



METRO

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

Agenda

Meeting: **METRO COUNCIL**
Date: **September 28, 1989**
Day: **Thursday**
Time: **5:30 p.m.**
Place: **Council Chamber**

Approx.
Time*

Presented By

5:30 p.m. **CALL TO ORDER/ROLL CALL**

1. **INTRODUCTIONS**
2. **CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS**
3. **EXECUTIVE OFFICER COMMUNICATIONS**
4. **CONSENT AGENDA** (Action Requested: Motion to Adopt the Recommendations Listed Below)

5:35
(5 min.) 4.1 **Minutes of May 11, 1989** (Action Requested: Motion to Approve the Minutes)

Referred from Intergovernmental Relations Committee

- 4.2 **Resolution No. 89-1132**, Adopting the FY 1990 to Post-1993 Transportation Improvement Program (TIP) and the FY 1990 Annual Element (Action Requested: Motion to Adopt the Resolution)
- 4.3 **Resolution No. 89-1135**, Allocating the McLoughlin Corridor Interstate Transfer Reserve (Action Requested: Motion to Adopt the Resolution)

5. ORDINANCES, FIRST READINGS

- 5:40
(5 min.) 5.1 **Ordinance No. 89-305**, For the Purpose of Amending Metro Code Chapter 2, Sections 2.02 and 2.04 Relating to a Code of Ethics for Metro Employees and Metro Contracting Procedures (Referred to Internal Affairs Committee)
- 5.2 **Ordinance No. 89-315**, Amending Ordinance No. 89-266B Adopting the Regional Solid Waste Management Plan to Incorporate the Waste Reduction Chapter (Referred to Solid Waste Committee)

(continued)

* All times listed on this agenda are approximate. Items may not be considered in the exact order listed.

6. ORDINANCES, SECOND READINGS

REFERRED FROM INTERNAL AFFAIRS COMMITTEE

5:45 (5 min.)	6.1 Ordinance No. 89-302A, In the Matter of an Ordinance Regulating Charitable Solicitation Among Metropolitan Service District Employees (Action Requested: Motion to Adopt the Ordinance)	Hansen
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7. RESOLUTIONS

REFERRED FROM CONVENTION, ZOO AND VISITOR FACILITIES COMMITTEE

5:50 (5 min.)	7.1 Resolution No. 89-1140, Approving an Inter-governmental Agreement with the Oregon Department of Transportation, Highway Division, for Construction of Storm Sewers Adjacent to the Oregon Convention Center Project (Action Requested: Motion to Adopt the Resolution)	Knowles
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5:55 (5 min.)	7.2 Resolution No. 89-1143, Authorizing a Change Order for Construction of Skyview Terraces for the Oregon Convention Center (Action Requested: Motion to Adopt the Resolution)	Knowles
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BEFORE THE CONTRACT REVIEW BOARD OF THE METROPOLITAN SERVICE DISTRICT

6:00 (5 min.)	7.3 Resolution No. 89-1138, Authorizing an Exemption to the Requirement of Competitive Bidding Pursuant to Metro Code 2.04.041 and Authorizing Use of a Request for Proposals for Procurement of Telecommunications Equipment at the Oregon Convention Center (Action Requested: Motion for the Contract Review Board to Adopt the Resolution)	Knowles
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6:05	8. COUNCILOR COMMUNICATIONS & COMMITTEE REPORTS
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6:20	ADJOURN
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Agenda Item No. 4
Meeting Date: September 28, 1989

COUNCIL MEETING CONSENT AGENDA

Meeting: COUNCIL
Date: September 28, 1989
Day: Thursday
Time: 5:30 p.m.
Place: Council Chamber

The following business items have been reviewed by the Presiding Officer of the Council. These items meet the Consent Agenda Criteria established by the Council. The Council is requested to approve the recommendations presented for the following items:

- 4.1 Minutes of May 11, 1989 (Action Requested: Motion to Approve the Minutes)

REFERRED FROM INTERGOVERNMENTAL RELATIONS COMMITTEE

- 4.2 Resolution No. 89-1132, Adopting the FY 1990 to Post-1993 Transportation Improvement Program (TIP) and the FY 1990 Annual Element (Action Requested: Motion to Adopt the Resolution)
- 4.3 Resolution No. 89-1135, Allocating the McLoughlin Corridor Interstate Transfer Reserve (Action Requested: Motion to Adopt the Resolution)


Donald E. Carlson, Council Administrator

GPWB
ca928.ag
9/21/89

MINUTES OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

May 11, 1989
Regular Meeting

Councilors Present: Mike Ragsdale (Presiding Officer), Sharron Kelley (Deputy Presiding Officer), Lawrence Bauer, Roger Buchanan, Tanya Collier, Jim Gardner, Gary Hansen, David Knowles, George Van Bergen and Judy Wyers

Councilors Absent: Councilors Richard Devlin and Tom DeJardin

Also present: Rena Cusma, Executive Officer; Dan Cooper, General Counsel

Presiding Officer Ragsdale called the meeting to order at 5:30 p.m.

1. INTRODUCTIONS

None.

2. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

None.

3. EXECUTIVE OFFICER COMMUNICATION

Rena Cusma, Executive Officer, requested that Agenda Item 8.1, Legislative Task Force Report, be considered under Executive Officer Communication to allow Greg McMurdo, Government Relations Manager, to be able to leave the Council meeting early to attend an out-of-town meeting the following morning. There were no objections, and Mr. McMurdo proceeded with his report.

8.1 Legislative Task Force Report

Greg McMurdo, Government Relations Manager, referred the Council to a report he had distributed titled "Briefing Book, Metropolitan Service District, Legislative Package, April, 1989." He said the Briefing Book had been provided to the State House of Representatives in preparation for "Metro Day" when the House would consider bills filed related to Metro. Mr. McMurdo then summarized the contents of the report which has been filed with the Clerk.

Following Mr. McMurdo's presentation, Presiding Officer Ragsdale asked Andy Cotugno, Transportation Director, to summarize the status of legislation proposed in the "Transportation 2000" package. Mr. Cotugno said HB 3447 which proposed a two cent gas tax increase, vehicle registration fee increase and truck weight mile tax increase had been amended to reduce the vehicle

Following Mr. McMurdo's presentation, Presiding Officer Ragsdale asked Andy Cotugno, Transportation Director, to summarize the status of legislation proposed in the "Transportation 2000" package. Mr. Cotugno said HB 3447 which proposed a two cent gas tax increase, vehicle registration fee increase and truck weight mile tax increase had been amended to reduce the vehicle registration fee increase proposed from ten dollars per year to five dollars per year. He said that the bill had been passed out of the House Transportation Committee with no recommendation and forwarded to the House Revenue Committee. Mr. Cotugno said HB 3446 which provided for local option vehicle registration fees had not yet had a hearing and that SB 475 which would establish a State light rail construction fund had not received any major objections, however, Senator Glenn Otto, had proposed to appropriate monies to the fund, and until the appropriations matter was settled, the Committee would not act upon the bill. Mr. Cotugno said that SB 476 which proposed a payroll tax had been passed out of the Senate Government Operations to the Senate Revenue Committee and that there had been significant opposition to a payroll tax on school districts. Mr. Cotugno reported that Senate Joint Resolution 12, which would amend the State Constitution to allow locally-collected vehicle registration fees to be used for transit purposes had passed out of Committee unanimously and had been sent to the Senate floor. He also said that the Joint Policy Advisory Committee on Transportation (JPACT) had voted to support HB 3055 which proposed an excise tax on batteries and tires to fund routine transit capital operations and that HB 3209 which proposed a one cent cigarette tax had begun hearings and had been endorsed by several local governments. Councilor Ragsdale said that he felt Representative Hosticka had been instrumental in maintaining a separation between regional transportation bills supported by Metro and Metro governance bills and that he felt Representative Hosticka had an astute understanding of the role of regional government and had been helpful to Metro.

Councilor Ragsdale announced that agenda item no. 5.4 (Resolution No. 89-1096, For the Purpose of Remanding Proposed Order No. 89-21 to the Hearings Officer for the Purpose of Receiving New Evidence and Oral Argument) had been removed from the agenda at the request of the petitioner. He said Order No. 89-21 was scheduled to be before the Council on June 8, 1989.

4. CONSENT AGENDA

Motion: Councilor DeJardin moved, Councilor Collier seconded to approve consent agenda.

Vote: The ten councilors present voted aye. Councilor Devlin was absent.

