	0
TIP TOTAL	172,805	3,910,000	0	0	0	0	0	4,082,805	0
36 NEW TRAFFIC SIGNALS-CITY OF PORTLAND***22*352*****								HISC	22
RESRV	0	0	0	0	0	0	24,140	24,140	0
TIP TOTAL	0	0	0	0	0	0	24,140	24,140	0

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CITY OF PORTLAND PROJECTS (CONTINUED)										
37 SIGNAL COMPUTER CONTROL EXPANSION***26*354*****								MISC		77026
CONST	51,977	3,273	0	0	0	0	0	55,250		0
TIP TOTAL	51,977	3,273	0	0	0	0	0	55,250		0
38 FAU REPLACEMENT CONTINGENCY-CITY OF PORTLAND***261*367*427*428*****								N/A		261
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
39 SIGNAL MODIFICATION AT 10 LOCATIONS(LEFT TURN)-SE PORTLAND***558*368*****								MISC		79075
PE	2,082	0	0	0	0	0	0	2,082		0
CONST	43,393	5,567	0	0	0	0	0	48,960		0
RESRV	0	0	0	0	0	0	2,040	2,040		0
TIP TOTAL	45,475	5,567	0	0	0	0	2,040	53,082		0
40 TERMINAL FOUR ROAD***603*369*****								TBD		603
RESRV	0	0	0	0	0	0	161,999	161,999		0
TIP TOTAL	0	0	0	0	0	0	161,999	161,999		0
41 NEW SIGNALS-5 LOCATIONS-PORTLAND BLVD ET AL***647*370*****								MISC		78122
CONST	191,250	0	0	0	0	0	0	191,250		0
TIP TOTAL	191,250	0	0	0	0	0	0	191,250		0
42 COLUMBIA BLVD (3) NEW TRAFFIC SIGNALS***650*371*****								FAU9956		78026
CONST	239,837	0	0	0	0	0	0	239,837		0
TIP TOTAL	239,837	0	0	0	0	0	0	239,837		0
43 NE SANDY BLVD AT 50TH AND 70TH-NEW SIGNALS***652*372*****								FAU9326		78120
CONST	72,250	0	0	0	0	0	0	72,250		0
TIP TOTAL	72,250	0	0	0	0	0	0	72,250		0

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CITY OF PORTLAND PROJECTS (CONTINUED)									
44 COLUMBIA BLVD AT 47TH-NEW TRAFFIC SIGNAL***653*373*****								FAU9956	80060
PE	2,550	0	0	0	0	0	0	2,550	0
CONST	57,000	0	0	0	0	0	0	57,000	0
TIP TOTAL	59,550	0	0	0	0	0	0	59,550	0
45 SW CAPITOL AT HUBER-NEW TRAFFIC SIGNAL***655*374*****								FAU9407	10032
CONST	62,111	0	0	0	0	0	0	62,111	0
TIP TOTAL	62,111	0	0	0	0	0	0	62,111	0
46 CBD TRAFFIC SIGNAL REPLACEMENTS-21 LOCATIONS***661*375*****								MISC	78028
CONST	771,500	0	0	0	0	0	0	771,500	0
TIP TOTAL	771,500	0	0	0	0	0	0	771,500	0
47 INTERSTATE AT TILLAMOOK-SIGNAL REPLACEMENT***663*376*****								FAU9361	80005
PE	2,040	0	0	0	0	0	0	2,040	0
CONST	28,033	0	0	0	0	0	0	28,033	0
RESRV	0	0	0	0	0	0	9,927	9,927	0
TIP TOTAL	30,073	0	0	0	0	0	9,927	40,000	0
48 TRANSPORTATION IMPROVEMENTS IN NORTHWEST PORTLAND***278*391*****								MISC	79035
RESRV	0	0	0	0	0	0	1,575,131	1,575,131	0
TIP TOTAL	0	0	0	0	0	0	1,575,131	1,575,131	0
49 W BURNSIDE ROAD/TICHER DRIVE INTERSECTION IMPROVEMENT***282*392*****								FAU9326	79058
PE	25,925	2,550	0	0	0	0	0	28,475	0
R/W	106,250	-34,000	0	0	0	0	0	72,250	0
CONST	265,000	211,751	0	0	0	0	0	476,751	0
TIP TOTAL	397,175	180,301	0	0	0	0	0	577,476	0

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CITY OF PORTLAND PROJECTS (CONTINUED)									
50 NORTHWEST PORTLAND TRANSPORTATION STUDY***								N/A	79035
PE	25,500	0	0	0	0	0	0	23,684	-1,816
TIP TOTAL	25,500	0	0	0	0	0	0	23,684	-1,816
51 NW FRONT AVENUE RECONSTRUCTION-NW GLISAN TO NW 26TH AVE***								FAU9300	80006
PE	122,000	73,500	0	0	0	0	0	195,500	0
CONST	0	2,965,299	2,575,900	0	0	0	0	5,541,199	0
TIP TOTAL	122,000	3,038,799	2,575,900	0	0	0	0	5,736,699	0
52 WEST BURNSIDE TSM***								FAU9822	600
TIP TOTAL	0	0	0	0	0	0	0	0	0
53 NW 23RD AVE/BURNSIDE***								FAU9326	10093
PE	0	100,000	0	0	0	0	0	100,000	0
R/W	0	0	275,000	0	0	0	0	275,000	0
CONST	0	0	0	677,593	0	0	0	677,593	0
TIP TOTAL	0	100,000	275,000	677,593	0	0	0	1,052,593	0
54 NW 21ST/22ND-THURMAN TO NICOLAI***								FAU9317	630
PE	0	105,000	0	0	0	0	0	105,000	0
R/W	0	0	20,000	0	0	0	0	20,000	0
CONST	0	0	0	0	0	744,393	0	744,393	0
TIP TOTAL	0	105,000	20,000	0	0	744,393	0	869,393	0
55 NW INTERSECTION IMPROVEMENTS***								MISC	10017
PE	0	33,000	0	0	0	0	0	33,000	0
CONST	0	0	303,440	0	0	0	0	303,440	0
TIP TOTAL	0	33,000	303,440	0	0	0	0	336,440	0

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CITY OF PORTLAND PROJECTS (CONTINUED)									
56 NW EVERETT/GLISAN DECOUPLE***633*399*****								FAU9314	633
PE	0	0	0	8,500	0	0	0	8,500	0
CONST	0	0	0	0	66,093	0	0	66,093	0
TIP TOTAL	0	0	0	8,500	66,093	0	0	74,593	0
57 WEST FREMONT TSM***634*400*****								FAI405	634
PE	0	0	7,000	0	0	0	0	7,000	0
R/W	0	0	10,000	0	0	0	0	10,000	0
CONST	0	0	0	57,078	0	0	0	57,078	0
TIP TOTAL	0	0	17,000	57,078	0	0	0	74,078	0
58 NW 24TH-25TH DIVERTERS***640*401*****								FAU9317	640
PE	0	10,000	0	0	0	0	0	10,000	0
CONST	0	0	0	15,722	0	0	0	15,722	0
TIP TOTAL	0	10,000	0	15,722	0	0	0	25,722	0
59 THURMAN/VAUGHN CORRIDOR DIVERTERS***641*402*****								FAU9305	641
PE	0	0	7,300	0	0	0	0	7,300	0
CONST	0	0	0	0	67,807	0	0	67,807	0
TIP TOTAL	0	0	7,300	0	67,807	0	0	75,107	0
60 ARTERIAL STREET 3R PROGRAM***43*411*412*413*414*****								MISC	80036
PE	42,500	21,250	30,000	21,250	0	0	0	115,000	0
CONST	1,617,367	1,203,673	2,213,750	475,860	0	0	0	5,510,650	0
RESRV	0	0	0	0	0	0	82,771	82,771	0
TIP TOTAL	1,659,867	1,224,923	2,243,750	497,110	0	0	82,771	5,708,421	0
61 SIGNAL REPLACEMENT-34 LOCATIONS***643*432*****								MISC	10107
PE	0	55,000	0	0	0	0	0	55,000	0
CONST	0	0	1,322,400	0	0	0	0	1,322,400	0
TIP TOTAL	0	55,000	1,322,400	0	0	0	0	1,377,400	0

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CITY OF PORTLAND PROJECTS (CONTINUED)									
62 SIGNAL REPLACEMENT-16 LOCATIONS***645*433***** MISC									80080
CONST	0	476,000	0	0	0	0	0	476,000	0
RESRV	0	0	0	0	0	0	113,450	113,450	0
TIP TOTAL	0	476,000	0	0	0	0	113,450	589,450	0
63 82ND AVE (6) SIGNAL REPLACEMENTS-SANDY TO WASHINGTON***668*434***** FAU9713									80061
PE	10,800	16,000	0	0	0	0	0	26,800	0
CONST	0	209,791	0	0	0	0	0	209,791	0
RESRV	0	0	0	0	0	0	25,109	25,109	0
TIP TOTAL	10,800	225,791	0	0	0	0	25,109	261,700	0
64 MARINE DRIVE WIDENING TO FOUR LANES-15 TO RIVERGATE***298*445***** FAU9962									79056
PE	0	0	150,000	0	0	0	0	150,000	0
R/W	0	0	0	376,763	0	0	0	376,763	0
CONST	0	0	0	0	0	3,394,211	0	3,394,211	0
TIP TOTAL	0	0	150,000	376,763	0	3,394,211	0	3,920,975	0
65 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES-NE 60TH AVE TO I205***299*446***** FAU9966									79055
PE	0	0	0	0	0	0	0	0	0
R/W	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
66 NE LOMBARD/COLUMBIA BLVD CONNECTION VIA NE 60TH AVE***301*447***** FAU9917									80011
RESRV	0	0	0	0	0	0	0	0	0
TIP TOTAL	0	0	0	0	0	0	0	0	0
67 COLUMBIA BLVD/COLUMBIA WAY/N PORTLAND RD INTERSECTION IMPRV***303*448***** FAU9956									79057
PE	55,250	0	0	0	0	0	0	55,250	0
CONST	190,000	0	0	0	0	0	0	190,000	0
TIP TOTAL	245,250	0	0	0	0	0	0	245,251	1

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CITY OF PORTLAND PROJECTS (CONTINUED)									
68 COMMERCIAL ARTERIAL STREET LIGHT CONVERSION-CITY WIDE***307*449*****								MISC	79041
PE	67,150	0	0	0	0	0	0	67,150	0
CONST	1,088,000	0	0	0	0	0	0	1,088,000	0
TIP TOTAL	1,155,150	0	0	0	0	0	0	1,155,150	0
69 POWELL BUTTE/MT SCOTT STUDY AREA-PROJECT DEVELOPMENT***308*450*****								MISC	79081
PE	29,750	0	0	0	0	0	0	27,972	-1,778
TIP TOTAL	29,750	0	0	0	0	0	0	27,972	-1,778
70 TERWILLIGER/BARBUR BLVD PE/RESERVE FOR R/W AND CONSTRUCTION***309*451*****								FAU9361	80015
PE	55,000	0	201,285	86,000	0	0	0	342,285	0
R/W	0	0	0	706,431	0	0	0	706,431	0
CONST	0	0	0	5,900,000	3,031,419	0	0	8,931,419	0
TIP TOTAL	55,000	0	201,285	6,692,431	3,031,419	0	0	9,980,135	0
71 82ND AVE IMPROVMT PROG-RUSSELL TO CRYSTAL SPRINGS BLVD-UNIT 1***551*453*****								FAU9713	79049
PE	0	8,500	0	0	0	0	0	8,499	0
R/W	0	0	0	0	0	0	0	0	0
CONST	0	0	87,975	0	0	0	0	87,975	0
TIP TOTAL	0	8,500	87,975	0	0	0	0	96,475	0
72 COLUMBIA BLVD FRONTAGE ROAD***712*467*****								FAU9956	75019
PE	0	0	109,650	0	0	0	0	109,650	0
R/W	0	0	255,000	0	0	0	0	255,000	0
CONST	0	0	1,057,482	0	0	0	0	1,057,482	0
TIP TOTAL	0	0	1,422,132	0	0	0	0	1,422,132	0
73 SE FOSTER RD IMPROVEMENTS-122ND TO JENNE RD***714*468*477*****								FAU9776	
RESRV	0	0	2,097,118	0	0	0	0	2,097,118	0
TIP TOTAL	0	0	2,097,118	0	0	0	0	2,097,118	0

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74 NORTHWEST RIDESHARE***723*473*****								N/A	
OPRTG	0	85,000	0	0	0	0	0	85,000	0
TIP TOTAL	0	85,000	0	0	0	0	0	85,000	0
75 BANFIELD FIRE LINE***724*474*****								FAP68	00000
CONST	0	0	500,000	0	0	0	0	500,000	0
TIP TOTAL	0	0	500,000	0	0	0	0	500,000	0
76 SW VERMONT CORRIDOR***726*475*****								FAU9398	00000
PE	0	0	130,900	0	0	0	0	130,900	0
R/W	0	0	8,500	0	0	0	0	8,500	0
CONST	0	0	892,500	0	0	0	0	892,500	0
TIP TOTAL	0	0	1,031,900	0	0	0	0	1,031,900	0
77 MARQUAM RAMP STREET IMPROVEMENTS***727*476*****								FAU9366	00000
PE	0	0	91,800	0	0	0	0	91,800	0
R/W	0	0	0	170,000	0	0	0	170,000	0
CONST	0	0	0	0	476,000	0	0	476,000	0
TIP TOTAL	0	0	91,800	170,000	476,000	0	0	737,800	0
78 82ND AVE IMPROVHNT PROG-RUSSELL TO CRYSTAL SPRINGS-UNIT 2***730*478*****								FAU9713	79049
PE	0	72,845	0	0	0	0	0	72,845	0
R/W	0	0	2,125,000	0	0	0	0	2,125,000	0
CONST	0	0	0	1,023,784	0	0	0	1,023,784	0
TIP TOTAL	0	72,845	2,125,000	1,023,784	0	0	0	3,221,629	0
AGENCY TOTAL: CITY OF PORTLAND									
PE	2,587,684	674,203	797,935	115,750	48,358	0	0	4,179,286	-44,644
R/W	7,914,151	2,178,128	2,828,500	1,253,194	0	0	0	14,300,087	126,114
CONST	29,667,193	15,041,316	12,281,314	11,099,860	4,312,819	4,445,976	0	75,715,269	-1,133,209
OPRTG	0	85,000	0	0	0	0	0	85,000	0
RESRV	0	592,793	2,097,118	0	0	0	5,517,543	8,207,454	0
TIP TOTAL	40,169,028	18,571,440	18,004,867	12,468,804	4,361,177	4,445,976	5,517,543	102,487,096	-1,051,739

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MULTNOMAH COUNTY PROJECTS									
79 EAST COUNTY SIGNAL PROJECTS-STARK/22ND/HALSEY/A02ND***137*252*****								MISC	80037
PE	34,000	0	0	0	0	0	0	34,000	0
CONST	0	404,870	0	0	0	0	0	404,870	0
TIP TOTAL	34,000	404,870	0	0	0	0	0	438,870	0
80 242ND AVE TSM IMPROVEMENTS-DIVISION TO GLISAN***138*253*****								FAU9877	80047
PE	0	31,535	0	0	0	0	0	31,535	0
CONST	0	396,100	0	0	0	0	0	396,100	0
RESRV	0	0	0	0	0	0	273,467	273,467	0
TIP TOTAL	0	427,635	0	0	0	0	273,467	701,103	0
81 257TH AVE IMPROVEMENT & EXTENSION-COLUMBIA HWY TO STARK ST***139*254*****								FAU9883	80048
PE	0	149,000	0	0	0	0	0	149,000	0
R/W	0	0	1,224,000	0	0	0	0	1,224,000	0
CONST	0	0	0	0	1,092,250	0	0	1,092,250	0
RESRV	0	0	0	0	0	0	163,884	163,884	0
TIP TOTAL	0	149,000	1,224,000	0	1,092,250	0	163,884	2,629,134	0
82 SE 72ND RECONSTRUCTION-DUKE TO CLACKAMAS COUNTY LINE***165*277*****								FAU9723	80083
PE	22,753	0	0	0	0	0	0	22,753	0
CONST	576,493	0	0	0	0	0	0	590,760	14,267
TIP TOTAL	599,246	0	0	0	0	0	0	613,513	14,267
83 BURNSIDE BRIDGE RESURFACING AND JOINTS***166*278*****								FAU9326	77017
PE	5,974	0	0	0	0	0	0	5,974	0
CONST	284,518	0	0	0	0	0	0	308,238	23,720
TIP TOTAL	290,492	0	0	0	0	0	0	314,212	23,720
84 SELLWOOD BR CONST (OFFSETS SYS PLNG *-SEE MULTNOMAH)*9***52*305*355*415*****								FAU9704	76031
CONST	880,843	0	0	0	0	0	0	854,598	-26,245
TIP TOTAL	880,843	0	0	0	0	0	0	854,598	-26,245

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MULTNOMAH COUNTY PROJECTS (CONTINUED)									
85 BROADWAY BRIDGE RESURFACING-#3***204*321*****								FAU9318	77048
PE	5,540	0	0	0	0	0	0	4,622	-918
CONST	87,274	0	0	0	0	0	0	84,013	-3,263
TIP TOTAL	92,814	0	0	0	0	0	0	88,634	-4,182
86 238TH AVE IMPROVEMENT-UP RRRNG TO HALSEY ST***58*329*416*****								FAU9877	78009
PE	32,865	3,955	0	0	0	0	0	36,820	0
R/W	55,250	0	0	0	0	0	0	55,250	0
CONST	275,200	96,529	0	0	0	0	0	371,729	0
TIP TOTAL	363,315	100,484	0	0	0	0	0	463,799	0
87 FAIRVIEW AVE SIGNALIZATION- AT HALSEY ST AND AT SANDY BLVD***212*331*****								FAU9867	78008
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
88 182ND AVENUE WIDENING-DIVISION ST TO POWELL BLVD***213*332*****								FAU9891	78010
PE	114,900	0	0	0	0	0	0	114,900	0
R/W	18,019	45,729	0	0	0	0	0	63,748	0
CONST	0	951,587	0	0	0	0	0	951,587	0
TIP TOTAL	132,919	997,316	0	0	0	0	0	1,130,235	0
89 CHERRY PARK RD/257TH DRIVE-242ND AVE TO TROUTDALE RD***216*334*****								FAU9880	78011
PE	180,100	0	0	0	0	0	0	180,100	0
CONST	0	556,408	0	0	0	0	0	556,408	0
RESRV	0	371,117	0	0	0	0	0	371,117	0
TIP TOTAL	180,100	927,525	0	0	0	0	0	1,107,625	0
90 BURNSIDE ST-STARK TO 223RD AVE***294*336*429*****								FAU9822	76034
R/W	0	210,000	0	0	0	0	0	210,000	0
CONST	0	0	2,140,200	0	0	0	0	2,140,200	0
RESRV	0	0	0	0	0	0	33,948	33,948	0
TIP TOTAL	0	210,000	2,140,200	0	0	0	33,948	2,384,148	0

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MULTNOMAH COUNTY PROJECTS (CONTINUED)									
91 SANDY BLVD CORRIDOR-99TH AVE TO 162ND AVE***244*347*****								FAU9326	78049
PE	66,980	0	0	0	0	0	0	66,980	0
R/W	0	11,050	0	0	0	0	0	11,050	0
CONST	0	0	501,088	0	0	0	0	501,088	0
TIP TOTAL	66,980	11,049	501,088	0	0	0	0	579,118	0
92 E BURNSIDE-SE 223RD TO SE POWELL BLVD-CONSTRUCTION***252*365*****								FAU9822	76034
CONST	1,634,200	0	0	0	0	0	0	1,471,214	-162,986
TIP TOTAL	1,634,200	0	0	0	0	0	0	1,471,214	-162,986
AGENCY TOTAL: MULTNOMAH COUNTY									
PE	466,962	184,490	0	0	0	0	0	650,534	-918
R/W	73,269	266,779	1,224,000	0	0	0	0	1,564,049	0
CONST	3,781,030	2,405,493	2,641,289	0	1,092,250	0	0	9,765,553	-154,508
RESRV	0	371,117	0	0	0	0	471,299	842,416	0
TIP TOTAL	4,321,261	3,227,879	3,865,289	0	1,092,250	0	471,299	12,822,551	-155,426

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CITY OF GRESHAM PROJECTS									
93 221ST/223RD-POWELL BLVD TO FARISS RD-UNITS 1 & 2***205*322*323*330*****								FAU9867	77078
PE	205,440	33,590	0	0	0	0	0	239,030	0
R/W	990,250	0	0	0	0	0	0	990,250	0
CONST	1,440,100	742,627	0	0	0	0	0	2,182,727	0
RESRV	0	0	0	0	0	0	936,808	936,808	0
TIP TOTAL	2,635,790	776,217	0	0	0	0	936,808	4,348,815	0
94 221ST AVE EXTENSION/TOWLE RD IMPVMT-POWELL BLVD TO BUTLER RD***214*333*****								FAU9867	78012
PE	283,000	0	0	0	0	0	0	283,000	0
R/W	0	348,000	120,265	0	0	0	0	468,265	0
CONST	0	0	0	832,902	0	0	0	832,902	0
TIP TOTAL	283,000	348,000	120,265	832,902	0	0	0	1,584,167	0
95 221ST AVENUE-POWELL THROUGH JOHNSON CREEK BRIDGE***715*469*****								FAU9867	78012
CONST	0	0	1,411,680	0	0	0	0	1,411,680	0
TIP TOTAL	0	0	1,411,680	0	0	0	0	1,411,680	0
AGENCY TOTAL: CITY OF GRESHAM									
PE	488,440	33,590	0	0	0	0	0	522,030	0
R/W	990,250	348,000	120,265	0	0	0	0	1,458,515	0
CONST	1,440,100	742,627	1,411,680	832,902	0	0	0	4,427,309	0
RESRV	0	0	0	0	0	0	936,808	936,808	0
TIP TOTAL	2,918,790	1,124,217	1,531,945	832,902	0	0	936,808	7,344,662	0

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MULTNOMAH COUNTY/CITIES PROJECTS									
96 CONTINGENCY-MULTNOMAH COUNTY/CITIES-CATEGORY III***				206	324			N/A	206
RESRV	0	0	0	0	0	0	232,152	232,152	0
TIP TOTAL	0	0	0	0	0	0	232,152	232,152	0

97 CONTINGENCY-CATEGORY IV***				222	335			N/A	222
RESRV	0	0	0	0	0	0	490,697	490,697	0
TIP TOTAL	0	0	0	0	0	0	490,697	490,697	0

AGENCY TOTAL: MULTNOMAH COUNTY/CITIES									
RESRV	0	0	0	0	0	0	722,849	722,849	0
TIP TOTAL	0	0	0	0	0	0	722,849	722,849	0

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CLACKAMAS COUNTY PROJECTS									
98 RAILROAD AVENUE/HARMONY ROAD-82ND TO MILWAUKIE CBD***553*260*****								FAU9702	10037
PE	0	125,000	113,000	0	0	0	0	238,000	0
R/W	0	0	740,000	0	0	0	0	740,000	0
CONST	0	0	0	1,030,787	959,141	0	0	1,989,929	0
TIP TOTAL	0	125,000	853,000	1,030,787	959,141	0	0	2,967,929	0
99 82ND DRIVE-HWY 212 TO GLADSTONE/I205 INTERCHANGE***578*263*****								FAU9653	10051
PE	0	170,000	30,000	0	0	0	0	200,000	0
R/W	0	0	20,000	0	0	0	0	20,000	0
CONST	0	0	0	0	2,109,677	0	0	2,109,677	0
TIP TOTAL	0	170,000	50,000	0	2,109,677	0	0	2,329,677	0
*100 THIESSEN/JENNINGS CORRIDOR-DATFIELD ROAD TO I205*****581*264*****								FAU9698	581
PE	0	0	69,000	0	0	0	0	69,000	0
RESRV	0	0	0	0	0	0	837,700	837,700	0
TIP TOTAL	0	0	69,000	0	0	0	837,700	906,700	0
*101 GLADSTONE/MILWAUKIE SUBAREA TSM*****248*348*349*****								MISC	00000
PE	195,666	6,555	0	0	0	0	0	202,221	0
R/W	132,855	-12,605	0	0	0	0	0	120,250	0
CONST	1,404,417	68,208	0	0	0	0	0	1,472,625	0
RESRV	0	0	158,168	0	0	0	19,286	177,454	0
TIP TOTAL	1,732,938	62,158	158,168	0	0	0	19,286	1,972,550	0
*102 82ND DRIVE-HIGHWAY 212 TO I205- CONSTRUCTION*****71*356*****								FAU9653	76048
CONST	448,800	0	0	0	0	0	0	458,000	9,200
TIP TOTAL	448,800	0	0	0	0	0	0	458,000	9,200
*103 SUNNYSIDE ROAD REALIGNMENT-0.25 MI WEST OF 142ND (S CURVE)*****78*357*****								FAU9718	77149
CONST	201,600	0	0	0	0	0	0	190,034	-11,566
TIP TOTAL	201,600	0	0	0	0	0	0	190,034	-11,566

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*104 SUNNYSIDE ROAD-STEVENSON ROAD TO 122ND UNIT I*****77*417*****FAU9718								77147
PE	0	21,845	0	0	0	0	21,845	0
R/W	148,750	0	29,283	0	0	0	178,033	0
CONST	0	654,000	0	0	0	0	654,000	0
TIP TOTAL	148,750	675,845	29,283	0	0	0	853,878	0
AGENCY TOTAL: CLACKAMAS COUNTY								
PE	195,666	323,399	212,000	0	0	0	731,065	0
R/W	281,605	-12,605	789,283	0	0	0	1,058,283	0
CONST	2,054,817	722,208	0	1,030,787	3,068,818	0	6,874,265	-2,366
RESRV	0	0	158,168	0	0	0	1,015,154	0
TIP TOTAL	2,532,088	1,033,002	1,159,451	1,030,787	3,068,818	0	9,678,767	-2,366

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CITY OF LAKE OSWEGO PROJECTS									
*105 LOWER BOONES FERRY RD-MADRONA TO SW JEAN*****68*228*306*337***** FAU9473									80104
R/W	450,500	70,833	0	0	0	0	0	521,333	0
CONST	0	0	0	0	532,884	0	0	532,884	0
TIP TOTAL	450,500	70,833	0	0	532,884	0	0	1,054,217	0
*106 HWY43(STATE ST CORRIDOR)TSM-TERWILLIGER TO LADD*****133*250*339***** FAU9565									77068
PE	59,500	0	0	0	0	0	0	118,999	59,499
R/W	0	0	393,000	0	0	0	0	393,000	0
CONST	0	0	0	1,002,729	0	0	0	1,002,729	0
TIP TOTAL	59,500	0	393,000	1,002,729	0	0	0	1,514,728	59,499
AGENCY TOTAL: CITY OF LAKE OSWEGO									
PE	59,500	0	0	0	0	0	0	118,999	59,499
R/W	450,500	70,833	393,000	0	0	0	0	914,333	0
CONST	0	0	0	1,002,729	532,884	0	0	1,535,613	0
TIP TOTAL	510,000	70,833	393,000	1,002,729	532,884	0	0	2,568,946	59,499

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CITY OF GLADSTONE PROJECTS									
*107 GLADSTONE BRIDGE RECONSTRUCTION*****		255	366					FAU9665	255
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
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

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WASHINGTON COUNTY PROJECTS									
*108 NW 185TH-WALKER ROAD TO SUNSET HIGHWAY-PHASE I*****92*229*308*419***** FAU9043									77076
PE	0	25,066	0	0	0	0	0	25,066	0
CONST	0	1,313,725	0	0	0	0	0	1,313,725	0
RESRV	0	0	0	0	0	0	320,668	320,668	0
TIP TOTAL	0	1,338,791	0	0	0	0	320,668	1,659,459	0
*109 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I*****95*231*420***** FAU9326									77070
PE	0	54,600	0	0	0	0	0	54,600	0
R/W	0	255,000	76,500	0	0	0	0	331,500	0
CONST	0	0	1,360,000	0	0	0	0	1,360,000	0
RESRV	0	0	0	0	0	0	83,132	83,132	0
TIP TOTAL	0	309,600	1,436,500	0	0	0	83,132	1,829,232	0
*110 SW JENKINS/158TH-MURRAY BLVD TO SUNSET HIGHWAY*****97*232*421***** FAU9030									77046
CONST	2,459,500	-386,000	0	0	0	0	0	2,073,500	0
RESRV	0	0	0	0	0	0	790,674	790,674	0
TIP TOTAL	2,459,500	-386,000	0	0	0	0	790,674	2,864,174	0
*111 CORNELL ROAD PHASE II-ECL TO CORNELIUS PASS ROAD*****585*265***** FAU9022									00000
PE	0	178,500	0	0	0	0	0	178,500	0
R/W	0	0	200,000	0	0	0	0	200,000	0
CONST	0	0	0	662,153	0	0	0	662,153	0
RESRV	0	0	0	0	0	0	170,720	170,720	0
TIP TOTAL	0	178,500	200,000	662,153	0	0	170,720	1,211,374	0
*112 MURRAY BLVD-JENKINS ROAD TO SUNSET HIGHWAY*****586*266***** FAU9067									10059
PE	0	300,000	0	0	0	0	0	300,000	0
R/W	0	0	0	659,336	0	0	0	659,336	0
CONST	0	0	0	0	1,271,750	0	0	1,271,750	0
TIP TOTAL	0	300,000	0	659,336	1,271,750	0	0	2,231,086	0

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*113 TUALATIN VALLEY HIGHWAY(OR8) @ 185TH STREET*****207*325***** FAP32									76027
PE	99,900	0	0	0	0	0	0	133,210	33,310
R/W	0	0	525,300	0	0	0	0	525,300	0
CONST	0	0	620,000	0	0	0	0	620,000	0
RESRV	0	0	0	0	0	0	369,988	369,988	0
TIP TOTAL	99,900	0	1,145,300	0	0	0	369,988	1,648,499	33,310
*114 FARMINGTON RD CORRIDOR(OR208) TSM-185TH AVE TO LOMBARD AVE*****236*342***** FAU9064									78057
PE	55,420	4,080	0	0	0	0	0	59,500	0
CONST	0	0	270,249	0	0	0	0	270,249	0
TIP TOTAL	55,420	4,080	270,249	0	0	0	0	329,749	0
*115 CEDAR HILLS BLVD/WALKER RD INTERSECTION IMPROVEMENT*****238*344*364***** FAU9097									78136
PE	8,624	0	0	0	0	0	0	10,402	1,778
CONST	102,000	0	0	0	0	0	0	110,462	8,462
TIP TOTAL	110,624	0	0	0	0	0	0	120,864	10,240
*116 SW 65TH/NYBERG RD-15 TO SAGERT RD-UNIT #1-CONSTRUCTION*****83*358***** FAU9556									10003
CONST	422,206	0	0	0	0	0	0	422,206	0
TIP TOTAL	422,206	0	0	0	0	0	0	422,206	0
*117 CORNELL RD @ MURRAY BLVD - IMPROVE/SIGNALIZE*****87*359***** FAU9022									78082
CONST	108,517	0	0	0	0	0	0	108,517	0
TIP TOTAL	108,517	0	0	0	0	0	0	108,517	0
*118 SW GREENBURG RD - HALL TO OAK*****91*360***** FAU9207									77041
CONST	859,350	0	0	0	0	0	0	755,105	-104,245
TIP TOTAL	859,350	0	0	0	0	0	0	755,105	-104,245

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*119 WESTSIDE ARTERIAL PROGRAM*****716*470*****								MISC	80077
TIP TOTAL	0	0	0	0	0	0	0	0	0

AGENCY TOTAL: WASHINGTON COUNTY

PE	163,944	562,246	0	0	0	0	0	761,279	35,088
R/W	0	255,000	801,800	659,336	0	0	0	1,716,136	0
CONST	3,951,573	927,725	2,250,249	662,154	1,271,750	0	0	8,967,667	-95,783
RESRV	0	0	0	0	0	0	1,735,184	1,735,184	0
TIP TOTAL	4,115,517	1,744,971	3,052,049	1,321,489	1,271,750	0	1,735,184	13,180,265	-60,695

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CITY OF TIGARD PROJECTS								
*120 PACIFIC HWY W(OR99W)-BULL MTN RD TO N TIGARD INTCHG-TSM IMP #1*****228*340***** FAP9							228	
PE 91,674	0	0	0	0	0	0	88,273	-3,401
CONST 962,450	0	0	0	0	0	0	915,983	-46,467
TIP TOTAL 1,054,124	0	0	0	0	0	0	1,004,256	-49,868
AGENCY TOTAL: CITY OF TIGARD								
PE 91,674	0	0	0	0	0	0	88,273	-3,401
CONST 962,450	0	0	0	0	0	0	915,983	-46,467
TIP TOTAL 1,054,124	0	0	0	0	0	0	1,004,256	-49,868