The motion carried, and the minutes of March 23, 1989 were approved and the following resolutions were adopted:

4.2 Resolution No. 89-1090, For the Purpose of Allocating FY 1989-1991 Federal-Aid Urban Regional Reserve Funds

4.3 Resolution No. 89-1094, For the Purpose of Withdrawing the I-205 Bus Lane

5. RESOLUTIONS

5.1 Resolution No. 89-1085, Authorizing an Exemption from Requirements of Metro Code Section 2.04.053 for an Amendment to Contract with Turner Construction Company for Construction Management Services for the Convention Center

Councilor Ragsdale recessed the Council meeting and convened the Contract Review Board. Councilor Knowles presented the Convention, Zoo and Visitor Facilities Committee report and recommendation. He said that Metro had contracted with Turner Construction Company on a cost plus fixed fee. He said that the resolution would increase the Turner contract by \$403,885 and exempt the amendment from competitive bid procedures.

Motion: Councilor Knowles moved, Councilor Van Bergen seconded to adopt Resolution No. 89-1085.

Vote: The ten councilors present voted in favor of the motion. Councilors DeJardin and Devlin were absent.

The motion carried unanimously.

5.2 Resolution No. 89-1086, Authorizing an Exemption from Requirements of Metro Code Section 2.04.053 for Amendment No. 15 to Contract with Zimmer Gunsul Frasca for Further Specified Services for the Convention Center Project

Councilor Knowles presented the Convention, Zoo and Visitor Facilities Committee report and recommendation. He said the Committee had reviewed each item in the amendment and had recommended the Contract Review Board adopt the resolution. Councilor Ragsdale asked if the department had a total of permit costs associated with the construction project. Neil McFarlane,

Convention Center Project Management Analyst, said he would compile the information and provide a report.

Motion: Councilor Knowles moved, Councilor Van Bergen seconded to adopt Resolution No. 89-1086.

Vote: The ten councilors present voted in favor of the motion. Councilors DeJardin and Devlin were absent.

The motion carried unanimously.

Presiding Officer Ragsdale adjourned the Contract Review Board and reconvened the Council.

5.3 Resolution No. 89-1032A, Authorizing an Agreement with the City of Forest Grove Regarding an Enhancement Fee for the Forest Grove Transfer Station

Councilor Hansen said the resolution, if adopted, would institute a mechanism for administering the enhancement fund associated with the Forest Grove Transfer Station. He said the Solid Waste Committee had voted unanimously to recommend the Council adopt the resolution. Councilor Hansen said Clifford Clark, Forest Grove Mayor, had testified at the Solid Waste Committee meeting that the Forest Grove City Council was close to the citizens and could represent the citizens well as their enhancement committee. He also noted the agreement was not retroactive and urged the Council to act expediently on the resolution.

In further support of the resolution, Councilor Hansen stated Forest Grove's population was approximately 12,000 and the City Council had at least five members who represented approximately 2,000 citizens, each. He said that the City Council's feeling was that they were close enough to their constituents to adequately represent them as an enhancement committee. Councilor Hansen noted the enhancement fund would be small and was not anticipated to exceed \$30,000 per year. He said that Solid Waste policies allowed local governing bodies to be the local enhancement committee, and he felt that, in this instance, that would be the most sound way to administer the fund.

Main Motion: Councilor Hansen moved, Councilor Bauer seconded to adopt Resolution No. 89-1032A.

Councilor Collier said that the Councilors had been given copies of a document entitled "Forest Grove Host Fee: The Issue that Lives Forever" and asked Councilor Hansen if he knew who provided the document. Councilor Gardner said that he had authored the

document. Councilor Collier said that she would not support the resolution because she had not heard Forest Grove citizens say that the City Council was close to the citizens and because she preferred the North Portland Enhancement Committee model and did not want to set a precedent where local governments acted as the enhancement committee because she felt that the enhancement committee should be made up of the citizenry.

Councilor Gardner said that he would not support the resolution. He said that he felt in a small jurisdiction, it may be appropriate to name the city council as the enhancement committee, however, he said that the resolution would do more than that. He said that the agreement would allow the City of Forest Grove to set up an enhancement program and that he preferred the North Portland model because not only had the program worked, but he felt it also had improved Metro's image in the North Portland community. He said that he did not know if that would be achieved if Metro merely collected the funds and the local jurisdiction administered the program. He said that the program could be administered following the North Portland model without an intergovernmental agreement and that he felt Metro should administer the program primarily because he felt that the program would earn good will for Metro.

Councilor Bauer said that he was in favor of the resolution because the City Council was the regulatory authority for planning and civic improvements for which it was likely the enhancement funds would be used. He said that he thought the City Council was the most capable body to give the most valid recommendation for the use of the fund and that they would not duplicate or overlap with other commitments within that community. He said that he felt the Metro Council should not be overly concerned with competing for praise, but rather should work cooperatively with the community. He said he felt that the City Council was accountable and would administer the fund in a fair and equitable manner.

Councilor Knowles noted the enhancement committee would be responsible for defining enhancement area boundaries and asked if the enhancement area extended beyond the City of Forest Grove, what assurance Metro would have that the interests of those outside the City boundaries would be met. Councilor Hansen replied that while the transfer station was located on the periphery of the City, the traffic impact was primarily in the industrial area of the City. He said that the facility was small and in order for the enhancement fund to have meaningful impact the enhancement area should be restricted. He said that he thought the City Council was in a good and fair position to draw the boundaries and that the precedent that would be set by

adopting the resolution would be that enhancement matters would be handled expeditiously and in the most reasonable manner for the specific situation. He also said that the method of administering the Forest Grove fund would not be the precedent used for major regional facilities in the future. He said that the North Portland model had worked well because it had been structured the way the community affected wanted and that there had not been any evidence presented to the Solid Waste Committee that the people of Forest Grove wanted anything different than the resolution before Council. He said that since he had heard neither support for nor opposition to the resolution from the citizens of Forest Grove, he assumed the community supported the agreement.

Councilor Knowles said that he did not think his question had been answered regarding the City Council's ability to represent the interests of citizens within the enhancement boundary, but outside the City limits. Councilor Ragsdale clarified that the transfer station was not located in the center of the City, but rather southerly and westerly toward the Urban Growth Boundary and that the number of people beyond the City limits was minuscule.

Councilor Kelley said that a policy committee, of which Mayor Clark had been a member, had met to develop an enhancement plan and had agreed that citizens should be a part of the process. She said that she was disappointed that citizen involvement was not reflected in the proposed agreement. She said that the Metro Council should deal with the policy issue of whether it was appropriate for any city council to administer enhancement funds. She noted that the idea of enhancement fees was not to supplement jurisdiction budgets, but rather to reimburse affected areas for a perceived loss due to the impacts of a facility.

Councilor Collier asked that the Metro Council not set a precedent by allowing a city council to administer the enhancement funds. She said that she thought it was very important that citizens serve on the enhancement committee and that it was important for Metro to build a positive image. She also stated that if an elected body were to administer the fund, the Metro Council could be that elected body.

Councilor Bauer said that he did not feel that Metro should play "big brother" to smaller communities within the jurisdiction. He said that the Forest Grove Council had citizens on the budget committee and planning commission who advised the mayor and council on the expenditure of municipal funds. He noted that these funds would have to go through the City budget process and that there would be citizen input built into the system.

consistent with Oregon Budget Law. He also said that he believed proper acknowledgement would be afforded to Metro as the source of the funds.

Councilor Gardner noted that the proposed agreement provided for the City Council to determine how the enhancement funds would be spent and report to Metro annually as to how they had decided to spend the money. Councilor Gardner said that he felt the enhancement funds would become a revenue stream to meet the City's priorities, which may not necessarily be the priorities the area impacted by the transfer station. Councilor Gardner said that regional identity was important and the enhancement fund should be readily identified as a Metro service.

Motion to Amend: Councilor Kelley moved, Councilor Collier seconded to amend Attachment "1" to Resolution No. 89-1032A in section "B." to read: "FOREST GROVE agrees: 1. That the City Council shall appoint a citizens' advisory committee which will determine and submit for Metro Council approval plans, programs and projects for the rehabilitation and enhancement of the area around the FACILITY."

Councilor Van Bergen said that he was opposed to the amendment and the agreement. He noted the North Portland Enhancement Fund had been mandated by the State Legislature and had an ending date for the collection of enhancement fees. He said that he felt it was important to have an ending date. He also said that he had opposed enhancement fees for the Metro South Station and would not support enhancement fees for Forest Grove. He said that if the City desired to use the transfer station as a revenue source, it should increase the franchise costs.