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CITY OF BEAVERTON PROJECTS									
*121 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217*****93*230*****								FAU9088	80858
PE	53,091	41,820	0	0	0	0	0	94,911	0
R/W	660,025	506,345	0	0	0	0	0	1,166,370	0
CONST	0	857,495	885,547	0	0	0	0	1,743,042	0
TIP TOTAL	713,116	1,405,660	885,547	0	0	0	0	3,004,323	0
*122 BEAVERTON HILLSDALE HWY SIGNAL INTERTIE-LOMBARD TO SW 91ST AVE*****135*251*****								FAU9228	10007
PE	9,690	0	0	0	0	0	0	9,690	0
R/W	0	4,000	0	0	0	0	0	4,000	0
CONST	0	89,000	0	0	0	0	0	89,000	0
RESRV	0	0	0	0	0	0	3,347	3,347	0
TIP TOTAL	9,690	93,000	0	0	0	0	3,347	106,037	0
*123 HALL BLVD CORRIDOR TSM-TV HWY TO SCHOLLS FERRY RD*****237*258*343*****								FAU9091	237
PE	21,250	30,299	0	0	0	0	0	51,549	0
R/W	35,310	-27,548	0	0	0	0	0	7,762	0
CONST	173,395	38,155	0	0	0	0	0	211,550	0
RESRV	0	0	0	0	0	0	67,481	67,481	0
TIP TOTAL	229,955	40,906	0	0	0	0	67,481	338,342	0
*124 CANYON/TV HWY CORRIDOR(ORB) TSM-WALKER RD TO MURRAY BLVD*****229*341*****								FAP32	78054
PE	36,950	0	0	0	0	0	0	36,950	0
CONST	659,864	0	0	0	0	0	0	636,957	-22,907
TIP TOTAL	696,814	0	0	0	0	0	0	673,907	-22,907
AGENCY TOTAL: CITY OF BEAVERTON									
PE	120,981	72,119	0	0	0	0	0	193,100	0
R/W	695,335	482,797	0	0	0	0	0	1,178,132	0
CONST	833,259	984,649	885,547	0	0	0	0	2,680,549	-22,907
RESRV	0	0	0	0	0	0	70,828	70,828	0
TIP TOTAL	1,649,575	1,539,566	885,547	0	0	0	70,828	4,122,609	-22,907

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CITY OF TUALATIN PROJECTS									
*125 SW NYBERG ROAD-SW 89TH AVE TO I5-UNIT #2*****84*307*418*****FAU9282									77139
R/W	273,580	0	0	0	0	0	0	273,580	0
CONST	1,607,169	-34,133	0	0	0	0	0	1,573,036	0
RESRV	0	0	0	0	0	0	58,346	58,346	0
TIP TOTAL	1,880,749	-34,132	0	0	0	0	58,346	1,904,963	0
AGENCY TOTAL: CITY OF TUALATIN									
R/W	273,580	0	0	0	0	0	0	273,580	0
CONST	1,607,169	-34,133	0	0	0	0	0	1,573,036	0
RESRV	0	0	0	0	0	0	58,346	58,346	0
TIP TOTAL	1,880,749	-34,132	0	0	0	0	58,346	1,904,963	0

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CITY OF HILLSBORO PROJECTS									
*126 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY*****132*249*****								FAU9022	80038
PE	153,000	0	0	0	0	0	0	153,000	0
R/W	0	510,000	0	0	0	0	0	510,000	0
CONST	0	0	1,409,162	0	0	0	0	1,409,162	0
TIP TOTAL	153,000	510,000	1,409,162	0	0	0	0	2,072,162	0
AGENCY TOTAL: CITY OF HILLSBORO									
PE	153,000	0	0	0	0	0	0	153,000	0
R/W	0	510,000	0	0	0	0	0	510,000	0
CONST	0	0	1,409,162	0	0	0	0	1,409,162	0
TIP TOTAL	153,000	510,000	1,409,162	0	0	0	0	2,072,162	0

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TRI-MET PROJECTS									
*127 TRI-MET TECHNICAL STUDY - 5 WORK ELEMENTS*****120*241*****								N/A	120
PE	428,000	0	0	0	0	0	0	428,000	0
TIP TOTAL	428,000	0	0	0	0	0	0	428,000	0

*128 TRI-MET RIDESHARE PROGRAM EXPANSION*****142*255*****								N/A	80313
OPRTG	0	68,143	69,768	68,143	68,143	76,352	0	350,550	0
TIP TOTAL	0	68,143	69,768	68,143	68,143	76,352	0	350,550	0

*129 CLACKAMAS TOWN CENTER SIGNALS*****561*262*****								N/A	10038
PE	13,685	0	0	0	0	0	0	13,685	0
CONST	0	114,750	0	0	0	0	0	114,750	0
RESRV	0	0	0	0	0	0	3,751	3,751	0
TIP TOTAL	13,685	114,750	0	0	0	0	3,751	132,186	0

*130 MILWAUKIE TRANSIT CENTER SIGNALS*****617*268*****								N/A	617
PE	0	0	0	0	0	0	0	0	0
TIP TOTAL	0	0	0	0	0	0	0	0	0

*131 TRI-MET RIDESHARE PROGRAM*****102*422*****								N/A	80313
OPRTG	219,645	0	0	0	0	0	0	219,645	0
TIP TOTAL	219,645	0	0	0	0	0	0	219,645	0

*132 TRIMET RIDESHARE RESERVE*****295*430*443*****								N/A	80303
RESRV	0	0	250,232	250,232	250,232	0	214,420	1,216,972	251,857
TIP TOTAL	0	0	250,232	250,232	250,232	0	214,420	1,216,972	251,857

*133 I5 NORTH RIDESHARE PROGRAM*****296*431*444*****								N/A	80043
PE	95,000	0	0	0	0	0	0	95,379	379
OPRTG	0	0	0	0	0	0	0	69,621	69,621
RESRV	0	0	0	0	0	0	2,010	2,010	0
TIP TOTAL	95,000	0	0	0	0	0	2,010	167,011	70,001

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TRI-MET PROJECTS (CONTINUED)									
AGENCY TOTAL: TRI-MET									
PE	536,685	0	0	0	0	0	0	537,064	379
CONST	0	114,750	0	0	0	0	0	114,750	0
OPRTG	219,645	68,143	69,768	68,143	68,143	76,352	0	639,817	69,621
RESRV	0	0	250,232	250,232	250,232	0	220,181	1,222,733	251,857
TIP TOTAL	756,330	182,893	320,000	318,375	318,375	76,352	220,181	2,514,363	321,857

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OREGON STATE HIGHWAY DIVISION PROJECTS									
*134 OSWEGO CREEK BRIDGE(OR43)-BRIDGE REPLACEMENT AND NEW BIKEWAY*****103*233*309*405*423*****FAU9565									76085
PE	90,147	17,081	0	0	0	0	0	107,228	0
R/W	53,550	0	0	0	0	0	0	53,550	0
CONST	2,415,000	-689,607	0	0	0	0	0	1,725,393	0
TIP TOTAL	2,558,697	-672,527	0	0	0	0	0	1,886,170	0
*135 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE*****121*242*407*****FAP79									79076
PE	250,000	0	0	0	0	0	0	250,000	0
R/W	0	3,248,000	0	0	0	0	0	3,248,000	0
CONST	0	0	3,600,000	6,804,741	0	0	0	10,404,741	0
RESRV	0	0	0	0	0	0	0	0	0
TIP TOTAL	250,000	3,248,000	3,600,000	6,804,741	0	0	0	13,902,741	0
*136 HIGHWAY 212 IMPROVEMENTS (I205 EAST TO HIGHWAY 224)*****124*243*244*314*408*425*****FAP74									77037
PE	321,300	0	0	0	0	0	0	321,300	0
R/W	2,108,000	0	0	0	0	0	0	2,108,000	0
CONST	26,540	2,324,835	2,820,421	0	0	0	0	5,171,796	0
TIP TOTAL	2,455,840	2,324,835	2,820,421	0	0	0	0	7,601,097	0
*137 OREGON CITY BYPASS-PARK PLACE TO COMMUNITY COLLEGE*****125*245*315*316*****N/A									76007
PE	886,557	48,647	0	0	0	0	0	935,204	0
R/W	2,975,000	850,000	0	0	0	0	0	3,825,000	0
CONST	0	7,862,000	6,947,380	0	0	0	0	14,809,380	0
TIP TOTAL	3,861,557	8,760,647	6,947,380	0	0	0	0	19,569,584	0
*138 MCLOUGHLIN BLVD INTERSECTION AND SIGNAL IMPROVEMENTS*****147*256*****FAP26									80058
PE	60,500	0	0	0	0	0	0	60,500	0
R/W	0	0	8,500	0	0	0	0	8,500	0
CONST	0	0	787,521	0	0	0	0	787,521	0
TIP TOTAL	60,500	0	796,021	0	0	0	0	856,521	0

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OREGON STATE HIGHWAY DIVISION PROJECTS (CONTINUED)									
*139 SCHOLLS HWY(OR210) @ ALLEN - SIGNALS/WIDENING*****106*310*361*****								FAU9234	78125
PE	4,100	0	0	0	0	0	0	11,878	7,778
CONST	143,600	0	0	0	0	0	0	143,820	220
TIP TOTAL	147,700	0	0	0	0	0	0	155,698	7,998
*140 PROGRESS INTCHG OFF-RAMP TO SCHOLLS FERRY RD(OR210)*****109*311*362*378*****								FAU9234	109
CONST	294,873	0	0	0	0	0	0	323,133	28,260
TIP TOTAL	294,873	0	0	0	0	0	0	323,133	28,260
*141 HALL BLVD(AT HWY217)-LEFT TURN REFUGE FOR SB ON RAMP*****110*312*363*****								FAU9091	78042
CONST	81,783	0	0	0	0	0	0	110,499	28,716
RESRV	0	0	0	0	0	0	1,019	1,019	0
TIP TOTAL	81,783	0	0	0	0	0	1,019	111,518	28,716
*142 HWY 217/72ND AVE INTCHG-PE & CONSTRUCTION--*208*326*327*****								FAP79	80079
PE	208,280	12,698	0	0	0	0	0	220,978	0
R/W	200,600	33,150	0	0	0	0	0	233,750	0
CONST	0	928,709	0	0	0	0	0	928,709	0
RESRV	0	0	0	0	0	0	789,927	789,927	0
TIP TOTAL	408,880	974,557	0	0	0	0	789,927	2,173,365	0
*143 BEAVERTON TUALATIN HIGHWAY--FANNO CREEK BRIDGE WIDENING*****249*350*426*****								FAU9091	78056
CONST	248,113	0	0	0	0	0	0	216,551	-31,562
TIP TOTAL	248,113	0	0	0	0	0	0	216,551	-31,562
*144 ALLEN BLVD INTERCHANGE - CONSTRUCTION*****264*379*****								FAP79	80086
CONST	5,767,283	0	0	0	0	0	0	5,767,283	0
TIP TOTAL	5,767,283	0	0	0	0	0	0	5,767,283	0

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OREGON STATE HIGHWAY DIVISION PROJECTS (CONTINUED)									
*145 SUNSET HIGHWAY OVERLAYS - CONSTRUCTION*****267*380*****								FAP27	78086
CONST	1,554,061	36,229	0	0	0	0	0	1,590,290	0
TIP TOTAL	1,554,061	36,229	0	0	0	0	0	1,590,290	0
*146 RECONSTRUCTION OF YEON/VAUGHN/NICOLAI/WARDWAY AND ST HELENS RD*****269*387*388*****								MISC	79038
PE	442,128	0	0	0	0	0	0	442,128	0
R/W	0	0	0	0	0	0	0	0	0
CONST	0	0	0	0	0	0	0	0	0
RESRV	0	0	0	0	0	0	1,259,361	1,259,361	0
TIP TOTAL	442,128	0	0	0	0	0	1,259,361	1,701,489	0
*147 ST HELENS ROAD RECONSTRUCTION-WEST CITY LIMITS TO NW KITTRIDGE A*****271*390*****								FAP1	79067
PE	221,468	0	0	0	0	0	0	221,468	0
R/W	0	0	1,751,750	0	0	0	0	1,751,750	0
CONST	0	0	0	1,339,776	0	0	0	1,339,776	0
TIP TOTAL	221,468	0	1,751,750	1,339,776	0	0	0	3,312,993	0
*148 OSWEGO HIGHWAY(OR43) AT CEDAR OAKS-LEFT TURN REFUGE*****113*406*424*****								FAU9565	78118
CONST	34,438	0	0	0	0	0	0	34,438	0
RESRV	0	0	0	0	0	0	16,537	16,537	0
TIP TOTAL	34,438	0	0	0	0	0	16,537	50,975	0
*149 POWELL AND 190TH INTERSECTION IMPROVEMENT*****293*409*****								FAP24	77064
PE	153,340	0	0	0	0	0	0	153,340	0
R/W	0	0	435,200	0	0	0	0	435,200	0
CONST	0	0	0	0	1,738,756	0	0	1,738,756	0
TIP TOTAL	153,340	0	435,200	0	1,738,756	0	0	2,327,295	0
*150 FRONT-YEON CONNECTION*****738*466*****								FAU9300	79038
R/W	0	0	1,530,000	0	0	0	0	1,530,000	0
CONST	0	0	0	0	3,400,000	0	0	3,400,000	0
TIP TOTAL	0	0	1,530,000	0	3,400,000	0	0	4,930,000	0

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OREGON STATE HIGHWAY DIVISION PROJECTS (CONTINUED)									

*151 NW NICOLAI ST-NW 29TH TO NW 24TH*****731*479*****								FAU9296	79038
R/W	0	43,775	0	0	0	0	0	43,775	0
CONST	0	1,714,312	0	0	0	0	0	1,714,312	0
TIP TOTAL	0	1,758,087	0	0	0	0	0	1,758,087	0

*152 NW YEON AVE-NW ST HELENS RD TO NW NICOLAI*****733*480*****								FAP1	79038
R/W	0	1,985,600	0	0	0	0	0	1,985,600	0
CONST	0	0	2,125,000	7,820,000	0	0	0	9,945,000	0
TIP TOTAL	0	1,985,600	2,125,000	7,820,000	0	0	0	11,930,600	0

*153 NW ST HELENS RD-NW KITTRIDGE ST TO NW 29TH AVE*****734*481*****								FAU9296	79038
R/W	0	0	43,350	0	0	0	0	43,350	0
CONST	0	0	0	0	3,274,200	0	0	3,274,200	0
TIP TOTAL	0	0	43,350	0	3,274,200	0	0	3,317,550	0

*154 VAUGHN ST/WARDWAY-NW 29TH AVE TO NW 24TH AVE*****735*482*****								FAU9296	79038
CONST	0	0	0	0	0	1,020,000	0	1,020,000	0
TIP TOTAL	0	0	0	0	0	1,020,000	0	1,020,000	0

AGENCY TOTAL: OREGON STATE HIGHWAY DIVISION

PE	2,637,820	78,426	0	0	0	0	0	2,724,024	7,778
R/W	5,337,150	6,160,525	3,768,799	0	0	0	0	15,266,475	0
CONST	10,565,691	12,176,477	16,280,323	15,964,517	8,412,956	1,020,000	0	64,445,596	25,633
RESRV	0	0	0	0	0	0	2,066,845	2,066,845	0
TIP TOTAL	18,540,661	18,415,428	20,049,122	15,964,517	8,412,956	1,020,000	2,066,845	84,502,939	33,410

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REGIONAL PROJECTS PROJECTS									
*155 BANFIELD TRANSITWAY-HIGHWAY FUNDS*****115*234*235***** FAP68									80900
PE	4,732,570	0	0	0	0	0	0	4,732,570	0
R/W	9,388,000	0	0	0	0	0	0	9,388,000	0
CONST	63,931	12,400,000	0	0	0	0	0	12,463,931	0
RESRV	0	0	0	0	0	0	351,960	351,960	0
TIP TOTAL	14,184,501	12,400,000	0	0	0	0	351,960	26,936,461	0
*156 BANFIELD TRANSITWAY-TRANSIT FUNDS*****116*236*237*273*313*338*389*403*438*457***** FAP68									80900
PE	6,564,267	1,115,261	4,765,090	0	0	0	0	12,444,618	0
R/W	11,139,228	1,277,966	0	0	0	0	0	12,417,194	0
CONST	9,950,592	41,506,772	21,290,123	0	0	0	0	72,747,487	0
RESRV	0	0	29,944,787	0	0	0	28,093,695	58,038,482	0
TIP TOTAL	27,654,087	43,899,999	56,000,000	0	0	0	28,093,695	155,647,781	0
*157 METRO SYSTEM PLANNING-W/S CORRIDOR-299001*****117*238*239*240***** N/A									80404
PE	2,250,036	0	0	0	0	0	0	2,250,036	0
TIP TOTAL	2,250,036	0	0	0	0	0	0	2,250,036	0
*158 MCLOUGHLIN CORRIDOR-UNION/GRAND AVE VIADUCT TO SE RIVER ROAD*****127*246*247*248***** FAP26									77159
PE	437,425	0	0	0	0	0	0	437,425	0
R/W	0	0	2,125,000	0	4,209,000	0	0	6,334,000	0
CONST	0	0	0	0	2,000,000	13,478,000	0	15,478,000	0
RESRV	0	0	0	0	0	0	1,510,734	1,510,734	0
TIP TOTAL	437,425	0	2,125,000	0	6,209,000	13,478,000	1,510,734	23,760,159	0
*159 BANFIELD LRT STATION AREA PLANNING PROGRAM*****290*259*404***** N/A									80900
PE	1,028,069	0	0	0	0	0	0	1,027,647	-422
RESRV	0	0	0	0	0	0	459,313	459,313	0
TIP TOTAL	1,028,069	0	0	0	0	0	459,313	1,486,960	-422
*160 WESTSIDE CORRIDOR RELATED HIGHWAY PROJECTS-FHWA FUNDED*****559*261*461***** N/A									559
PE	59,500	0	0	0	0	0	0	60,690	1,190
TIP TOTAL	59,500	0	0	0	0	0	0	60,690	1,190

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REGIONAL PROJECTS PROJECTS (CONTINUED)									
*161 MCLOUGHLIN CORRIDOR TRANSIT ANALYSIS*****588*267*****								FAP26	588
PE	100,000	0	0	0	0	0	0	94,023	-5,977
TIP TOTAL	100,000	0	0	0	0	0	0	94,023	-5,977
*162 WESTSIDE TRANSITWAY RESERVE*****688*269*455*****								FAP27	
PE	0	0	500,000	0	0	0	0	500,000	0
RESRV	0	0	0	0	0	0	17,004,219	17,004,219	0
TIP TOTAL	0	0	500,000	0	0	0	17,004,219	17,504,219	0
*163 BANFIELD TRANSITWAY-METRO PLANNING*****118*384*458*****								FAP68	
PE	0	300,000	0	0	0	0	0	300,000	0
TIP TOTAL	0	300,000	0	0	0	0	0	300,000	0
*164 METRO SYSTEMS PLANNING*****126*385*459*****								N/A	80404
PE	527,756	0	0	0	0	0	0	527,756	0
RESRV	0	0	0	300,000	300,000	299,994	0	899,994	0
TIP TOTAL	527,756	0	0	300,000	300,000	299,994	0	1,427,750	0
*165 REGIONAL RESERVE*****625*386*462*****								N/A	625
RESRV	0	0	0	0	0	0	261,688	261,688	0
TIP TOTAL	0	0	0	0	0	0	261,688	261,688	0
*166 PORTLAND/VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE*****310*452*460*****								N/A	310
PE	72,311	0	0	0	0	0	0	68,793	-3,518
TIP TOTAL	72,311	0	0	0	0	0	0	68,793	-3,518
AGENCY TOTAL: REGIONAL PROJECTS									
PE	15,771,934	1,415,262	5,265,090	0	0	0	0	22,443,560	-8,726
R/W	20,527,228	1,277,966	2,125,000	0	4,209,000	0	0	28,139,194	0
CONST	10,014,523	53,906,771	21,290,123	0	2,000,000	13,478,000	0	100,689,418	0
RESRV	0	0	29,944,787	300,000	300,000	299,994	47,681,609	78,526,390	0
TIP TOTAL	46,313,685	56,599,999	58,625,000	300,000	6,509,000	13,777,994	47,681,609	229,798,562	-8,726

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FUNDS TO BE ALLOCATED TO PROJECT PROJECTS									
*167 FUNDS TO BE REALLOCATED*****	1000	383						N/A	1000
OTHER	0	0	0	0	0	0	0	279,300	279,300
TIP TOTAL	0	0	0	0	0	0	0	279,300	279,300
AGENCY TOTAL: FUNDS TO BE ALLOCATED TO PROJECT									
OTHER	0	0	0	0	0	0	0	279,300	279,300
TIP TOTAL	0	0	0	0	0	0	0	279,300	279,300

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
PRELIMINARY PROGRAM FOR FY1983
INTERSTATE TRANSFER PROJECTS BY SPONSOR
26-Aug-82

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FY835

	ORLIGATED	1982	1983	1984	1985	1986	POST 1986	AUTHORIZED	EXCESS AUTH
PROJECTS									
PE	23,274,290	3,343,737	6,275,024	115,750	48,358	0	0	33,102,214	45,055
R/W	36,543,068	11,537,424	12,050,649	1,912,530	4,209,000	0	0	66,378,785	126,114
CONST	64,877,805	86,987,882	58,449,688	30,592,949	20,691,477	18,943,976	0	279,156,839	-1,386,937
OPRTG	219,645	153,143	69,768	68,143	68,143	76,352	0	724,817	69,621
RESRV	0	963,910	32,450,305	550,232	550,232	299,994	60,338,476	95,405,006	251,857
OTHER	0	0	0	0	0	0	0	279,300	279,300
TIP TOTAL	124,914,808	102,986,096	109,295,434	33,239,604	25,567,211	19,320,322	60,338,476	475,046,960	-614,990

EXHIBIT A

TRANSPORTATION IMPROVEMENT PROGRAM
PRELIMINARY PROGRAM FOR FY 1983
ALL OTHER PROJECTS

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
PRELIMINARY PROGRAM FOR FY1983
ALL OTHER PROJECTS
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	ORIGATED	1982	1983	1984	1985	1986	POST 1986	AUTHORIZED
CITY OF PORTLAND FEDERAL AID URBAN SYSTEM								
30 - 1 CITY OF PORTLAND FOU CONTINGENCY						***44		11/10
RESRV	0	117,724	240,511	240,511	240,511	0	53,591	892,848
TOTAL CITY OF PORTLAND FEDERAL AID URBAN SYSTEM								
RESRV	0	117,724	240,511	240,511	240,511	0	53,591	892,848
TOTAL	0	117,724	240,511	240,511	240,511	0	53,591	892,848

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
PRELIMINARY PROGRAM FOR FY1983.
ALL OTHER PROJECTS

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	ORIGINATED	1982	1983	1984	1985	1986	POST 1986	AUTHORIZED
CLACKAMAS COUNTY FEDERAL AID URBAN SYSTEM								
42 3 LOWER MOONIS FERRY RD-MADRONA TO SW JEAN						***68		07/27
FF	83,394	22,056	0	0	0	0	0	105,450
CONST	0	420,510	282,340	282,340	282,340	117,492	0	1,385,022
TOTAL	83,394	442,566	282,340	282,340	282,340	117,492	0	1,490,472
TOTAL CLACKAMAS COUNTY FEDERAL AID URBAN SYSTEM								
FF	83,394	22,056	0	0	0	0	0	105,450
CONST	0	420,510	282,340	282,340	282,340	117,492	0	1,385,022
TOTAL	83,394	442,566	282,340	282,340	282,340	117,492	0	1,490,472

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
PRELIMINARY PROGRAM FOR FY1983
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	OBLIGATED	1982	1983	1984	1985	1986	POST 1986	AUTHORIZED
FEDERAL AID INTERSTATE SYSTEM								
83 21 NW NICOLA/WEST FREMONT INTERCHANGE						**328		04/27
R/W	0	1,932,000	6,655,000	0	0	0	0	8,587,000
CONST	0	0	0	0	20,608,000	0	0	20,608,000
TOTAL	0	1,932,000	6,655,000	0	20,608,000	0	0	29,195,000
84 21 15-NORTH GREELEY AVE TO 15 CONNECTION								
CONST	0	0	11,224,000	0	0	0	0	11,224,000
TOTAL FEDERAL AID INTERSTATE SYSTEM								
R/W	0	1,932,000	6,655,000	0	0	0	0	8,587,000
CONST	0	0	11,224,000	0	20,608,000	0	0	31,832,000
TOTAL	0	1,932,000	17,879,000	0	20,608,000	0	0	40,419,000

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
PRELIMINARY PROGRAM FOR FY1983
ALL OTHER PROJECTS
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	OBLIGATED	1982	1983	1984	1985	1986	POST 1986	AUTHORIZED
OTHER PROJECTS								
115 24 82ND AVE UPGRADE-OTTY RD TO HARMONY						**562		08/18
R/W	0	350,000	0	0	0	0	0	350,000
CONST	0	300,000	4,700,000	0	0	0	0	5,000,000
TOTAL	0	650,000	4,700,000	0	0	0	0	5,350,000
116 24 82ND AVE SERVICE RD-CAUSEY TO THE TOWN CENTER								
R/W	0	450,000	0	0	0	**570	0	08/18
CONST	0	0	412,500	0	0	0	0	412,500
TOTAL	0	450,000	412,500	0	0	0	0	862,500
117 24 1205 INTERCHANGE-AT OTTY RD OR LESTER ST-TO BE DETERMINED								
R/W	0	200,000	0	0	0	**571	0	08/18
CONST	0	0	780,000	0	0	0	0	780,000
TOTAL	0	200,000	780,000	0	0	0	0	980,000
118 24 EXCLUSIVE TRANSITWAY-WEST OF 1205 & BETWEEN NEW INTCHG & CENTER								
R/W	0	450,000	0	0	0	**574	0	08/18
CONST	0	0	525,000	0	0	0	0	525,000
TOTAL	0	450,000	525,000	0	0	0	0	975,000
120 24 1V HWY AT MURRAY BLVD INTERSECTION IMPROVEMENT								
PE	0	45,000	0	0	0	**680	0	04/27
R/W	0	0	30,000	0	0	0	0	45,000
CONST	0	0	449,000	0	0	0	0	449,000
TOTAL	0	45,000	479,000	0	0	0	0	524,000
TOTAL OTHER PROJECTS								
PE	0	45,000	0	0	0	0	0	45,000
R/W	0	1,450,000	30,000	0	0	0	0	1,480,000
CONST	0	300,000	6,866,500	0	0	0	0	7,166,500
TOTAL	0	1,795,000	6,896,500	0	0	0	0	8,691,500

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
PRELIMINARY PROGRAM FOR FY1983.
ALL OTHER PROJECTS
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	OBLIGATED	1982	1983	1984	1985	1986	POST 1986	AUTHORIZED
UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM								
124 31 PURCHASE OF SUPPORT VEHICLES						**386		07/28
CAP	0	0	117,600	153,600	0	0	0	271,200
125 31 PURCHASE OF SHOP EQUIPMENT						**391		07/28
CAP	0	0	179,200	155,200	153,600	0	0	488,000
126 31 PURCHASE AND INSTALLATION OF 100 PASSENGER SHELTERS						**395		08/26
CAP	0	0	200,000	0	0	0	0	200,000
128 31 DEVELOPMENT OF TUALATIN TRANSIT STATION						**402		07/28
CONST	0	0	880,000	0	0	0	0	880,000
131 31 DEVELOPMENT OF LAKE OSWEGO TRANSIT STATION						**419		07/28
CONST	0	0	800,000	0	0	0	0	800,000
138 31 DEVELOPMENT OF SOUTHWEST TRANSFER POINTS						**438		07/28
CONST	0	0	2,400,000	0	0	0	0	2,400,000
140 31 PURCHASE OF 60 STANDARD BUSES						**452		08/29
CAP	0	0	7,920,000	0	0	0	0	7,920,000
146 31 BEAVERTON TRANSIT CENTER						**606		07/28
R/W	0	0	3,200,000	0	0	0	0	3,200,000
148 31 PORTLAND TRANSPORTATION SYSTEMS MANAGEMENT						**609		07/28
OTHER	0	0	1,600,000	0	0	0	0	1,600,000
TOTAL UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM								
R/W	0	0	3,200,000	0	0	0	0	3,200,000
CONST	0	0	4,080,000	0	0	0	0	4,080,000
CAP	0	0	8,416,800	308,800	153,600	0	0	8,879,200
OTHER	0	0	1,600,000	0	0	0	0	1,600,000
TOTAL	0	0	17,296,800	308,800	153,600	0	0	17,759,200

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
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	ORIGINATED	1982	1983	1984	1985	1986	POST 1986	AUTHORIZED

UMTA SECTION 5 OPERATING ASSISTANCE PROGRAM								
US 32 TRI-MET TRANSIT OPERATING ASSISTANCE						**473		08/26
OPRTG	0	17,858,000	5,890,000	5,890,000	5,890,000	0	0	35,528,000

TOTAL UMTA SECTION 5 OPERATING ASSISTANCE PROGRAM								
OPRTG	0	17,858,000	5,890,000	5,890,000	5,890,000	0	0	35,528,000
TOTAL	0	17,858,000	5,890,000	5,890,000	5,890,000	0	0	35,528,000

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
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	OBLIGATED	1982	1983	1984	1985	1986	POST 1986	AUTHORIZED
UKIA SECTION 5 CAPITAL PROGRAM						**610		04/23
15/ 33 POWELL GARAGE EXPANSION								96,000
FE	0	96,000	0	0	0	0	0	1,752,800
CONST	0	0	1,752,800	0	0	0	0	174,806
RESRV	0	0	174,806	0	0	0	0	26,400
OTHER	0	26,400	0	0	0	0	0	2,050,006
TOTAL	0	122,400	1,927,606	0	0	0	0	
TOTAL UKIA SECTION 5 CAPITAL PROGRAM								96,000
FE	0	96,000	0	0	0	0	0	1,752,800
CONST	0	0	1,752,800	0	0	0	0	174,806
RESRV	0	0	174,806	0	0	0	0	26,400
OTHER	0	26,400	0	0	0	0	0	2,050,006
TOTAL	0	122,400	1,927,606	0	0	0	0	

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
PRELIMINARY PROGRAM FOR FY1983.
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	OBLIGATED	1982	1983	1984	1985	1986	POST 1986	AUTHORIZED
URTA SECTION 3 TRADED CAPITAL PROGRAM								
172 35 TRANSIT TRANSFER PROJECT						**576		07/28
FE	0	94,160	0	0	0	0	0	94,160
RESRV	0	0	635,000	640,000	660,000	0	498,874	2,433,874
TOTAL	0	94,160	635,000	640,000	660,000	0	498,874	2,528,034
173 35 WEST BURNSIDE/MORRISON TSM IMPROVEMENTS								
CONST	0	0	69,600	0	0	0	0	08/20
								69,600
TOTAL URTA SECTION 3 TRADED CAPITAL PROGRAM								
FE	0	94,160	0	0	0	0	0	94,160
CONST	0	0	69,600	0	0	0	0	69,600
RESRV	0	0	635,000	640,000	660,000	0	498,874	2,433,874
TOTAL	0	94,160	704,600	640,000	660,000	0	498,874	2,597,634

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
PRELIMINARY PROGRAM FOR FY1983
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	OBLIGATED	1982	1983	1984	1985	1986	POST 1986	AUTHORIZED
UMTA SPECIAL TRANSPORTATION PROGRAM								
205 41 TRI-MET SPECIAL EFFORTS PROGRAM						**544		01/09
OPRTG	0	3,664,032	1,457,211	1,790,724	0	0	0	6,911,967
210 41 RURAL SPECIAL TRANS-SEC 18 CAP-9 VANS W/LIFTS & RADIOS-1 REPEAT								
CAP	0	228,800	0	0	0	0	0	04/22
OPRTG	0	70,500	70,500	0	0	0	0	228,800
TOTAL	0	299,300	70,500	0	0	0	0	141,000
TOTAL UMTA SPECIAL TRANSPORTATION PROGRAM								
CAP	0	228,800	0	0	0	0	0	228,800
OPRTG	0	3,734,532	1,527,711	1,790,724	0	0	0	7,052,967
TOTAL	0	3,963,332	1,527,711	1,790,724	0	0	0	7,281,767

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
PRELIMINARY PROGRAM FOR FY1983
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	ORIGATED	1982	1983	1984	1985	1986	POST 1986	AUTHORIZED
GRAND TOTAL								
FE	83,394	257,216	0	0	0	0	0	340,610
R/W	0	3,382,000	9,885,000	0	0	0	0	13,267,000
CONST	0	720,510	24,275,240	282,340	20,890,340	117,492	0	46,285,922
CAP	0	228,800	8,416,800	308,800	153,600	0	0	9,108,000
UPKTB	0	21,592,532	7,417,711	7,680,724	5,890,000	0	0	42,580,967
RESRV	0	117,724	1,050,317	880,511	900,511	0	552,465	3,501,528
OTHER	0	26,400	1,600,000	0	0	0	0	1,626,400
TOTAL	83,394	26,325,182	52,645,068	9,152,375	27,831,451	117,492	552,465	116,710,427

COUNCIL

STAFF REPORT

Agenda Item No. 6.2

Meeting Date 9/23/82

APPROVAL OF RESOLUTION NO. 82-354, FOR THE PURPOSE OF
AMENDING THE FUNCTIONAL CLASSIFICATION SYSTEM AND THE
FEDERAL AID URBAN SYSTEM (FAUS)

Date: August 18, 1982

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Purpose: This action will initiate a request to the Federal Highway Administration to classify and designate under the Federal Aid System selected local streets and route numbers consistent with their use set forth in the Hollywood Transportation Study and the City of Portland's Arterial Street Classification Policy (ASCP).