Councilor Collier said that she would vote in favor of the amendment, because if the resolution were adopted it was preferable to adopt the resolution with the amendment than without it. However, she said that she would continue to oppose the resolution.

Councilor Bauer said that he wanted to point out for the record that the agreement proposed stated in the resolution that the City Council of Forest Grove would come back to the Metro Council for approval of the disbursement of enhancement fees. Therefore, there were checks and balances on the fund's usage.

Councilor Collier said that often in the budget process, people lose sight of where the funds come from and that it would be easy for the enhancement fund to evolve into a City fund. She also

clarified that she was not saying that the City Council would intentionally misuse the funds.

Councilor Gardner said that his interpretation of the proposed agreement was that initially, the City Council would determine and submit for Council approval the boundaries of the area in which the monies would be spent and the criteria for funding projects. He said that in subsequent years the City Council would decide the expenditures and submit an annual report to Metro showing how they had spent the money. He said that Metro could protest, but it would be after the fact. Councilor Gardner said he, too, would support the amendment but would oppose the resolution.

Councilor Hansen asked Council to vote against the amendment. He said that staff had spent a great deal of time working on the agreement; it had passed out of Solid Waste Committee unanimously; and he hadn't heard any objections to the agreement from community. He pointed out that the City Council was made up of citizens, too. He cautioned that if Metro administered the fund, Metro would need to budget the administrative cost and questioned whether that was wise for such a small fund.

Rena Cusma said that she would like the record to reflect that she strongly felt that to move away from this agreement would be to Metro's detriment, because Metro would be perceived as a government whose primary interest was control and a because she felt Metro would be viewed as a government that didn't keep its commitments. Ms. Cusma urged the Council to support the Solid Waste Committee's recommendation.

Councilor Wyers said that she supported the amendment but would vote against the main motion. She said that it should be a citizen choice as to how to spend the funds and that by causing the enhancement committee to be a citizen committee, one could call on a larger group of people rather than just the council itself.

Vote on Amendment: The Clerk took a roll call vote on the amendment as follows:

Aye: Councilors Buchanan, Collier, Gardner, Kelley and Wyers

Nay: Councilors Bauer, Hansen, Knowles, Van Bergen and Ragsdale

Absent: Councilors DeJardin and Devlin

The motion was defeated.

Councilor Ragsdale advised the Committee that he had received a letter dated from General Counsel Cooper regarding an explanation of the intent of the language in the agreement in section B. 5. General Counsel Cooper's letter has been filed with the meeting record.

Councilor Ragsdale pointed out that the Solid Waste Management Plan permitted local governments to administer enhancement programs. Councilor Kelley noted that it was discretionary on the Council's part.

Vote on Main Motion: The Clerk took a roll call vote the result of which was:
Aye: Councilor Bauer*, Buchanan, Hansen, Kelley, Ragsdale
Nay: Collier, Gardner, Knowles, Van Bergen, Wyers
Absent: Councilors DeJardin and Devlin

Motion failed to carry. (* Changed vote to nay.)

Councilor Bauer announced that he was changing his vote to the prevailing side in order to serve notice of reconsideration of the matter at the next meeting. Therefore, he changed his vote to nay.

Presiding Officer Ragsdale announced that at the request of Councilor Knowles, who had to leave early, the next agenda item would be item number 6.2.

6.2 Ordinance No. 89-285A, Amending Code Chapter 2.02 by Adding Section 2.02.285 Establishing a Smoking Policy for Metro Facilities

The Clerk read the ordinance for a second time by title only. Councilor Ragsdale announced the ordinance was first read before the Council on February 23 and referred to the Internal Affairs Committee who conducted public hearings on April 13 and 27 and recommended the Council adopt the ordinance as amended.

Councilor Knowles presented the Internal Affairs Committee report. He said the purpose of the ordinance was to place into the Metro Code provisions consistent with State law regarding smoking in public facilities and public meetings.

Motion: Councilor Knowles moved, Councilor Gardner seconded adoption of Ordinance No. 89-285A.

Councilor Van Bergen said that he thought the ordinance was not necessary, therefore, he would vote against it.

Councilor Wyers asked Metro was currently complying with state law. Councilor Knowles said that his intent was to standardize compliance throughout the organization.

Vote: The Clerk took a roll call vote on the motion as follows:

Aye: Councilors Buchanan, Collier, Gardner,
Kelley, Knowles, Wyers and Ragsdale
Nay: Councilors Bauer, Van Bergen
Absent: Councilors Hansen, DeJardin and Devlin

The motion carried.

6.1 Ordinance No. 89-291A, Amending Ordinance No. 88-247,
Revising the FY 1988-89 Budget and Appropriations
Schedule for Computer Purchases, System Reconfiguration
for the Public Affairs Department and Wage and Salary
Adjustment for AFSCME Represented and Certain Non-
Represented Employees

The Clerk read the ordinance for a second time by title only. The Presiding Officer announced that the ordinance was first read before the Council on March 23 and referred to the Finance Committee who conducted a public hearing on April 26 and May 4 and recommended the Council adopt the ordinance as amended.

Councilor Collier gave the Finance Committee's report. She said the ordinance would: authorize the Public Affairs Department to reconfigure their computer system, approve budget adjustments for AFSCME represented employees and authorize installation of an air conditioning system for new computer system.

Motion: Councilor Collier moved, seconded by Councilor Wyers to adopt Ordinance No. 89-291A.

Vote: Councilor Bauer, Buchanan, Collier, Gardner, Kelley, Van Bergen, Wyers and Ragsdale voted aye. Councilors DeJardin, Devlin, Hansen and Knowles were absent.

The motion carried.

6.3 Ordinance No. 89-288, Amending Code Chapter 2.01
Relating to Council Voting Procedures

The Clerk read the ordinance by title only for a second time. Councilor Ragsdale announced the ordinance had been first read before Council on March 9 and referred to the Internal Affairs

Committee who conducted a public hearing on April 13 and 27 and recommended the Council adopt the ordinance. He turned the gavel over to Deputy Presiding Officer Kelley so that he could present the Committee report.

Councilor Ragsdale said that at a recent Council meeting, a question had been raised relative to procedures for changing votes. He said the ordinance provided that the presiding officer would announce the vote on a matter and prior to proceeding to the next agenda item any councilor may request that the clerk change his or her vote. Councilor Ragsdale said that once the next agenda item has started, all votes would be final unless the Council by unanimous consent agreed to the further request for a change.

Motion: Councilor Ragsdale moved, seconded by Councilor Van Bergen to adopt Ordinance No. 89-288.

Vote: The nine councilors present voted in favor of the motion. Councilors DeJardin, Devlin and Knowles were absent.

The motion carried.

Councilor Ragsdale recessed the meeting at 7:20 p.m. and reconvened at 7:25 p.m.

7. METRO EXPOSITION-RECREATION COMMISSION CONSOLIDATION
FINANCIAL STUDY

Lee Fehrenkamp, General Manager of the Metro Exposition-Recreation Commission (Metro E-R Commission) said that at the urging of the Metro Consolidation Task Force, the Metro E-R Commission had published an RFP to solicit financial analysis of the consolidation of facilities. He said that as a result, the firm of Laventhol and Horwath had been selected and the work had been assigned to their Tampa, Florida, office which specialized in research and consulting in the hospitality and convention industry. Mr. Fehrenkamp said that the report had been distributed to the Council. The report has been filed with the Clerk and has been made a part of the meeting record. Mr. Fehrenkamp then introduced Ron Barton of the Tampa office of Laventhol & Horwath. Mr. Barton summarized the reports contents, made a slide presentation and responded to questions from the Council.

8. COUNCILOR COMMUNICATIONS AND COMMITTEE REPORTS

None.

Metro Council
May 11, 1989
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There was no other business, and the meeting was adjourned at
8:45 p.m.

Respectfully submitted,

Gwen Ware-Barrett

Gwen Ware-Barrett
Clerk of the Council

gpwb
cn511.min

* INTERGOVERNMENTAL RELATIONS
COMMITTEE REPORT

Agenda Item No. 4.2

Meeting Date: September 28, 1989

RESOLUTION NO. 89-1132, ADOPTING THE FY1990 TO POST-1993
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE FY1990 ANNUAL
ELEMENT

Date: September 14, 1989

Presented By: Councilor Devlin

COMMITTEE RECOMMENDATION: At the Intergovernmental Relations Committee meeting September 12, 1989, members present -- Councilors Bauer, Collier, Gardner and myself -- voted unanimously to recommend Council adoption of Resolution No. 89-1132. Councilor DeJardin was absent.