Policy Impact: This action will change the functional classification and Federal Aid designation of certain streets in the Hollywood District as requested by the City of Portland thereby allowing the use of federal funds on the affected streets (the City of Portland will be implementing a package of improvements in the Hollywood District).

This action adds the following local streets as collectors:

1. N.E. 39th Avenue between Tillamook Street and Broadway.
2. N.E. Tillamook Street between 39th Avenue and 42nd Avenue.

This action is consistent with Metro's Five Year Operational Plan.

Budget Impact: None.

Background: City transportation staff have requested that certain local streets in the Hollywood District be functionally classified consistent with the Hollywood Transportation Study. In accomplishment of this, and in order to be eligible for federal funding for right-of-way and construction of transportation improvements, the noted streets need to be designated under the Federal Aid System as FAU routes. The Portland City Council has adopted the Hollywood District Plan and is expected to amend the Arterial Streets Classification Policy consistent with these amendments.

In order that the best possible investment be made in this area, it is appropriate to include some improvement work on essentially a district-wide basis. Of particular concern are the illumination, curb ramp and street tree proposals which, to provide

for a unified urban design impact, need to be included on street segments not currently on the designated FAU System.

None of the above street segments are functionally classified or designated. As a consequence, a project improvement specifying these streets would not be eligible for federal funds.

TPAC and JPACT have reviewed this proposal and recommend adoption.

EXECUTIVE OFFICER'S RECOMMENDATION

Adoption of the attached Resolution based on the functions proposed for the noted streets.

COMMITTEE CONSIDERATION AND RECOMMENDATION

The Regional Development Committee meets on Monday, September 20, 1982, and will make a recommendation on this Resolution at that time to be presented to the Council on September 23, 1982.

BP/gl
6577B/318
09/16/82

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO.	82-353
FUNCTIONAL CLASSIFICATION SYSTEM)		
AND THE FEDERAL AID URBAN SYSTEM	)	Introduced by the Joint	
(FAUS)	)	Policy Advisory Committee	
	)	on Transportation	

WHEREAS, The City of Portland has requested that certain streets in the Hollywood District be functionally classified and federally designated; and

WHEREAS, These requested changes have been brought about as a result of the Hollywood Transportation Study conducted by the City of Portland and the City of Portland's Arterial Street Classification Policy (ASCP); and

WHEREAS, To be eligible for federal funds, streets undergoing roadway improvements must be functionally classified and federally designated; and

WHEREAS, Staff analysis indicates that the proposed changes are consistent with the functions serving the new traffic circulation patterns associated with the Hollywood Transportation project; now, therefore,

BE IT RESOLVED,

1. That the Metro Council amend the Federal Aid Urban System to incorporate Exhibit "A."

2. That the Metro Council amend the Functional Classification system to add as collectors:

- a. N.E. 39th Avenue between Tillamook Street and Broadway.
- b. N.E. Tillamook Street between 39th Avenue and 42nd Avenue.

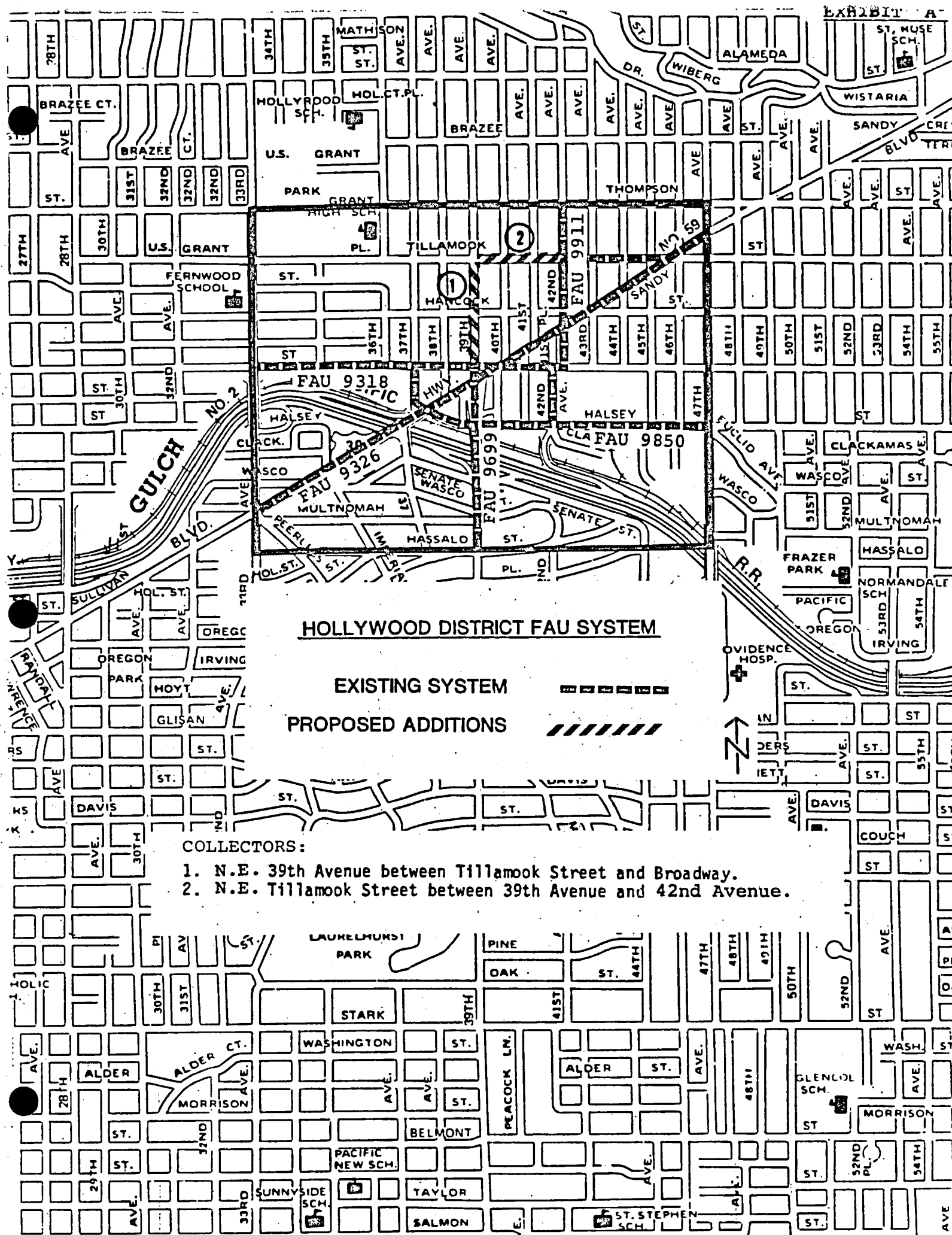
3. That Federal Aid route numbers be assigned to the added segments in accordance with Exhibit "A."

4. That Metro staff coordinate the amendments with ODOT.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1982.

Presiding Officer

BP/srb
6577B/318
08/31/82



STAFF REPORT

Agenda Item No. 6.3

Meeting Date 9/23/82

APPROVAL OF RESOLUTION NO. 81-351 FOR THE PURPOSE
OF CONFIRMING THE APPOINTMENT OF RAELDON BARKER TO
THE POSITION OF COUNCIL ASSISTANT.

Date: September 13, 1982

Presented by: Councilor Banzer

FACTUAL BACKGROUND AND ANALYSIS

The Council Committee who participated in the recruitment and selection process recommends Raeldon Barker to the position of Council Assistant.

The attached memo from Presiding Officer Cindy Banzer and background resume on Mr. Barker provides additional information on this Council matter.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer has no recommendation on this matter.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On September 13, 1982, the Council Coordinating Committee unanimously approved Resolution No. 81-351.

SR/gl
6788B/318



METRO

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

MEMORANDUM

Date: September 10, 1982
To: 6750B/D2 - Merge List for 6749B/D2
From: Cindy Banzer, Presiding Officer
Regarding: Selection of Council Assistant

As you know, we received approximately 229 applications for the position of Council Assistant. Those applications were initially screened by Don Carlson to determine whether or not their background met the criteria of the Job Announcement.

The applications which he recommended not be considered were reviewed by the Selection Committee (comprised of Betty Schedeen, Bruce Etlinger, Bob Oleson and myself). Those applications were then set aside.

We concentrated on reviewing and rating the remaining applications. Approximately 24 applicants were then seriously discussed as to whether or not it was appropriate to interview them.

We agreed on 12 people to invite for an initial interview. From there, we narrowed the field to five semi-finalists and requested that each Councilor review and rate their applications on the criteria which had been set forth in the Job Announcement.

With this information, we narrowed the list to three finalists who were interviewed last week. All Council members were invited to participate in those interviews.

Based on experience, reference checks, and interviews, the Selection Committee is pleased to recommend (albeit on a three to one vote) that Rae Barker be selected to fill the position of Council Assistant.

Attached is a copy of his resume as well as a Resolution which will be introduced at the Coordinating Committee on Monday, September 13. Assuming favorable action by the Committee, the Resolution supporting Barker's appointment will be before the Council at its meeting Thursday, September 23.

We would anticipate that Rae would start the job on Monday, September 27.

Memorandum
September 10, 1982
Page Two

Rae will be at the Coordinating Committee meeting as well as the Council meeting. However, if you would like to meet with him personally or if you have any questions, please give me a call.

The process has been long and cumbersome, but the Selection Committee feels that we provided the opportunity for everyone on the Council to have input and we are pleased with the consensus that we have reached. We are pleased and excited to recommend Rae Barker to fill the position of Council Assistant.

CB/srb
6749B/D2

Attachments

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF CONFIRMING THE)
APPOINTMENT OF RAELDON BARKER TO)
THE POSITION OF COUNCIL ASSISTANT)

RESOLUTION NO. 81-351

Introduced by the Council
Coordinating Committee

WHEREAS, The Council established the position of Council
Assistant in the FY 1982-83 Metro Budget; and

WHEREAS, A Council recruitment and selection committee was
established to fill the position and has completed its work; and

WHEREAS, The Council wishes to approve the hiring of
personnel in this position; now, therefore,

BE IT RESOLVED,

That the Council approves the appointment of Raelton Barker
to the position of Council Assistant.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1982.

Presiding Officer

CB/srb
6753B/318
09/10/82



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

METRO EMPLOYMENT APPLICATION

An Equal Employment Opportunity Employer

+ filed by Bishop

READ INSTRUCTION SHEET BEFORE FILLING OUT THIS APPLICATION

NAME AND ADDRESS		POSITION APPLIED FOR:	
		TITLE	
		Council Assistant	
		OTHER LAST NAMES USED IN APPLYING	
		None	
SOCIAL SECURITY NO.		COUNTY OF RESIDENCE:	
529-48-6441		Washington	
Barker Raelton R.		TELEPHONE NO(S) RESIDENCE:	
(Last) (First) (M.I.)		639-7324	
11340 SW Viewmount Court		BUSINESS:	
(Mailing Address)		MESSAGE:	
Tigard Oregon 97223			
(City) (State) (Zip)			

AFFIRMATIVE ACTION

SEX:	DATE OF BIRTH:	RACE:	<input type="checkbox"/> (B) Black	HANDICAP: Check if you are handicapped <input type="checkbox"/> (H) Yes
<input type="checkbox"/> (F) Female	Month: 4 Day: 4 Year: 39	<input type="checkbox"/> (A) Asian or Pacific Islander	<input type="checkbox"/> (H) Hispanic	
<input checked="" type="checkbox"/> (M) Male		<input type="checkbox"/> (I) American Indian or Alaskan Native	<input checked="" type="checkbox"/> (W) White	

MOTOR VEHICLE DRIVERS LICENSE Number	State	PRESENT OR LAST EMPLOYER	CITY AND STATE	MAY WE CONTACT THIS EMPLOYER? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2946437	OR	Self-Employed	Tigard, Oregon	

AVAILABILITY (Check only those you will accept)	<input checked="" type="checkbox"/> (F) Full-time	Date you could report to work:
DURATION (check one)	<input checked="" type="checkbox"/> (P) Part-time	Immediately
<input checked="" type="checkbox"/> (P) Permanent	<input type="checkbox"/> (B) Either Full or Part-time	
<input type="checkbox"/> (S) Seasonal	<input type="checkbox"/> (J) Job Share	
<input type="checkbox"/> (B) Either	<input type="checkbox"/> (I) Intermittent	

CERTIFICATION OF CLERICAL SKILLS (must be completed if you are applying for a clerical position.)

My net typing speed is 55 wpm My net shorthand speed is _____

Related Skills: Check if you are trained and/or experienced and interested in:

☐ (CRT) Video Terminal

☐ (LEG) Legal Transcription

☐ In addition to being considered for positions which require typing, check this box if you also wish to be considered for positions which do not require typing.

☐ (W/P) Word Processing Equipment

☐ (PRO) Production Typing Environment

EDUCATION AND FORMAL TRAINING

Do you have a high school diploma or a GED Certificate? ☒ Yes ☐ No

List enough education to meet the requirements as specified in the recruiting announcement.

COLLEGES, MILITARY, TRADES, BUSINESS OR OTHER SCHOOLS ATTENDED

NAME AND LOCATION	COURSE OF STUDY	DATES ATTENDED	CREDITS EARNED	GRADUATED	DEGREE/YEAR
Brigham Young University	B.S. Pol. Sci.	62-66	Qtr Hrs Sem Hrs Other	Yes/No	B.S. '66
Provo, Utah					
Brigham Young University	Public Admin.	67-69		Yes	MPA '69

List currently valid professional or vocational licenses, certificates or registrations.

International City Management Association

SKILLS: (List any job-related skills you have)

SPACE BELOW FOR OFFICE USE ONLY—APPLICANTS CONTINUE ON REVERSE SIDE

☐ ACCEPTED (Instructions enclosed)

☐ NOT ACCEPTED (Reasons checked below)

- | | | |
|--|--|--|
| <input type="checkbox"/> (ED) Education | <input type="checkbox"/> (LI) Licenses | <input type="checkbox"/> (AI) Application incomplete |
| <input type="checkbox"/> (EX) Experience | <input type="checkbox"/> (CT) Certificates | <input type="checkbox"/> (PO) Promotional exam. only |
| <input type="checkbox"/> (EE) Education and Experience | <input type="checkbox"/> (OT) Other | |
| <input type="checkbox"/> (EC) Exam closed on | | |

- | |
|------------------------------|
| <input type="checkbox"/> NTP |
| <input type="checkbox"/> LTP |
| <input type="checkbox"/> OTP |
| <input type="checkbox"/> PTP |
| <input type="checkbox"/> LSH |

APPLICATION RECEIVED

RECEIVED JUL 14 1982

WORK EXPERIENCE

Describe enough work experience to meet the requirements for this position as specified in the recruiting announcement. Include unpaid and volunteer work. Attach additional sheet if necessary.

PRESENT OR LAST POSITION

EMPLOYER	Self-employed	ADDRESS	11340 SW Viemount, Tigard	TOTAL TIME	1	
YOUR TITLE	Consultant	SUPERVISOR'S NAME AND TELEPHONE	Self 639-7324	(Years)	(Months)	
DUTIES (Be specific)	Prepared a public survey and a grant proposal for the North Plains Senior Center project.			FROM	June 1981	
				(Month)	(Year)	
	Assisted with the development of a very successful new national franchise in the states of Oregon and Washington. (National Autofinders, Inc.)			TO	Present	
				(Month)	(Year)	
				Hours worked each week:	40-45	
EMPLOYER	City of Tigard	ADDRESS	City Hall Ash St. Tigard	TOTAL TIME	3	5
YOUR TITLE	City Administrator	SUPERVISOR'S NAME AND TELEPHONE	City Council 639-4171	(Years)	(Months)	
DUTIES (Be specific)	Chief administrative officer of the City responsible for all city departments (finance, public works, engineering, planning, building, police); preparation and administration of city budget; appointment of all city employees.			FROM	Jan. 1978	
				(Month)	(Year)	
				TO	May 1981	
				(Month)	(Year)	
				Hours worked each week:	45-60	
EMPLOYER	City of Wood Dale	ADDRESS	404 N Wood Dale Rd. Illinois	TOTAL TIME	3	3
YOUR TITLE	City Manager	SUPERVISOR'S NAME AND TELEPHONE	City Council (312) 766-4900	(Years)	(Months)	
DUTIES (Be specific)	Chief administrative officer of the City responsible for all city departments; responsible to the city council for the proper administration of all municipal affairs and keeping the council advised of the financial condition and needs of the city.			FROM	Oct. 1974	
				(Month)	(Year)	
				TO	Dec. 1977	
				(Month)	(Year)	
				Hours worked each week:	45-60	
EMPLOYER	City of St. Albans	ADDRESS	St. Albans, Vermont	TOTAL TIME	4	6
YOUR TITLE	City Manager	SUPERVISOR'S NAME AND TELEPHONE	City Council (802) 524-3152	(Years)	(Months)	
DUTIES (Be specific)	As chief administrative officer was responsible to the city council for the proper administration of all city departments; enforcement of city ordinances; advising council on current and future needs of city, financial condition, etc.			FROM	Apr. 1970	
				(Month)	(Year)	
				TO	Oct. 1974	
				(Month)	(Year)	
				Hours worked each week:		

SIGNATURE x *Faeldon R Barker* DATE 7-17-82

By my signature above, I certify that I have read the application instruction sheet and that all answers and statements on this application are true and complete to the best of my knowledge. I understand that should an investigation disclose untruthful or misleading answers, my application may be rejected, my name removed from consideration, or my employment with Metro terminated.

SEND APPLICATIONS TO:

Personnel Division METROPOLITAN SERVICE DISTRICT
527 SW HALL ST. PORTLAND OR 97201 • 503-221-1646

SUPPLEMENTAL INFORMATION

1. Fifteen years of experience(in four different cities) serving city councils as a city administrator and as an assistant city manager. Have provided council and council committee support in the areas of policy development, implementation and fiscal affairs. Council committees have included the following: finance, public works, parks and recreation, public safety, building, zoning, and several special committees.

Have worked with several citizen groups such as neighborhood planning organizations, senior citizens, school groups, and church groups to solve problems, raise funds, inform, etc.

Education: B.A. Degree in Political Science and a Masters degree in Public Administration and several seminars and courses in public administration since graduation. University and other courses have included the following: public policy setting, public budgeting, inter-governmental relations, personnel management, taxation, labor relations, grantsmanship, data processing and municipal, state and federal law.

2. Have made hundreds of verbal presentations to the following groups: city council, council committees, state legislature, schools, senior citizens, churches, neighborhood groups, service groups such as Rotary, Lions, Jacees, etc.

Presentations have included technical materials and programs which had to be explained in lay language to be understood by the general public.

Presentations have included the following topics: city budget, bond referendums, data processing, new tax base, refuse collection, landfill operations, police and fire protection, water and sewer projects, labor relations and state and federal grants.

Have completed a university course in public speaking and have read various books on the subject.

3. Have prepared or assisted with the preparation of several narrative and statistical reports for city councils and council committees. These reports included the following elements: a statement of the problem or purpose, an analysis, alternative solutions and a recommendation for a solution or course of action.

Reports have included the following topics:

1. Refuse collection (city versus private)
2. Landfill operations (city versus private)
3. Property taxes
4. Data processing (needs, selection of equipment)
5. Labor relations
6. Water facilities (treatment plants, wells, distribution system)
7. Sewage treatment facilities
8. Storm sewers
9. Emergency Operations Plan
10. Cable Television
11. Police and fire protection
12. Park facilities
13. Senior Citizens Center
14. Reorganization of city departments
15. Capital improvement program

RECEIVED JUL 12 1982

app sent 7/12

11340 SW Viewmount
Tigard, Oregon 97223
July 9, 1982

Metropolitan Service District
Personnel Office
527 SW Hall
Portland, Oregon 97201

Dear Metro Council:

Your advertisement regarding the position of Council Assistant, listed in the July 9 issue of the Oregonian, was read and interests me very much.

I am seeking a management position in government that will utilize my planning, organizing, financial and public relations skills. I think my skills and experience are well suited for the position you have advertised.

As you can see from my resume (enclosed), I have fifteen years of public management experience and a masters degree in public administration. I have worked with several city councils and citizen groups and have initiated and managed several federal grant projects.

I would appreciate the opportunity to meet with you and discuss the possibility of filling the Council Assistant position.

Sincerely,



Raeldon R. Barker

enclosure

RAELDON RAY BARKER
11340 S.W. Viewmount Court
Tigard, Oregon 97223
(503) 639-7324

REFERENCES

Joe D. Bailey
Attorney
1516 Georgia-Pacific Bldg.
Portland, Oregon 97204
(503) 224-6532

Jerry Greer
Mayor
404 North Wood Dale Rd.
Wood Dale, Illinois 60191
(312) 766-4900

Robert Adams
Chief of Police
9020 S.W. Burnham
Tigard, Oregon 97223
(503) 639-6168

Mervin K. Kaye
Mayor
13 Lakeview Terrace
St. Albans, Vermont 05478
(802) 524-3152

Alan Mickelson
Former Mayor
12479 SW Brook Ct.
Tigard, Oregon 97223
(503) 639-1613

Aldie Howard
Businessman
10060 S.W. Durham Rd.
Tigard, Oregon 97223
(503) 620-4835

Richard M. Brown
Tigard Businessman
10580 SW Highland Drive
Tigard, Oregon 97223
(503) 639-9063

Hyrum Mertlich
Tigard Businessman
11225 S.W. Fairhaven
Tigard, Oregon 97223
(503) 639-5252

Doris Hartig
City Recorder
City of Tigard, Oregon
12755 S.W. Ash Avenue
Tigard, Oregon 97223
(503) 639-4171

COUNCIL

STAFF REPORT

Agenda Item No. 6.4

Meeting Date 9/23/82

APPROVAL OF RESOLUTION NO. 82-352 IN OPPOSITION
TO STATE BALLOT MEASURE NO. 3 LIMITING PROPERTY
TAXES TO 1-1/2 PERCENT OF THE TRUE CASH VALUE.

Date: September 13, 1982

Presented by: Coun. Deines

FACTUAL BACKGROUND AND ANALYSIS

Ballot Measure No. 3 is a statewide measure which would constitutionally limit property taxation to 1-1/2 percent of the true cash value of property and roll back the true cash value of such property to 1979 levels. This measure, if passed, would have a substantial impact on local government revenues and result in a reduction of services to citizens. Tax revenues for Metro's Washington Park Zoo would be severely reduced.

Attached is additional information regarding the impact on Metro and local government financing.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 82-352.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On September 13, 1982, the Council Coordinating Committee unanimously approved Resolution No. 82-352.

SR/gl
6789B/318

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

A RESOLUTION IN OPPOSITION	)	RESOLUTION NO. 82-352
TO STATE BALLOT MEASURE #3)	
LIMITING PROPERTY TAXES TO	)	Introduced by the Council
1-1/2 PERCENT OF TRUE CASH VALUE	)	Coordinating Committee

WHEREAS, A statewide initiative petition has been placed upon the November 1982 ballot which would constitutionally limit property taxation to 1-1/2 percent of the true cash value of property and roll back the true cash value of such property to 1979 levels; and

WHEREAS, The measure would substantially curtail revenues to local units of government and, consequently, the ability of such governments to provide necessary services to the residents of the state; and

WHEREAS, Such curtailment of revenues would in turn prevent local governments from providing capital projects and infrastructure needed to assure economic development and employment; and

WHEREAS, The measure would substantially reduce the tax revenues currently approved by the voters for operation of the Washington Park Zoo; and

WHEREAS, The Council finds that the measure is not in the public interest of the region, now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District

opposes State Ballot Measure #3 and urges the voters of the District to disapprove the measure.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1982.

Presiding Officer

AJ/gl
6708B/318
9/8/82

THE IMPACT OF BALLOT MEASURE THREE
ON LOCAL GOVERNMENT FINANCING OR URBAN SERVICES

Metro's Industrial Land Market Assessment identified a lack of urban services -- chiefly roads and sewers -- as the major roadblock to the development of ninety-percent of the region's buildable industrial land.

Local governments have the major responsibility for providing urban services to these industrial lands. They rely upon many sources of revenues to provide the needed urban services -- federal grants, tax revenues shared by the State, user fees and property taxes.

BALLOT MEASURE THREE imposes a 1½% limit on the property taxes imposed by all governments, rolls back assessments to 1979, and limits assessment increases to 2% per year. These changes in the property tax system will cost cities, counties and schools and special districts almost half a billion dollars, and greatly limit their ability to finance public services.

ALL LOCAL GOVERNMENTS will be prohibited from raising property taxes to more than 1½% of the assessed value of property. Even though they might be able to obtain voter approval for higher property taxes, Ballot Measure Three would prohibit local governments from doing so.

PORTLAND AREA CITIES AND COUNTIES WILL LOSE AS MUCH AS TWO-THIRDS OF THEIR PROPERTY TAX REVENUES.

Estimates prepared by the Legislative Revenue Office show that Portland area cities and counties would lose under Measure 3. Multnomah County would lose \$24 million, a 50% drop in property taxes. Washington County taxes would drop 64% and Clackamas County taxes would drop 30%.

Cities would also lose property tax revenues. Beaverton, Portland and Oregon City would lose about two-thirds of their property tax revenues. Smaller cities with small property tax levies, like Tigard and Wilsonville, would lose little or nothing, according to the Legislative Revenue Office.

MEASURE THREE WOULD MAKE IT MORE DIFFICULT OR IMPOSSIBLE FOR LOCAL GOVERNMENTS TO RAISE CAPITAL FUNDS.

Local governments have relied on General Obligation Bonds, tax-increment financing and special assessments for local improvement districts to finance many of their capital expenditures. Each of these mechanisms would be affected by Ballot Measure Three.

General Obligation Bonds, the mainstay of local government capital, could be limited or effectively prohibited by Measure Three. Such bonds are secured by the ability of local governments to use property taxes to repay bondholders. Under Measure Three, the repayment guarantee would be limited by the maximum 1½% property tax rate.

Local Improvement Districts would not be prohibited. However, since LID's require "special assessments" they must be voted on by the residents' of the district. This requirement would be in addition to the existing requirements for LID remonstrances.

Tax-Increment Financing would be greatly limited or even eliminated by Measure Three, according to the Attorney General's Opinion.

PASSAGE OF BALLOT MEASURE THREE could result in a very serious limitation of the ability of local governments to provide needed infrastructure. The traditional tools for financing urban services would be eliminated or curtailed. New sources of revenue will require a vote of the people. Higher local property taxes would be constitutionally prohibited.

The results of these limitations could be a very serious difficulty in trying to provide the roads and sewers needed to develop identified industrial land.

A more detailed description of the effects of Ballot Measure Three on economic development will be provided in Metro's Industrial Land Assessment, Supplement Two: The Impact of Ballot Measure Three on Economic Development.



METRO

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

MEMORANDUM

Date: September 2, 1982

To: Metro Council and Executive Officer *DEC*

From: Donald E. Carlson, Deputy Executive Officer
A. M. Rich, Assistant Zoo Director

Regarding: PRELIMINARY ANALYSIS OF 1½ PERCENT PROPERTY
TAX LIMITATION MEASURE

This memo provides a preliminary discussion of Ballot Measure 3 on the November 2, 1982, general election ballot and its potential impact on Metro. A more complete analysis will be available some time this month following release of a comprehensive Attorney General's opinion which is being prepared at this time.

Attached for your review is the actual measure (see Exhibit "A") and a description of the measure prepared by the League of Oregon Cities (see Exhibit "B").

WHAT IS THE EFFECT OF THE MEASURE ON METRO?

The effect of the measure on Metro is the same as that discussed in Exhibit B4 and B5 to the extent that Metro is a unit of local government and has financial authority similar to a city, i.e. ability to sell bonds, levy taxes, make special assessments, etc.

As you know, Metro is in the second year of a three-year serial levy for the Zoo. The Zoo levy for this fiscal year and FY 1983-84 is \$5,000,000 split for operational expenditures and capital expenditures.

The Tax Supervising and Conservation Commission has made a preliminary analysis of the impact of this measure on Multnomah County taxing districts. The impact on Metro for FY 1983-84, which is the first operational year of the measure should it pass, is as follows:

METRO FACTORS	PROPERTY TAX PROJECTIONS*	
	"As Is"	Adoption of 1½%
Total Assessed Value	\$31,400,000,000	\$23,900,000,000
Tax Levy	\$5,000,000	\$2,100,000
Metro Tax Rate (\$/1,000 TCV)	\$0.18	\$0.09
Combined Tax Rate -		
Code Area #1 (\$/1,000 TCV)	\$22.21	\$16.45

*The projections assume that the Legislature agrees that all existing taxing districts can levy in proportion to the current tax levies. If the Legislature should decide that Metro does not qualify for any levy, the tax levy amount above would be reduced to zero.

EXHIBIT A

Prepared by
NORMA PAULUS
Secretary of State
Elections Division
July 20, 1982

INITIATIVE PETITION

Submitted to the Electorate of Oregon by initiative petition, to be voted on at the General Election, November 2, 1982.

MEASURE NO. 3

Ballot Title: CONSTITUTIONAL REAL PROPERTY TAX LIMIT PRESERVING 85% DISTRICTS' 1979 REVENUE

Question: Shall constitution limit real property tax rates and valuations, preserve HARRP, require elections for certain taxes and limit tax elections?

Purpose: Constitutional amendment limits real property tax to 1-1/2% 1979 true cash value, plus enough for 85% (100% for emergency services) districts' 1979-1980 revenues. Requires equivalent renter relief. Taxable values, district revenues may increase 2% annually. Taxes for existing debts exempted. Preserves HARRP. Prohibits special ad valorem or sales tax on realty. Tax increases require 2/3 legislative or majority popular vote. Certain taxes require elections. Annual limit of two tax elections.

BE IT ENACTED BY THE PEOPLE OF THE STATE OF OREGON:

The Constitution of the State of Oregon is amended by creating a new Article to be known as Article IXa and to read:

Section 1.

(a) "True Cash Value" shall mean the respective County Assessor's valuation of real property as shown on the tax statement for the tax year beginning July 1, 1979, under the heading "full cash value" or its equivalent terminology.

(b) "Real Property" shall include mobile homes used as private residences even if placed upon rented or leased space, and floating homes. (Houseboats.)

(c) "Total Revenue" means a district's total revenue from whatever sources derived, including but not limited to property and other taxes, fees and licenses, grants, state and federal revenue sharing and cost-sharing contracts.

(d) "Essential Services" means emergency services, including police, sheriff, fire, ambulance, and paramedic services.

(e) "Other Services" means any service, budget, program, or other benefit not specifically an essential service as defined in Section 1(d) above.

Section 2.

(a) The maximum amount of all ad valorem taxes levied against any real property shall not exceed one and one-half percent (1 1/2%) per annum of the true cash value of such property, except as provided in Section 4.

(b) The tax provided in paragraph 2(a) above shall be collected by the counties and apportioned according to law to the districts within the counties.

(c) The one and one-half percent (1 1/2%) limitation on ad valorem taxes shall not apply to ad valorem taxes or special assessments levied to pay the interest and redemption charges on any indebtedness incurred, whether or not approved by the voters, prior to or concurrent with passage of this Article.

Section 3.

(a) The true cash value of real property may increase in any one year by not more than two percent (2%) over the prior year's valuation, provided however, that in no event may any increase in true cash value exceed the inflationary rate as measured by the Consumer Price Index.

(b) All property undergoing sale or purchase, change of ownership, or new construction subsequent to the tax year beginning July 1, 1979, shall carry the true cash value it had or would have had, in the case of newly constructed property, on the tax statement for the tax year beginning July 1, 1979, subject to increase as provided in paragraph 3(a) above.

Section 4.

(a) For this Article's first effective year, Sections 2(a) and 3(a) of this Article shall not reduce the total revenue of any district which provides only essential services to an amount less than that district's total revenue for the tax year beginning July 1, 1979. For each effective year thereafter, Sections 2(a) and 3(a) of this Article shall not reduce the total revenue of such a district to an amount less than that set forth in the foregoing sentence plus, for each successive effective year, two percent (2%) of that district's total revenue for the tax year beginning July 1, 1979.