COMMITTEE DISCUSSION/ISSUES: Metro Transportation Department Director Andy Cotugno presented the resolution which adopts the Metro Transportation Improvement Program (TIP). Each year at this time the Council adopts a TIP which describes how federal transportation funds for highway and transit projects in the Metro region are to be obligated. The FY1990 to Post-1993 TIP outlines funding uses for October 1, 1989 through September 30, 1990 and, for continuity, estimates funds for years before and after the "Annual Element" year. Mr. Cotugno noted this TIP follows up on transit issues identified in Metro's Regional Transportation Plan adopted by the Council by Ordinance No. 89-282, March 9, 1989.

Two funding elements still under consideration by Metro's Joint Policy Advisory Committee on Transportation (JPACT) and the Technical Policy Advisory Committee (TPAC) are not included in the TIP: the McLoughlin Corridor Reserve (current unobligated balance of \$3,002,610) and the Interstate Transfer Regional Reserve (\$3.75 million remaining for alternative road improvements). TIP amendments will be forthcoming to address these two issues pending adoption of the Southeast Corridor Study (for the McLoughlin Reserve) and final proposals for allocating the Regional Reserve.

The Committee discussed the recent Federal Senate action identifying the I-205 light rail area for consideration as the "Oregon City/Vancouver" corridor. Staff said this designation does not provide new funding but it does expand Metro's flexibility, as the regional planning entity, to designate a specific corridor within that larger area.

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BEFORE THE COUNCIL OF THE
THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE)	RESOLUTION NO. 89-1132
FY 1990 TO POST 1993 TRANSPORTATION	)	Introduced by
IMPROVEMENT PROGRAM AND THE FY 1990	)	Mike Ragsdale,
ANNUAL ELEMENT	)	Presiding Officer

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

WHEREAS, In accordance with the Metropolitan Service District-Intergovernmental Resource Center of Clark County Memorandum of Agreement, the Transportation Improvement Program has been submitted to the Intergovernmental Resource Center of Clark County for review and comment; and

WHEREAS, The Metropolitan Service District must certify compliance with the proposed policy on private enterprise participation in the Urban Mass Transportation Program; and

WHEREAS, The Metropolitan Service District must evaluate the program of transit projects included in the Transportation Improvement Program to ensure financial capacity; and

WHEREAS, Some 1989 Annual Element projects may not be obligated by the end of FY 1989 and the exact time for their obligation is indeterminate; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District adopts the FY 1990 Transportation Improvement Program

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, 1989, be automatically reprogrammed for FY 1990 for all funding sources.

3. That the Council of the Metropolitan Service District allows funds to be transferred among projects consistent with the Transportation Improvement Program Project Management Guidelines adopted by Resolution No. 85-592.

4. That the Transportation Improvement Program is in conformance with the Regional Transportation Plan and the 1982 Air Quality State Implementation Plan (Ozone and Carbon Monoxide) and that the planning process meets all requirements of Title 23 -- Highways and Title 49 -- Transportation of the Code of Federal Regulations.

5. That the Council of the Metropolitan Service District finds that Tri-Met has complied with the requirements of the region's Private Enterprise Participation Policy, adopted in August 1987. Documentation is shown in Attachment B to the staff report.

6. That the Council of the Metropolitan Service District finds sufficient financial capacity, as demonstrated in the adopted Transit Development Plan, to complete the projects incorporated in the Transportation Improvement Program.

7. That the Council of the Metropolitan Service District hereby finds the projects in accordance with the

Regional Transportation Plan and, hereby, gives affirmative
Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service
District this ____ day of _____, 1989.

Mike Ragsdale, Presiding Officer

BP:mk
89-1132.RES
09-14-89

Exhibit A

Staff Report 101

TRANSPORTATION IMPROVEMENT PROGRAM

Proposed Program for Fiscal Years 1990 to Post 1993

Effective October 1, 1989

D R A F T

September 14, 1989

Metropolitan Service District

Interstate Transfer Program

Metropolitan Service District
 Transportation Improvement Program
 Federal-Aid Interstate Transfer Projects
 Obligations Through 30-June-89

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 09/14/89
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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Regional (Continued)								
19 TRI-MET RIDESHARE PROGRAM***295**80-313**02151*VAR0****0*****0****								
Operating	1,727,649	56,191	0	0	0	0	24,171	1,808,011
Reserve	0	0	0	0	0	0	0	0
Total	1,727,649	56,191	0	0	0	0	24,171	1,808,011
20 PORTLAND/VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE(T)***310**80-032**0****TFA0****726*****0****								
Pre Eng	72,311	0	0	0	0	0	0	72,311
Total	72,311	0	0	0	0	0	0	72,311
21 CONVENTION CENTER AREA TRANSIT/HIGHWAY IMPROVEMENTS(T)***383**0-*****00000*TRA0****726*****0****								
Pre Eng	100,000	0	0	0	0	0	0	100,000
Total	100,000	0	0	0	0	0	0	100,000
22 METRO TECHNICAL ASSISTANCE***440**80-404**0****VAR0****0*****0****								
Operating	75,000	0	0	0	0	0	0	75,000
Total	75,000	0	0	0	0	0	0	75,000
23 BUS PURCHASE-STANDARDS(T)***452**0-*****00000*TRA0****0*****0****								
Non-Hwy Cp	0	0	0	1,259,194	0	0	0	1,259,194
Total	0	0	0	1,259,194	0	0	0	1,259,194
24 MCLOUGHLIN CORRIDOR TRANSIT ANALYSIS(T)***588**0-*****0****TRA26***1E*****0****								
Pre Eng	130,855	0	0	0	0	0	0	130,855
Total	130,855	0	0	0	0	0	0	130,855
25 NW NICOLAI ST-NW 29TH TO NW 24TH***731**79-038**00129*FAU9296*726*****0****								
Rt-of-Way	43,775	0	0	0	0	0	0	43,775
Constr	2,173,166	0	0	0	0	0	0	2,173,166
Reserve	0	0	0	0	0	0	121,171	121,171
Total	2,216,941	0	0	0	0	0	121,171	2,338,112
26 NW YEON AVE-NW ST HELENS RD TO NW NICOLAI***733**79-038**00364*FAP1****2W*****0****								
Rt-of-Way	2,129,828	0	0	0	0	0	-1,853	2,127,975
Constr	10,124,731	0	0	0	0	0	-16,553	10,108,178
Reserve	0	0	0	0	0	0	176,825	176,825
Total	12,254,559	0	0	0	0	0	158,419	12,412,978
27 NW ST HELENS RD-NW KITTRIDGE TO NW 31ST AVE***734**79-038**00367*FAU9296*726*****4****								
Rt-of-Way	189,550	0	0	0	0	0	0	189,550
Constr	1,684,474	0	0	0	0	0	0	1,684,474
Reserve	0	0	0	0	0	0	110,062	110,062
Total	1,874,024	0	0	0	0	0	110,062	1,984,086