(b) For this Article's first effective year, Sections 2(a) and 3(a) of this Article shall not reduce the total revenue of any other district to an amount less than eighty-five percent (85%) of that district's total revenue for the tax year beginning July 1, 1979. For each effective year thereafter, Sections 2(a) and 3(a) of this Article shall not reduce the total revenue of such a district to an amount less than that set forth in the foregoing sentence plus, for each successive effective year, two percent (2%) of that district's total revenue for the tax year beginning July 1, 1979.

(c) The one and one-half percent (1 1/2%) limitation contained in Section 2(a) of this Article shall be overridden to the extent necessary to accomplish the purposes of this Section.

Section 5.

(a) In the case of a district which provides essential and other services, for the first effective year of this Article, Sections 2(a) and 3(a) of this Article shall not reduce the budgets of essential services below their amounts for the tax year beginning July 1, 1979, until the total of all other budgets is reduced to two-thirds (66 - 2/3%) of its amount for the tax year beginning July 1, 1979. Sections 2(a) and 3(a) of this Article, for each effective year thereafter, shall not reduce the budgets of essential services below their amounts for the tax year beginning July 1, 1979, until the total of all other budgets is reduced to the amount set forth in the foregoing

sentence minus, for each successive effective year, two percent (2%) of the total of all other budgets for the tax year beginning July 1, 1979.

(b) The foregoing paragraph, 5(a), shall not be construed to prevent reduction of the budgets of essential services through contracts between governmental and private entities for the provision of essential or other services.

Section 6.

(a) This Constitutional Amendment preserves that participants in the Homeowners' and Renters' Relief Program, ORS 310.630, et seq., or such other equivalent provision as may exist on the date of passage of this Article, incur no reduced benefits as a result of Sections 2(a) and 3(a) of this Article.

(b) In addition to the foregoing paragraph, (6)a, this Constitutional Amendment preserves that natural persons who rent or lease real property receive individual relief equivalent to that provided homeowners by Sections 2(a) and 3(a) of this Article.

Section 7.

From and after passage of this Article, any change in Oregon State taxes for the purpose of increasing revenues collected pursuant thereto, whether by increased rates of taxation or changes in methods of computation, shall be enacted by either:

(a) an act passed by not less than two-thirds (2/3) of all members elected to each of the two houses of the Oregon Legislative Assembly, or

(b) by majority vote of the legal voters of the State voting on the question, or, if by the proposed change shall affect only a portion, or the district of the State, by a vote of the majority of the legal voters of the portion of the district voting on the question; this Amendment requires elections pertaining to real property taxes, special assessments, tax abatement, legislative administrative acts, tax increment financing plan or transfer of real property taxes from one class of real property to another that affects the rates paid by real property owners. This limits these elections to not more than two (2) elections in any one year, the dates of these elections to be the third (3rd) Tuesday in May, and the first (1st) Tuesday after the first (1st) Monday in November.

Section 8.

(a) From and after passage of this Measure, the state, cities, counties, special districts, municipal corporations, quasi-municipal corporations, and other political and governmental subdivisions may impose special taxes or special assessments upon residents or property within such district, only upon a majority vote of the legal voters of the district voting on the question, or in the case of a proposed special tax or special assessment taxed or assessed against only a portion of the district, by a vote of the majority of legal voters of the portion voting on the question, provided however, that neither any special ad valorem tax on real property nor any sales or transaction tax on any sale of real property may be imposed.

Section 9.

This article shall take effect for the tax year beginning July 1 following the passage of this Constitutional Amendment, except Sections 7 and 8 which shall become effective upon passage of this Article.

Section 10.

If any section, portion, clause or phrase of this Article is for any reason held to be invalid or unconstitutional, the remaining sections, portions, clauses and phrases shall not be affected but shall remain in full force and effect.

Section 11.

In case of conflict between this Initiative and any Initiative or Referendum submitted to the vote of the people of the State of Oregon subsequent to this Initiative's filing with the Secretary of State and prior to or concurrent with this Initiative's submission to the vote of the people, only the Initiative or referendum receiving a majority vote and the highest number of affirmative votes shall become part of the Constitution.

1½% PROPERTY TAX LIMITATION: WHAT DOES IT DO?

Property Tax Limits: Limits property taxes to 1½% of value. (Limited exceptions where districts fall below 85% of 1979 budgets.)

Property Tax Relief: Requires continuation of HARRP program. Has no comparable provision to state payment of 30% of property taxes.

Property Tax Relief for Renters: Would require continuation of present benefits.

Distribution of Property Tax Revenue Among Local Governments: Legislature must divide the 1½% (\$15 per \$1,000 AV) maximum tax rate among local governments.

Assessed Value Rollback and Annual Growth: Rolls back to 1979. Allows annual 2% increase beginning 1984. Assessors may be prohibited from changing assessed values to reflect zone changes since 1979.

State Tax Increases and Spending Limit: Requires 2/3 vote of legislature or majority vote of people to authorize any changes in state taxes. Requires a vote on tax actions that effect property tax rates, at either primary or general election. Requires majority vote of legal voters of the state voting on the issue to impose special taxes or special assessments. Prohibits special ad valorem property taxes and property transaction taxes.

Local Tax Increases: Requires majority vote of people voting to adopt new taxes. Prohibits special ad valorem and property transaction taxes. Authorizes minimum total revenues equal to 85% of city revenues in 1979. Authorizes minimum yearly growth of 2% over 85% of 1979 revenues after 1983-84. Allows 1½% to be exceeded to extent necessary to meet minimum revenue levels.

Bonds: Allows taxes to repay already sold bonds to exceed 1½%. All new G.O. bonds would have to come within 1½% limit. New G.O. bond measures would require majority voter approval. There is serious doubt about whether general obligation bonds could be sold under this measure.

Local Control: Does not allow local voters to approve levies beyond those under the 1½% limitation even if all the voters wanted to.

In 1983-84, the total of all other budgets must be cut to 2/3 of its 1979 amount before budgets for essential services can be reduced below their 1979 totals.

In subsequent years, the total of budgets for other services must be reduced by a further 2% a year before essential services budgets can be cut below 1979 levels.

Requires majority vote for tax bases, operating levies, special assessments and all other revenue measures except direct fee-for-service charges.

League of Oregon Cities
P.O. Box 928
Salem, OR 97308
March, 1982

B₂

ONE AND ONE-HALF PERCENT PROPERTY TAX LIMITATION

WHAT IS THE 1½% LIMITATION?

It is a proposed constitutional amendment to make a number of changes to the Oregon tax system. It is being circulated to gather enough signatures to place it on November's general election ballot. It is similar to the California-type property tax limitation measure that was defeated in 1978 and 1980 (BM 6). If passed in November, the measure would affect assessed values and property tax collections for fiscal year 1983-84 and add the following provisions to the Oregon constitution.

Taxes (Section 2 of the Measure)

- * Taxes on real property would be limited to one and one-half percent of true cash value (\$15 per \$1,000 AV) as recorded at January 1, 1979.
- * The legislature would have to decide how the \$15 would be divided among cities, counties, schools and special districts.
- * Excluded from the one and one-half percent limitation would be taxes or assessments to pay debt actually incurred, whether voter approved or not, prior to passage of the measure.

Assessed Values (Section 3)

- * Values would be rolled back to January, 1979, levels and allowed to increase by up to two percent a year after 1983.
- * New construction, remodelling, etc.--after June 30, 1980, would be assessed at the value it had, or would have had, as of January 1, 1979, plus a two percent maximum increase each year after 1983.
- * Assessors may be prohibited from changing assessed values on property that has been or will be rezoned after 1979.

Total Revenues (Section 4)

- * The one and one-half percent property tax limitation may be exceeded in 1983-84 if additional taxes are necessary to ensure that total revenues, from all sources, will not be less than:
 - (1) If the taxing district provides only essential services (defined as emergency services including police, fire, ambulance and paramedic services) - 100 percent of total revenues in 1979-80.
 - (2) If the taxing district provides both essential services and "non-essential" (all other) services - 85 percent of 1979-80 total revenues.
- * In each year after 1983-84 the figure used to calculate total revenues for purposes of exceeding the limitation would be limited to a maximum increase of two percent a year.

Local Government Services (Section 5)

- * A taxing district providing both essential and non-essential services in 1983-84 will not be permitted to reduce essential services budgets below 1979-80 levels.

until the total of all other budgets is reduced to two-thirds of its 1979-80 amount.

- * In each subsequent year after 1983-84 the total of all other budgets must be reduced by an additional two percent over the previous year before essential service budgets can be cut below 1979-80 levels.
- * Budgets for essential services may be reduced through contracts between government agencies and private entities for the provision of essential or other services.

Property Tax Relief (Section 6)

- * Participants in HARRP or other equivalent tax relief would be protected in the Constitution from incurring any reduced benefits as a result of the tax and assessed value limitations contained in this measure.
- * Renters would be guaranteed equivalent relief.

New State Taxes (Section 7)

- * After passage, any changes in state taxes for purposes of increasing revenues from those sources, whether by increased rates or changes in methods of computation, could only be enacted by either a two-thirds vote of approval in both houses of the Legislature or the majority of the legal voters of the state voting on the question. If changes affect only a portion of the State they must be approved by a majority of the legal voters of that portion of the district voting on the question.
- * Elections are required prior to any changes in state taxes by way of real property taxes, special assessments, tax abatement, legislative administrative acts, tax increment financing plan or transfer of real property taxes from one class of real property to another that affects the rates paid by real property owners.
- * Such elections can only be held twice a year, at the primary or general election (May and November)

New Local Taxes (Section 8)

- * After passage, the state, cities and other local governments could impose non-property taxes or special assessments upon residents or property within their districts only upon a majority vote of legal voters voting on the question; or, if the vote is on a proposed special tax or assessment against only a portion of a district, by majority vote of the legal voters in that portion voting on the question.
- * The state and local governments would be prohibited from imposing any special ad valorem taxes on real property and any sales tax or transaction tax on any sale of real property. (There is an apparent conflict between references to the state's ability to raise revenues in Sections 7 and 8.)

Effective Date

- * 30 days after passage for new state and local taxes. July 1, 1983, for the remainder of the measure.

HOW WOULD IT EFFECT CITY GOVERNMENT?

Serial Levies: New serial levies which would designate a portion of the property tax for a special purpose would be prohibited under the limitation. Existing serial levies could still be levied but only as a part of the city's maximum levy within the 1½% limitation.

Bonds: General Obligation (G.O.) bonds issued prior to passage of the measure are excluded from the limitation, i.e., principal and interest repayments from property taxes are in addition to the city's maximum tax levy under the limitation. Where voters have authorized a bond sale, but the bonds have not been sold prior to passage of the measure, then principal and interest repayments from property taxes must come from within the city's tax levy under the limitation.

At the present time, voter approval to issue bonds also authorizes the city to levy taxes necessary to repay those bonds. After passage, the question of issuing new bonds will be submitted to the voters, but voter approval would not authorize property taxes in excess of the 1½% limit to repay bonded debt. Either principal and interest repayments would have to come from within the city's general tax levy or from some non-property tax revenue source.

There is serious doubt (legally and practically) about whether cities could continue to sell general obligation bonds. Without this financing source, major capital improvements would be extremely difficult to achieve.

If repayments of bond principal and interest are to come from non-property taxes or special assessments, e.g., bancroft bonds, that special tax or assessment must be approved by majority vote.

Bonding capacity would be reduced, since it is expressed in statute as a percent of true cash value and T.C.V. would be drastically reduced by the measure.

Urban Renewal: The impact on tax increment financing is uncertain. It is questionable whether the 2% indexing provision would apply to the assessed value of urban renewal property. The likely interpretation is that bond holders would be entitled to availability of tax funds to pay off the bonds on the difference between frozen values and the actual true cash value of property, without reductions to 1979 values. Existing urban renewal property may therefore be subject to taxes in excess of the 1½% limit.

Tax increment bonds sold after passage of the measure would be subject to its limitation. The ability to issue tax increment bonds would therefore be greatly reduced or even eliminated.

Special Taxes: Special taxes which may be authorized by majority vote include income taxes, payroll taxes, general sales taxes or any other form of new tax which is not a traditional source of income for state and local governments in Oregon.

specifically prohibited are any property taxes levied for a special purpose (including bonds) and sales or transaction taxes on the sale of real property.

Special Assessments: Assessments such as sewer and street assessments are not charged directly to the user, but assessed on the basis of benefit to affected property. Before assessments can be imposed against property in a local improvement district (LID) they would have to be approved by a majority vote of the legal voters within that district voting on the question (not the benefitted property owners who have to pay the bill). Cities with improvement projects underway may have difficulty in securing a favorable vote on the assessment once the project is completed, if this measure passes.

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User Fees: Charges for services rendered such as sewer, water, electricity, garbage, etc., are not subject to any voter limitation. These charges are not considered taxes and, if the fees are charged strictly on the basis of cost of services rendered, such fees are not considered assessments.

A question has been raised, however, whether revenue raising fees such as connection charges, system development charges, etc., would be subject to a majority vote of approval.

Exceeding the One and One-Half Percent Limitation: Where total revenues in 1983-84 under the 1½% limitation fall below 85% of 1979-80 total revenues, a city may increase property taxes to reach the 85% level. However, the measure does not automatically authorize the city to levy taxes up to the 85% amount. The city can either turn to its tax base if it is large enough, or seek a general operating levy (which requires a majority vote approval) in order to reach the 85% level.

"Total revenues" includes gross revenues from all sources--utility operations, cash carryover, bond proceeds, grants, etc.

It is anticipated that this provision will not be used unless the city was heavily dependent upon property taxes in 1979-81; had unusually high revenues from other sources, e.g., grants, bond proceeds, etc., in that year that have decreased since that time, or has experienced little growth in its revenues since 1979-81.

Cutting City Services: The measure seeks to protect what it defines as "essential services" by allowing essential service budgets to be cut back from 1982-83 levels only to their budgeted levels in 1979-80. Reductions beyond 1979 budgets for essential services could not occur until the total of "all other budgets" is reduced to at least 66-2/3% of its 1979-80 amount. "All other budgets" is interpreted in the broadest sense to include budgets from all funds and expenditures made by the city. General fund, special funds, enterprise funds, debt repayment funds, LID funds, etc., must all be separated into two categories--budgets for essential services and all other budgets. It is the total of all other budgets and not each of those budgets separately, that must be reduced to 66-2/3%. Given the very broad definition of all other budgets, it is likely that expenditures in some areas cannot be decreased, e.g., bond repayments, mandated costs. Therefore, discretionary programs operated by the city, e.g., parks, libraries, will probably suffer greater proportional losses.

COUNCIL

STAFF REPORT

Agenda Item No. 7.1

Meeting Date 9/23/82

CITY OF PORTLAND'S REQUEST FOR RECONSIDERATION OF
CONTESTED CASE NO. 81-6

Date: September 10, 1982

Presented by: Joseph Cortright

FACTUAL BACKGROUND AND ANALYSIS

The City of Portland has proposed an amendment to the UGB that would include an area known as Jenne Lynd Acres in the urban area and would remove Schoppe Acres. This case (Contested Case No. 81-6) has gone through Metro's Locational Adjustment process. On March 25, 1982, the Council voted to deny the petition. Upon reconsideration, the Council voted to approve the petition, with the condition that the entire area be annexed to a city within two years.

Following the Council's last action, the City of Portland forwarded an annexation proposal to the Boundary Commission for a portion of the Jenne Lynd area.

The Boundary Commission staff have reviewed the case, and have informed Metro and the City of Portland, that under state law, the Commission cannot approve this annexation, because it cannot be certain that the area so annexed will be within the UGB, and thus be eligible for urban services. The Boundary Commission staff argues that the Council's action effectively prohibits any piecemeal annexation of land in the Jenne Lynd Acres area.

The City of Portland petitions again for reconsideration of this case to ask the Council whether this was the result it intended in conditioning its approval upon the annexation of the entire area.

If the Council feels that this was the result it intended, it should vote not to reconsider. If the Council feels that this was not the intended result, and that further or different action is required, it should vote to reconsider.

EXECUTIVE OFFICER'S RECOMMENDATION

I recommend that the Council vote to reconsider. It is unclear from the Council's May 27, 1982, action whether piecemeal annexation of the Jenne Lynd Acres area should be allowable.

COMMITTEE CONSIDERATION AND RECOMMENDATION

This petition for reconsideration was submitted directly to the Council and has not been considered by any Committee.

JC/srb-6735B/318
09/10/82



CITY OF
PORTLAND, OREGON

BUREAU OF PLANNING

Mildred A. Schwab, Commissioner
Terry D. Sandblast, Director
Room 1002, 1120 S.W. Fifth Avenue
Portland, Oregon 97204-1966
(503) 796-7701

Code Administration 796-7700 Land Use 796-7700 Transportation 796-7700 Urban Design 796-7702

August 25, 1982

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

Re: Metro Resolution No. 82-335, Contested Case No. 81-6.