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Regional (Continued)								
28 VAUGHN ST/WARDWAY-NW 31ST AVE TO NW 24TH AVE***735**79-038**00387*FAU9296*726*****3****								
Rt-of-Way	0	0	0	0	0	0	8,500	8,500
Constr	1,001,675	0	0	0	0	0	0	1,001,675
Reserve	0	0	0	0	0	0	338,325	338,325
Total	1,001,675	0	0	0	0	0	346,825	1,348,500
29 FRONT-YEON CONNECTION***738**79-038**00586*FAU9300*726*****0****								
Rt-of-Way	1,354,474	0	0	0	0	0	399,075	1,753,549
Constr	4,614,922	0	0	0	0	0	0	4,614,922
Reserve	0	0	0	0	0	0	335,079	335,079
Total	5,969,396	0	0	0	0	0	734,154	6,703,550
30 REGIONAL RESERVE***755**0-*****00000*VAR0***0*****0****								
Reserve	0	0	0	0	0	0	5,053,664	5,053,664
Total	0	0	0	0	0	0	5,053,664	5,053,664
31 PHASE I ALTERNATIVES ANALYSIS(T)***765**80-404**0****TRA0***0*****0****								
Pre Eng	250,000	0	0	0	0	0	0	250,000
Total	250,000	0	0	0	0	0	0	250,000
32 BANFIELD TRAFFIC MONITORING PROGRAM***771**10183**01806*FAP68**2*****0****								
Constr	183,459	0	0	0	0	0	0	183,459
Reserve	0	0	0	0	0	0	9,831	9,831
Total	183,459	0	0	0	0	0	9,831	193,290
33 SUNSET LIGHT RAIL PROGRAM(T)***773**10033**0****TRA27**47*****0****								
Pre Eng	500,004	0	0	0	0	0	0	500,004
Total	500,004	0	0	0	0	0	0	500,004
34 NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM***802**84-016**02358*VAR0***726*****0****								
Pre Eng	142,035	0	0	0	0	0	0	142,035
Reserve	0	0	0	0	0	0	70,465	70,465
Total	142,035	0	0	0	0	0	70,465	212,500
35 SUNSET HIGHWAY RAMP METERING***827**10231**02235*FAP27**47*****67****								
Pre Eng	40,000	0	0	0	0	0	0	40,000
Constr	0	0	280,000	0	0	0	0	280,000
Reserve	0	0	0	0	0	0	450,000	450,000
Total	40,000	0	280,000	0	0	0	450,000	770,000
36 TRI-MET RESERVE ACCOUNT***903**0-*****00000******0*****0****								
Reserve	0	0	0	0	0	0	246,952	246,952
Total	0	0	0	0	0	0	246,952	246,952
Total Regional	233,537,630	3,251,191	12,180,000	11,136,694	357,000	2,720,000	-1,705,294	261,477,221
Obligational Authority		236,788,821	248,968,821					

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City of Portland (Continued)								
46 FAU REPLACEMENT CONTINGENCY-CITY OF PORTLAND***261**0-*****00000*VAR0****0*****0****								
Reserve	0	0	0	0	0	0	1,109,062	1,109,062
Total	0	0	0	0	0	0	1,109,062	1,109,062
47 ST HELENS ROAD RECONSTRUCTION-WEST CITY LIMITS TO NW KITTRIDGE***271**79-067***02107*FAP1****2W*****5****								
Pre Eng	197,665	0	0	0	0	0	0	197,665
Constr	0	0	52,335	0	0	0	0	52,335
Total	197,665	0	52,335	0	0	0	0	250,000
48 W BURNSIDE ROAD/TICHER DRIVE INTERSECTION IMPROVEMENT***282**79-058***0*****FAU9326*59*****0****								
Pre Eng	27,972	0	0	0	0	0	0	27,972
Rt-of-Way	69,820	0	0	0	0	0	0	69,820
Constr	490,767	0	0	0	0	0	0	490,767
Total	588,559	0	0	0	0	0	0	588,559
49 NORTHWEST PORTLAND TRANSPORTATION STUDY***285**79-035***01088*VAR0****726*****0****								
Pre Eng	28,804	0	0	0	0	0	0	28,804
Reserve	0	0	0	0	0	0	0	0
Total	28,804	0	0	0	0	0	0	28,804
50 NW FRONT AVENUE RECONSTRUCTION-NW GLISAN TO NW 26TH AVE***286**80-006***00588*FAU9300*726*****0****								
Pre Eng	243,537	0	0	0	0	0	0	243,537
Rt-of-Way	120,700	0	0	0	0	0	0	120,700
Constr	4,200,481	0	0	0	0	0	0	4,200,481
Total	4,564,718	0	0	0	0	0	0	4,564,718
51 MARINE DRIVE WIDENING TO FOUR LANES-I5 TO RIVERGATE***298**79-056***00458*FAU9962*120*****2****								
Pre Eng	233,750	1,191,615	0	0	0	0	0	1,425,365
Rt-of-Way	0	6,098,750	0	0	0	0	0	6,098,750
Constr	0	0	0	11,264,492	0	0	0	11,264,492
Reserve	0	0	0	0	0	0	-6,854,857	-6,854,857
Total	233,750	7,290,365	0	11,264,492	0	0	-6,854,857	11,933,750
52 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES-NE 60TH AVE TO I205***301**79-055***00881*FAU9966*123*****9****								
Pre Eng	298,577	0	0	0	0	0	-68,992	229,585
Rt-of-Way	340,000	0	0	0	0	0	0	340,000
Constr	2,651,998	0	0	0	0	0	- 152,258	2,499,740
Reserve	0	0	0	0	0	0	11,245	11,245
Total	3,290,575	0	0	0	0	0	- 210,005	3,080,570
53 SW TERWILLIGER BLVD-BARBUR BLVD TO TAYLORS FERRY RD***309**80-015***00709*FAU9361*726*****0****								
Pre Eng	473,619	0	0	0	0	0	0	473,619
Rt-of-Way	25,585	0	0	0	0	0	0	25,585
Constr	1,069,818	244,923	0	0	0	0	0	1,314,741
Total	1,569,022	244,923	0	0	0	0	0	1,813,945

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City of Portland (Continued)								
54 SW BERTHA BLVD-SW VERMONT TO BARBUR BLVD***515**84-078**02535*FAU9420*726*****0****								
Pre Eng	138,915	0	0	0	0	0	0	138,915
Rt-of-Way	16,150	0	0	0	0	0	0	16,150
Constr	1,204,156	85,758	0	0	0	0	0	1,289,914
Total	1,359,221	85,758	0	0	0	0	0	1,444,979
55 82ND AVENUE-SISKIYOU TO BROADWAY***551**79-049**00732*FAU9713*68*****0****								
Pre Eng	36,788	0	0	0	0	0	0	36,788
Constr	201,357	0	0	0	0	0	0	201,357
Total	238,145	0	0	0	0	0	0	238,145
56 NW 23RD AVE/BURNSIDE***626**10093**00733*FAU9326*726*****0****								
Pre Eng	95,624	104,041	0	0	0	0	0	199,665
Rt-of-Way	0	0	127,500	0	0	0	0	127,500
Constr	0	0	0	312,000	0	0	0	312,000
Total	95,624	104,041	127,500	312,000	0	0	0	639,165
57 NW 21ST/22ND-THURMAN TO FRONT***630**10126**00743*FAU9317*726*****0****								
Pre Eng	112,710	0	0	0	0	0	0	112,710
Rt-of-Way	0	0	0	19,975	0	0	0	19,975
Constr	0	0	0	880,868	0	0	0	880,868
Total	112,710	0	0	900,843	0	0	0	1,013,553
58 NW INTERSECTION IMPROVEMENTS-22 LOCATIONS***631**10017**00545*VAR0****726*****0****								
Pre Eng	33,000	0	24,132	0	0	0	0	57,132
Rt-of-Way	0	0	8,500	0	0	0	0	8,500
Constr	0	0	0	280,508	0	0	0	280,508
Total	33,000	0	32,632	280,508	0	0	0	346,140
59 NW CIRCULATION IMPROVEMENTS-10 INTERSECTIONS***632**84-015**02462*VAR0****726*****0****								
Pre Eng	13,600	0	0	0	0	0	0	13,600
Total	13,600	0	0	0	0	0	0	13,600
60 SIGNAL REPLACEMENT-34 LOCATIONS***643**10107**00659*VAR0****0*****0****CLOSED								
Pre Eng	41,578	0	0	0	0	0	0	41,578
Constr	988,123	0	0	0	0	0	0	988,123
Total	1,029,701	0	0	0	0	0	0	1,029,701
61 CITYWIDE SIGNAL SYSTEM ANALYSIS***660**80-042**00620*VAR0****726*****0****								
Pre Eng	1,033,073	0	0	0	0	0	0	1,033,073
Constr	2,698,297	183,003	0	0	0	0	0	2,881,300
Total	3,731,370	183,003	0	0	0	0	0	3,914,373