To the Council:

On behalf of the City of Portland, I am requesting the Metropolitan Service District to reconsider the annexation condition which accompanies the Council's decision on Portland's petition for an Urban Growth Boundary adjustment. With adoption of Resolution No. 82-335, the Metro Council declared its intent to approve Portland's petition to amend the UGB in areas known as Jenne Lynd Acres and Shoppe Acres. The accompanying annexation condition hampers that process.

Our request is based upon the impasse experienced by the Boundary Commission as it considers an annexation proposal in Jenne Lynd Acres. Those problems are described in the attached August 18 memo to the Metro Council from Ken Martin, Executive Officer of the Boundary Commission. The City of Portland requests a reconsideration of the annexation condition because it is unworkable and invites legal challenges. Furthermore, it prematurely imposes annexation upon a diverse area.

By way of background, in July 1981, the Portland City Council approved annexation of 80% of the Jenne Lynd Acres area when Council adopted a resolution petitioning Metro for a UGB change. In an attempt to comply with Metro's condition, City Council approved a revised annexation proposal July 15, 1982. That proposal is now before the Boundary Commission.

The annexation condition on Jenne Lynd Acres interferes with the statutory responsibility of the Boundary Commission to regulate the phasing of annexation and the delivery of urban services, and to comply with standards prescribed by State law. If exceptions are made by the Boundary Commission because of the unique circumstances, and the annexation is approved, additional legal and practical questions will then be raised with land use actions taken by the City. Thus, both the Boundary Commission and the City of Portland risk legal challenge for any action taken on land annexed to the City while outside the UGB.

Metropolitan Service District

August 25, 1982
Page 2

In order to comply with the Boundary Commission deadline for making a decision, we further request that the Metro Council consider this matter before the Boundary Commission October 7th hearing on the annexation proposal.

Sincerely,

A handwritten signature in cursive script, reading "Terry P. Sandblast".

Terry P. Sandblast
Director of Planning

TDS:rs
Attc.

CLACKAMAS
MULTNOMAH
WASHINGTON

RECEIVED

AUG 25 1982

Prop # 1864

City of Portland
Bureau of Planning

PORTLAND METROPOLITAN AREA LOCAL GOVERNMENT BOUNDARY COMMISSION

320 S.W. STARK STREET (SUITE 530)

PORTLAND, OREGON 97204

PHONE: 229-5307

August 18, 1982

To: Metro Council

From: Ken Martin, Executive Officer *KLM*

Subject: Jenne Lynd Acres - Problem for Boundary Commission. Caused by
Metro Decision on Urban Growth Boundary Change
(Ref: City of Portland - Annexation - Proposal No. 1864)

Background

On June 3, 1982, the Metro Council passed a "Resolution of Intent" regarding a proposed Urban Growth Boundary Change for the Jenne Lynd Acres area in southeast Multnomah County. The resolution states that the area will be designated Urban only when the entirety of the area is annexed to the City of Portland and provided this happens within two years.

The City of Portland in response to petitioning property owners in this area and in its attempt to meet the above condition, has brought before the Boundary Commission a proposed annexation of a portion of the area considered in the Metro Urban Growth Boundary Change (See Fig. 1). The Boundary Commission must by statute make a decision on this proposal within 90 days of its receipt--which is October 17, 1982. Since the Commission's only scheduled hearing in October is October 7, this latter date is for practical purposes the one by which the Commission must make a decision.

The Problem

The condition imposed by Metro--annexation within two years--does not fit well with existing law on annexations. In fact it places the Boundary Commission in an untenable position. The condition is almost impossible to meet for two reasons:

Reason No. 1. Annexation law dictates that successful annexation is dependent on consents to annex from property owners. Since, as the Metro Council is well aware from its hearings, there is considerable vehement opposition to annexation in Jenne Lynd Acres, the timing of annexation of the entire area is impossible to predict. Given the opposition and the dependence on consent, it is safe to say that annexation of the entire area would take more than 2 years.

STAFF

KENNETH S. MARTIN, Executive Officer
DENIECE WON, Executive Assistant
CAROL LUMB, Executive Assistant
JEAN KRETZER, Administrative Assistant

COMMISSIONERS:

GENE GINTHER, Chairman
CAROL STEELE, Vice-Chairman
WAYNE ATTEBERRY
PAMELA BAKER
CAROL KIRCHNER

ANNE NICKEL
KATHY SCOTT
BARBARA TREYVE
BOB WEIL
BOB WIGGIN
MARIE WILLIAMS

Reason No. 2. Even if the necessity of majority property owner consent to annexation could be circumvented by annexing consenting properties around the edge and islanding the non-consenting owners, many variables suggest this maneuver would be unsuccessful or would take considerably longer than the two years. Among the significant unknowns if such a tack were taken, are the willingness of either the Portland City Council or the Boundary Commission to go along with such an unpopular method for annexing the entire area.

The Metro condition does not allow any of the property to be designated Urban and allowed to develop with urban services, until all of the area is annexed. Since all of the property may not be annexed for some time, as noted above, it could be years before urban services to facilitate development would be allowed into the area. But the Boundary Commission's statutory requirements for approval of annexations conflicts directly with this.

The statutory responsibility of the Boundary Commission is to assure that an adequate quantity and quality of public services are available upon annexation. Obviously the Commission cannot make such an assurance when the condition imposed by Metro effectively prohibits any urban level development for an unknown and probably lengthy period of time.

The Solution

The solution to the problem is to simplify the decision made by the Council to a simple "Yes" or "No" on the Urban Growth Boundary Change. A variation on this, assuming generally that a Yes answer is favored, would be to apply the Urban designation to the area as the property is annexed--thus allowing urban services to be extended into the area incrementally. Either a straight Yes or No, or, a Yes with the suggested incremental application of the Urban designation, would resolve the Boundary Commission's dilemma.

Without a change in the current Metro resolution, the Boundary Commission is in essence denied the ability to fulfill its statutory obligation. The Commission would likely be forced to deny-without-prejudice city annexation proposals which may in the long term have a great deal of merit.

Additional Information

A review of the Metro record on this very controversial proposal indicates some Council concern over issues which relate to the Boundary Commission. A comment or two on these issues may be helpful.

The record indicates much concern about the ultimate annexation to the city and the city's ability to provide urban services. It should be noted that these concerns are the primary responsibilities of the Boundary Commission. The Commission's reason for existence is to make final decisions on annexations to cities from a regional perspective. The major criterion in the Commission's process is a review of the adequacy of the services. This includes such things as making sure the city has in place protective policies relating to such things as slide hazards and floodplain. Actual implementation of these policies is of course properly done by the city as a part of the development process.

Metro Council
August 18, 1982
Page 3

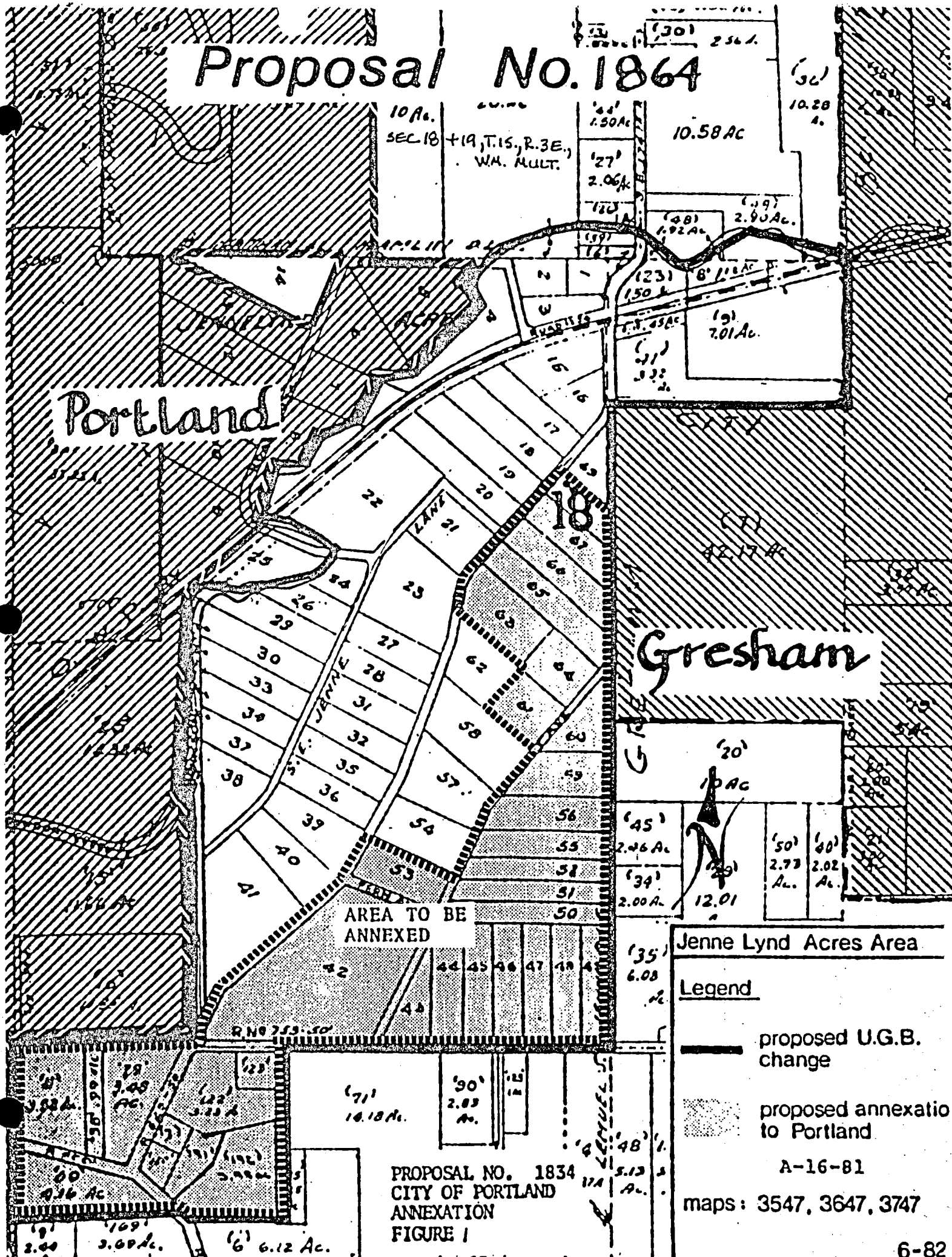
Realizing that some of the Metro Council may not be aware of the responsibilities and processes of the Boundary Commission, I am enclosing several copies of an information booklet. You might want particularly to glance at the sections of our law on pp. 11 (199.410--dealing with statutory responsibilities), 16 (199.461--describing our process), and 17 (199.462--relating to our standards). Also of interest will be the review of why Boundary Commissions were formed, and current operations, found on pp. 3 - 8.

Timing

As noted earlier, the Boundary Commission must make a decision on the annexation proposal currently in front of them on October 7. It is-at this point unclear exactly what procedure the Metro Council would follow in order to address the concerns raised in this memo. Hopefully, reconsideration of your Resolution of Intent would be the appropriate course to follow since this would appear to minimize the time needed to react--while still allowing your actions to remain fully and appropriately public.

KSM/jk
Enc.
cc: BC Members

Proposal No. 1864



STAFF REPORT

COUNCIL

Agenda Item No. 7.1

Meeting Date 9/23/82

COUNCIL ACTION UPON RECONSIDERATION OF CONTESTED CASE
NO. 81-6 (IF RECONSIDERED)

Date: September 10, 1982

Presented by: Joesph Cortright

FACTUAL BACKGROUND AND ANALYSIS

If the Council votes to reconsider Contested Case No. 81-6, the staff has developed four options for the final disposition of this case. The Council can approve the petition, deny the petition, approve "piecemeal" annexations within the Jenne Lynd area and authorize concurrent UGB amendments, or approve the petition with the condition that the entire area be annexed to a city (reaffirming its original action).

It is recommended that Contested Case No. 81-6 not be referred to the Regional Development Committee. Recently, the Council adopted Ordinance No. 82-137, excluding committees from the quasi-judicial process; hearings are now held before the Hearings Officer and final argument is held before the Council under that ordinance. In addition, the matter before the Council is reconsideration, and not rehearing; there is no new evidence to be presented.

Option 1: Approve Without Condition

Approving the petition would put the Jenne Lynd Acres area in the UGB and remove Schoppe Acres. This action would neither require nor hinder the annexation of any property in the Jenne Lynd area to any city. Final Council action would have to be in the form of an ordinance amending the Boundary.

Option 2: Deny

Denying the petition would leave Jenne Lynd Acres outside the Boundary and would leave Schoppe Acres inside the Boundary. This action would preclude the annexation of any property in Jenne Lynd Acres to any city. Final Council action would be in the form of a resolution denying the petition.

Option 3: Approve Incremental Additions

Approving the petition and allowing annexation of the Jenne Lynd Acres area would allow individual properties to be annexed to a city over time. This could produce a pattern of alternating parcels of rural and urban land or result in a "hole" of rural land

surrounded by the UGB. Final Council action would be a series of ordinances amending the UGB as annexations took place. The Council would also have to remove all or portions of Schoppe Acres from the UGB as these annexations occurred.

Option 4: Approve Only on Annexation of the Entire Area

Approving the petition only if the entire area is annexed to a city prohibits any piecemeal annexation under State annexation law. The entire area would have to be annexed simultaneously in order for the UGB amendment to be approved. Final Council action would be in the form of an ordinance amending the UGB, after annexation occurred.

EXECUTIVE OFFICER'S RECOMMENDATION

Not having heard the argument by both sides on these four alternatives, the Executive Officer makes no recommendation at this time.

COMMITTEE CONSIDERATION AND RECOMMENDATION

The Regional Development Committee voted in February for the fourth option, approval upon annexation of the entire area. The Council subsequently affirmed that action on May 27, 1982.

JC/gl
6734B/318
09/16/82

STAFF REPORT

COUNCIL

Agenda Item No. 7.2

Meeting Date 9/23/82

APPROVAL OF RESOLUTION NO. 82-355 AUTHORIZING
APPEAL OF THE DENIAL OF THE WILDWOOD LANDFILL
PROPOSAL TO THE MULTNOMAH COUNTY COMMISSION

Date: September 15, 1982

Presented by: Andy Jordan

FACTUAL BACKGROUND AND ANALYSIS

Metro's request to Multnomah County for approval of a permit for the Wildwood Landfill was denied on September 13 by the County's Hearings Officer. Generally, the reasons for denial involved insufficient evidence and inconsistency with the County plan and zoning ordinance. The Hearings Officer's decision would be final unless appealed to the County Commission within ten (10) days of the decision (September 23, 1982).

It is the opinion of the staff that the Hearings Officer applied the County planning and zoning criteria incorrectly and that sufficient evidence does exist to approve the proposal. As a result, Metro should appeal.

Since the September 23 Council meeting occurs after the deadline for filing an appeal, and since the staff had previously been authorized to seek County approval of the landfill, the staff will file the appeal on or before September 23. The action requested of the Council, therefore, is to ratify the appeal which will already have been filed. If the Council wishes not to appeal, the staff can be directed to withdraw the appeal.

EXECUTIVE OFFICER'S RECOMMENDATION

Approval of Resolution No. 82-355 authorizing and ratifying the appeal.

COMMITTEE CONSIDERATION AND RECOMMENDATION

None. The Regional Services Committee does not meet until September 27.

AJ/gl
6785B/318
09/16/82

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

A RESOLUTION AUTHORIZING APPEAL OF)
DENIAL OF WILDWOOD LANDFILL)
PROPOSAL TO MULTNOMAH COUNTY)
COMMISSION)

RESOLUTION NO. 82-355
Introduced by Councilors
Banzer, Burton and Oleson

WHEREAS, The Metro staff was authorized by Resolution No. 81-252 to seek approval of the Wildwood Landfill proposal from Multnomah County; and

WHEREAS, Said proposal was denied by the County Hearings Officer on September 13, 1982 based upon findings of insufficient evidence and inconsistency with the Multnomah County zoning ordinance and comprehensive plan; and

WHEREAS, It is the position of the Council that the decision and opinion of the County Hearings Officer are incorrect and should be reviewed by the Multnomah County Commission; and

WHEREAS, Appeal from a hearings officer's decision must be filed within ten (10) days of such decision and, to meet that time limit, the Executive Officer has appropriately filed such an appeal; now, therefore,

BE IT RESOLVED,

That the Council hereby authorizes and ratifies the Executive Officer's appeal of the denial of the Wildwood Landfill proposal to the Multnomah County Board of County Commissioners.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1982.

Presiding Officer