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City of Portland (Continued)								
72 UNALLOCATED RESERVE-CITY OF PORTLAND***					788**0-*****	00000*VAR0****	0*****	0****
Reserve	0	0	0	0	0	0	848,844	848,844
Total	0	0	0	0	0	0	848,844	848,844
73 BANFIELD FREEWAY-CITY BRIDGE REPAIR WORK***					808**80-900**	0****FAI84***	2*****	0****
Constr	149,405	0	0	0	0	0	0	149,405
Total	149,405	0	0	0	0	0	0	149,405
74 SIGNAL MODIFICATIONS(3)-NORTH PORTLAND***					840**84-001**	02362*VAR0****	726*****	0****
Pre Eng	53,850	0	0	0	0	0	0	53,850
Total	53,850	0	0	0	0	0	0	53,850
75 NEW CBD TRAFFIC SIGNALS(5)***					841**84-003**	02363*VAR0****	726*****	0****
Pre Eng	16,543	0	0	0	0	0	0	16,543
Constr	274,050	0	0	0	0	0	0	274,050
Total	290,593	0	0	0	0	0	0	290,593
76 SIGNAL REPLACEMENTS(22)***					842**84-002**	02364*VAR0****	726*****	0****
Pre Eng	32,689	0	0	0	0	0	0	32,689
Constr	682,473	0	0	0	0	0	82,552	765,025
Total	715,162	0	0	0	0	0	82,552	797,714
77 NE HOLLADAY LRT TRAFFIC SIGNALS***					847**84-092**	0****FAU9903*	726*****	0****
Constr	422,546	0	0	0	0	0	0	422,546
Total	422,546	0	0	0	0	0	0	422,546
78 NE LOMBARD/COLUMBIA BLVD VIA NE 60TH AVENUE***					854**80-011**	00835*FAU9917*	123*****	9****
Pre Eng	212,925	0	0	0	0	0	0	212,925
Total	212,925	0	0	0	0	0	0	212,925
79 NE GERTZ/13TH-VANCOUVER WAY TO MERRITT/FAZIO***					857**84-051**	02464*FAU9961*	726*****	0****
Pre Eng	169,856	0	0	0	0	0	0	169,856
Constr	1,143,101	0	0	0	0	0	0	1,143,101
Total	1,312,957	0	0	0	0	0	0	1,312,957
80 AIRPORT WAY-I205 TO 138TH AVE-UNIT I***					858**84-022a**	05001*FAU9964*	726*****	0****
Pre Eng	1,131,129	0	356,371	0	0	0	0	1,487,500
Constr	0	4,240,304	0	0	0	0	0	4,240,304
Total	1,131,129	4,240,304	356,371	0	0	0	0	5,727,804
81 AIRPORT WAY-NE 138TH TO NE 158TH-UNIT II***					859**84-022b**	05002*FAU9964*	726*****	0****
Pre Eng	0	0	0	0	0	0	0	0
Constr	0	0	567,930	2,356,803	0	0	0	2,924,733
Total	0	0	567,930	2,356,803	0	0	0	2,924,733

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City of Portland (Continued)								
82 AIRPORT WAY-NE 158TH TO 181ST/SANDY-UNIT III***861**84-022c**03384*PAU9964*726*****0****								
Pre Eng	0	0	0	0	0	0	0	0
Rt-of-Way	0	127,500	0	0	0	0	0	127,500
Constr	0	0	8,724,278	5,499,973	0	0	0	14,224,251
Reserve	0	0	0	0	0	0	-9,869,698	-9,869,698
Total	0	127,500	8,724,278	5,499,973	0	0	-9,869,698	4,482,053
Total City of Portland	74,895,489	12,275,894	9,861,046	20,743,129	-1,062,500	0	-14,071,332	102,641,726
Obligational Authority		87,171,383	97,032,429					

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
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Multnomah County								
83 Finaled Vouchered Projects***0*0000000*00000*****CLOSED								
Pre Eng	184,980	0	0	0	0	0	0	184,980
Rt-of-Way	87,463	0	0	0	0	0	0	87,463
Constr	5,751,147	0	0	0	0	0	0	5,751,147
Reserve	0	0	0	0	0	0	0	0
Total	6,023,590	0	0	0	0	0	0	6,023,590
84 242ND AVE TSM IMPROVEMENTS-GLISAN TO DIVISION***138**85-053**03687*FAU9877*726*****0****								
Pre Eng	109,199	58,033	0	0	0	0	0	167,232
Constr	554,361	0	0	0	0	0	0	554,361
Total	663,560	58,033	0	0	0	0	0	721,593
85 257TH AVE IMPROVEMENT & EXTENSION-COLUMBIA HWY TO STARK ST***139**80-048**00546*FAU9883*703*****0****								
Pre Eng	193,822	0	0	0	0	0	0	193,822
Rt-of-Way	945,036	0	0	0	0	0	0	945,036
Constr	2,325,237	0	0	0	0	0	0	2,325,237
Reserve	0	0	0	0	0	0	0	0
Total	3,464,095	0	0	0	0	0	0	3,464,095
86 221ST/223RD-POWELL BLVD TO FARISS RD-UNITS 1 & 2***205**77-078**01688*FAU9867*726*****0****								
Pre Eng	278,871	0	0	0	0	0	0	278,871
Rt-of-Way	1,184,307	0	0	0	0	0	0	1,184,307
Constr	1,878,582	0	0	0	0	0	0	1,878,582
Reserve	0	0	0	0	0	0	0	0
Total	3,341,760	0	0	0	0	0	0	3,341,760
87 221ST AVENUE-POWELL THROUGH JOHNSON CREEK BRIDGE-(1 & 2)***214**78-012**00590*FAU9867*726*****0****								
Pre Eng	274,787	0	0	0	0	0	0	274,787
Rt-of-Way	342,635	0	0	0	0	0	0	342,635
Constr	2,269,449	0	0	0	0	0	47,097	2,316,546
Reserve	0	0	0	0	0	0	0	0
Total	2,886,871	0	0	0	0	0	47,097	2,933,968
88 SANDY BLVD CORRIDOR-99TH AVE TO 162ND AVE***244**78-049**00118*FAU9326*59*****11****								
Pre Eng	77,415	0	0	0	0	0	0	77,415
Rt-of-Way	12,046	0	0	0	0	0	0	12,046
Constr	471,623	0	0	0	0	0	- 725	470,898
Reserve	0	0	0	0	0	0	0	0
Total	561,084	0	0	0	0	0	- 725	560,359
89 MT HOOD AT BIRSDALE(POWELL/190TH INTERSECTION IMPROVEMENT)***293**77-064**00366*FAP24**26*****10****								
Pre Eng	358,670	0	0	0	0	0	0	358,670
Rt-of-Way	568,650	0	0	0	0	0	0	568,650
Constr	1,508,254	0	0	0	0	0	0	1,508,254
Reserve	0	0	0	0	0	0	3,400	3,400
Total	2,435,574	0	0	0	0	0	3,400	2,438,974

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90 BURNSIDE ST-STARK TO 223RD AVE(BANFIELD FUNDED: STARK TO 199TH)***294**76-034***00132*FAU9822*726*****0****								
Rt-of-Way	225,250	0	0	0	0	0	0	225,250
Constr	1,817,119	0	0	0	0	0	0	1,817,119
Reserve	0	0	0	0	0	0	0	0
Total	2,042,369	0	0	0	0	0	0	2,042,369
91 US30B-NE PORTLAND HWY AT NE 158TH-SIGNAL/CHANNELIZE-FAP***404**78-049C**02091*FAU9966*123*****0****								
Constr	66,631	0	0	0	0	0	0	66,631
Reserve	0	0	0	0	0	0	0	0
Total	66,631	0	0	0	0	0	0	66,631
92 SCHOLLS/SKYLINE IMPROVEMENTS-CANYON CT TO RAAB RD(I)***831**84-014***02586*FAU9235*726*****0****								
Pre Eng	54,272	0	0	0	0	0	0	54,272
Reserve	0	0	0	0	0	0	1,745,728	1,745,728
Total	54,272	0	0	0	0	0	1,745,728	1,800,000
93 SE STARK STREET-242ND AVENUE TO 257TH AVENUE***837**10206***02036*FAU9810*726*****0****								
Pre Eng	16,594	0	0	0	0	0	25,906	42,500
Constr	1,367,724	0	0	0	0	0	0	1,367,724
Reserve	0	0	0	0	0	0	0	0
Total	1,384,318	0	0	0	0	0	25,906	1,410,224
94 SE STARK STREET-221ST AVENUE TO 242ND AVENUE***844**85-054***03686*FAU9810*726*****0****								
Pre Eng	132,855	0	0	0	0	0	0	132,855
Rt-of-Way	263,500	0	0	0	0	0	0	263,500
Constr	0	0	1,494,444	0	0	0	0	1,494,444
Total	396,355	0	1,494,444	0	0	0	0	1,890,799
95 I84-223RD CONNECTOR(207TH)***864**84-023b**03327*FAU9867*726*****0****								
Pre Eng	0	0	100,000	0	0	0	0	100,000
Reserve	0	0	0	480,170	0	0	0	480,170
Total	0	0	100,000	480,170	0	0	0	580,170
Total Multnomah County								
	23,320,479	58,033	1,594,444	480,170	0	0	1,821,406	27,274,532
Obligational Authority								
		23,378,512	24,972,956					

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Clackamas County (Continued)								
*113 RAILROAD AVENUE/HARMONY ROAD PHASE IV-SUNNYBROOK EXTENSION*****769**86-083**04180*FAU9736*703*****0****								
Pre Eng	24,990	23,000	50,165	0	0	0	0	98,155
Rt-of-Way	0	0	0	0	157,060	0	0	157,060
Total	24,990	23,000	50,165	0	157,060	0	0	255,215
*114 SUNNYSIDE ROAD-STEVE'S TO 122ND-UNIT II*****838**77-147**00385*FAU9718*703*****0****								
Pre Eng	124,611	0	0	0	0	0	0	124,611
Rt-of-Way	406,045	0	0	0	0	0	-86	405,959
Constr	1,232,445	0	0	0	0	0	0	1,232,445
Reserve	0	0	0	0	0	0	0	0
Total	1,763,101	0	0	0	0	0	-86	1,763,015
*115 HUBBARD ROAD EXTENSION TO CLACKAMAS HIGHWAY*****839**10236**02140*FAU9739*703*****0****								
Pre Eng	48,835	0	0	0	0	0	0	48,835
Constr	315,486	0	0	0	0	0	51,980	367,466
Total	364,321	0	0	0	0	0	51,980	416,301
*116 HIGHWAY 43 @ MCKILLICAN/HOOD AVENUE WIDENING*****853**10252**00976*FAU9565*3*****11****								
Pre Eng	70,762	0	0	0	0	0	0	70,762
Rt-of-Way	17,000	0	8,180	0	0	0	0	25,180
Constr	225,547	0	7,075	0	0	0	0	232,622
Reserve	0	0	0	0	0	0	0	0
Total	313,309	0	15,255	0	0	0	0	328,564
*117 BEAVERCREEK RD EXT(RED SOILS)-BEAVERCREEK RD TO WARNER-MILNE*****855**10249**02375*FAU9742*703*****0****								
Pre Eng	140,046	0	0	0	0	0	0	140,046
Rt-of-Way	0	0	200,000	0	0	0	0	200,000
Constr	0	0	0	154,214	0	0	0	154,214
Total	140,046	0	200,000	154,214	0	0	0	494,260
*118 KING-BARRISON/42ND AVENUE*****902*****FAU9714*703*****0****								
Constr	0	178,500	0	0	0	0	0	178,500
Total	0	178,500	0	0	0	0	0	178,500
Total Clackamas County								
	46,021,423	313,116	1,173,714	2,788,187	157,060	0	-97,778	50,355,722
Obligational Authority								
		46,334,539	47,508,253					

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Washington County								
*119 Finald Vouchered Projects*****						0*0000000*00000*****		CLOSED
Pre Eng	212,501	0	0	0	0	0	0	212,501
Rt-of-Way	329,293	0	0	0	0	0	0	329,293
Constr	12,852,838	0	0	0	0	0	0	12,852,838
Reserve	0	0	0	0	0	0	93,587	93,587
Total	13,394,632	0	0	0	0	0	93,587	13,488,219
*120 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217*****						93**80-085***00306*FAU9088*0*****		0****
Pre Eng	94,911	0	0	0	0	0	0	94,911
Rt-of-Way	1,517,345	0	0	0	0	0	-7,745	1,509,600
Constr	1,678,030	0	0	0	0	0	848	1,678,878
Total	3,290,286	0	0	0	0	0	-6,897	3,283,389
*121 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I*****						95**77-070***00469*FAU9326*734*****		0****
Pre Eng	62,186	0	0	0	0	0	0	62,186
Rt-of-Way	252,770	0	0	0	0	0	2,230	255,000
Constr	843,437	0	0	0	0	0	83,094	926,531
Reserve	0	0	0	0	0	0	17,668	17,668
Total	1,158,393	0	0	0	0	0	102,992	1,261,385
*122 SW JENKINS/158TH-MURRAY BLVD TO SUNSET HIGHWAY*****						97**77-046***00850*FAU9030*0*****		0****
Constr	1,764,919	0	0	0	0	0	5,825	1,770,744
Reserve	0	0	0	0	0	0	1,654	1,654
Total	1,764,919	0	0	0	0	0	7,479	1,772,398
*123 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE*****						121**79-076***00376*FAP79***144*****		69****
Pre Eng	506,912	0	0	0	0	0	0	506,912
Rt-of-Way	1,935,975	0	0	0	0	0	0	1,935,975
Constr	7,040,064	0	0	0	0	0	0	7,040,064
Reserve	0	0	0	0	0	0	1,066,433	1,066,433
Total	9,482,951	0	0	0	0	0	1,066,433	10,549,384
*124 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY*****						132**80-038***00139*FAU9022*734*****		0****
Pre Eng	155,945	0	0	0	0	0	0	155,945
Rt-of-Way	185,300	0	0	0	0	0	0	185,300
Constr	2,665,471	0	0	0	0	0	1,000	2,666,471
Reserve	0	0	0	0	0	0	-18,706	-18,706
Total	3,006,716	0	0	0	0	0	-17,706	2,989,010
*125 OR8-TUALATIN VALLEY HIGHWAY AT 185TH STREET*****						207**76-027***00350*FAP32***29*****		7****
Pre Eng	183,477	0	0	0	0	0	0	183,477
Rt-of-Way	995,626	0	0	0	0	0	162,074	1,157,700
Constr	970,866	0	0	0	0	0	0	970,866
Reserve	0	0	0	0	0	0	- 101,095	- 101,095
Total	2,149,969	0	0	0	0	0	60,979	2,210,948

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Washington County (Continued)								
*135 OR8-TUALATIN VALLEY HIGHWAY-SE 21ST AVE TO SE OAK ST*****828**79-085**00691*FAP32**29*****11****								
Rt-of-Way	1,510,990	0	0	0	0	0	0	1,510,990
Total	1,510,990	0	0	0	0	0	0	1,510,990
*136 SCHOLLS FERRY ROAD/HALL BOULEVARD INTERSECTION*****829**85-010**02353*FAU9234*143*****9****								
Pre Eng	85,340	0	0	0	0	0	0	85,340
Rt-of-Way	314,660	0	0	0	0	0	0	314,660
Constr	592,932	0	0	0	0	0	- 330,932	262,000
Total	992,932	0	0	0	0	0	- 330,932	662,000
*137 HALL BOULEVARD-ALLEN TO GREENWAY*****830**10237**02354*FAU9091*734*****1****								
Pre Eng	127,500	122,500	0	0	0	0	0	250,000
Rt-of-Way	633,250	111,750	0	0	0	0	0	745,000
Constr	0	0	205,000	0	0	0	0	205,000
Total	760,750	234,250	205,000	0	0	0	0	1,200,000
*138 WASHINGTON COUNTY RESERVE*****836**0*****0*****VAR0*****0*****0****								
Reserve	0	0	0	0	0	0	75,000	75,000
Total	0	0	0	0	0	0	75,000	75,000
Total Washington County								
	58,077,767	265,376	236,713	0	0	0	1,055,147	59,635,003
Obligational Authority								
		58,343,143	58,579,856					

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Report Total	435,852,788	16,163,610	25,045,917	35,148,180	- 548,440	2,720,000	-12,997,851	501,384,204
Obligational Authority		452,016,398	477,062,315					

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	Obligated	Anticipated	1990	1991	1992	1993	Post 1993	Authorized

Urban Mass Transportation Administration-Sect 3								
1 Finald Vouchered Projects**	0*0000000*00000*****						CLOSED	
Constr	377,274	0	0	0	0	0	0	377,274
Non-Hwy Cp	30,250,587	0	0	0	0	0	0	30,250,587
Other	136,398	0	0	0	0	0	0	136,398
Total	30,764,259	0	0	0	0	0	0	30,764,259
2 BUS PURCHASES**	154*****0*****						00000**OR**03-0035**	
Non-Hwy Cp	0	0	4,200,000	0	0	10,000,000	0	14,200,000
Total	0	0	4,200,000	0	0	10,000,000	0	14,200,000
3 CONVENTION CENTER AREA TRANSIT/HIGHWAY IMPROVEMENTS(T)**	383*****0*****						00000**TRA*0*****	
Constr	0	2,500,000	0	0	0	0	0	2,500,000
Total	0	2,500,000	0	0	0	0	0	2,500,000
4 BANFIELD LRT CAPITAL GRANT-(PPA)**	434*****68*****						00000**OR**03-0025**	
Non-Hwy Cp	66,815,675	0	0	2,186,257	0	0	0	69,001,932
Reserve	0	0	0	0	0	0	3,603,271	3,603,271
Total	66,815,675	0	0	2,186,257	0	0	3,603,271	72,605,203
5 PROJECT BREAK-EVEN**	895*****0*****						00000**OR*****	
Other	0	5,500,000	9,400,000	0	0	0	0	14,900,000
Total	0	5,500,000	9,400,000	0	0	0	0	14,900,000
Total Urban Mass Transportation Administration-Sect 3								
	97,579,934	8,000,000	13,600,000	2,186,257	0	10,000,000	3,603,271	134,969,462

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Urban Mass Transportation Administration-Trade

6 DEVELOPMENT OF TIGARD TRANSIT CENTER**131*****0*****00000**OR**03-0027***

Pre Eng	117,442	0	0	0	0	0	0	117,442
Rt-of-Way	424,111	0	0	0	0	0	0	424,111
Constr	524,206	0	0	0	0	0	0	524,206
Total	1,065,759	0	0	0	0	0	0	1,065,759

7 MILWAUKIE TRANSIT STATION DEVELOPMENT**144*****0*****00000**OR**03-0027***

Pre Eng	483	0	0	0	0	0	0	483
Constr	12,042	0	0	0	0	0	0	12,042
Total	12,525	0	0	0	0	0	0	12,525

8 OREGON CITY TRANSIT STATION**151*****0*****00000**OR**03-0027***

Pre Eng	60,740	0	0	0	0	0	0	60,740
Rt-of-Way	228,000	0	0	0	0	0	0	228,000
Constr	551,400	0	0	0	0	0	0	551,400
Total	840,140	0	0	0	0	0	0	840,140

9 BUS PURCHASES**154*****0*****00000**OR**03-0035***

Non-Bwy Cp	4,608,408	0	9,977,472	0	0	0	0	14,585,880
Supt Serv	0	0	22,528	0	0	0	0	22,528
Total	4,608,408	0	10,000,000	0	0	0	0	14,608,408

10 PARK AND RIDE LOT ENGINEERING(3)-MILW/OC/TIG**453*****0*****00000**OR**03-0035***

Pre Eng	295,494	- 235,494	0	0	0	0	0	60,000
Rt-of-Way	0	160,000	0	0	0	0	0	160,000
Constr	0	320,000	0	0	0	0	0	320,000
Total	295,494	244,506	0	0	0	0	0	540,000

11 TRANSIT TRANSFER PROJECT**576*****0*****00000**OR**03-0027***

Pre Eng	192,147	75,000	0	0	0	0	0	267,147
Constr	864,021	500,000	0	0	0	0	0	1,364,021
Reserve	0	0	0	0	0	0	0	0
Supt Serv	0	0	0	0	0	0	0	0
Total	1,056,168	575,000	0	0	0	0	0	1,631,168

12 WEST BURNSIDE/MORRISON TSM IMPROVEMENTS**600*****9822*****00000**OR**03-0027***

Pre Eng	10,200	0	0	0	0	0	0	10,200
Constr	68,040	0	0	0	0	0	0	68,040
Supt Serv	0	0	0	0	0	0	0	0
Total	78,240	0	0	0	0	0	0	78,240

13 ROUTE TERMINUS SITES**685*****0*****00000**OR**9-*****

Non-Bwy Cp	0	0	0	170,000	80,000	0	0	250,000
Total	0	0	0	170,000	80,000	0	0	250,000

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Urban Mass Transportation Administration-Trade (Continued)								
14 NORTH TERMINAL FACILITY***686*****0*****00000**OR**03-0035**								
Pre Eng	36,000	44,000	0	0	0	0	0	80,000
Rt-of-Way	688,000	- 208,000	0	0	0	0	0	480,000
Constr	316,000	204,000	0	0	0	0	0	520,000
Total	1,040,000	40,000	0	0	0	0	0	1,080,000
15 BEAVERTON PARK-AND-RIDE STATION***701*****0*****00000**OR**03-0035**								
Pre Eng	99,200	-11,200	0	0	0	0	0	88,000
Rt-of-Way	236,000	-75,729	0	0	0	0	0	160,271
Constr	500,800	- 140,000	0	0	0	0	0	360,800
Total	836,000	- 226,929	0	0	0	0	0	609,071
16 SUNSET TRANSIT CENTER AND PARK-AND-RIDE STATION***702*****0*****00000**OR**03-0027**								
Pre Eng	320,435	0	0	0	0	0	0	320,435
Rt-of-Way	2,948,800	0	0	0	0	0	0	2,948,800
Constr	0	0	0	0	5,220,000	0	0	5,220,000
Supt Serv	0	0	0	0	50,000	0	0	50,000
Total	3,269,235	0	0	0	5,270,000	0	0	8,539,235
17 WESTSIDE BUS GARAGE-PHASE III (MERLO ROAD)***704*****0*****00000**OR**03-0027**								
Pre Eng	94,342	0	0	0	0	0	0	94,342
Constr	405,316	0	0	0	0	0	0	405,316
Total	499,658	0	0	0	0	0	0	499,658
18 WASHINGTON COUNTY TRANSIT TSM IMPROVEMENTS***705*****0*****00000**OR**03-0027**								
Pre Eng	115,320	0	0	0	0	0	0	115,320
Rt-of-Way	256,000	0	0	0	0	0	0	256,000
Constr	857,520	0	0	0	0	0	0	857,520
Supt Serv	0	0	0	0	0	0	0	0
Total	1,228,840	0	0	0	0	0	0	1,228,840
19 WESTSIDE BUS GARAGE-PHASE II***706*****0*****00000**OR**03-0027**								
Constr	5,708,362	0	0	0	0	0	0	5,708,362
Non-Rwy Cp	479,731	0	0	0	0	0	0	479,731
Total	6,188,093	0	0	0	0	0	0	6,188,093
20 SUPPORT SERVICES...RELOCATION & APPRAISAL COSTS/COST ALLOCATION***707*****0*****0*****OR**03-0027**								
Other	767,159	-3,997	0	0	0	0	0	763,162
Total	767,159	-3,997	0	0	0	0	0	763,162
21 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC***776*****0*****00000**OR**9-*****								
Non-Rwy Cp	0	0	0	1,080,000	100,000	0	0	1,180,000
Total	0	0	0	1,080,000	100,000	0	0	1,180,000

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Urban Mass Transportation Administration-Trade (Continued)								
31 SPECIAL NEEDS TRANSPORTATION MINI-BOSES***897*****0*****00000**OR**9-*****								
Non-Hwy Cp	0	0	0	2,390,000	0	0	0	2,390,000
Total	0	0	0	2,390,000	0	0	0	2,390,000
32 INFORMATION/COMMUNICATION EQUIPMENT***898*****0*****00000**OR**9-*****								
Non-Hwy Cp	0	0	0	1,110,000	0	0	0	1,110,000
Total	0	0	0	1,110,000	0	0	0	1,110,000
Total Urban Mass Transportation Administration-Trade								
	48,391,120	28,160	16,600,000	6,350,000	5,458,880	0	-28,160	76,800,000

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	Obligated	Anticipated	1990	1991	1992	1993	Post 1993	Authorized
Urban Mass Transportation Administration-Sect 9 (Continued)								
44 MAINFRAME COMPUTER AND COMPUTER EQUIPMENT***								
Non-Hwy Cp	495,760	0	252,080	0	0	0	0	747,840
Total	495,760	0	252,080	0	0	0	0	747,840
45 TELECOMMUNICATION NETWORK SYSTEM AND EQUIPMENT***								
Non-Hwy Cp	298,813	0	24,320	0	0	0	0	323,133
Total	298,813	0	24,320	0	0	0	0	323,133
46 MANAGEMENT INFORMATION SYSTEMS***								
Non-Hwy Cp	1,010,830	0	0	0	0	0	0	1,010,830
Total	1,010,830	0	0	0	0	0	0	1,010,830
47 UNIFIED WORK PROGRAM***								
Other	6,040,807	0	0	1,100,000	1,100,000	0	0	8,240,807
Total	6,040,807	0	0	1,100,000	1,100,000	0	0	8,240,807
48 122ND AND BURNSIDE PARK AND RIDE***								
Pre Eng	64,000	0	0	0	0	0	0	64,000
Rt-of-Way	1,304,846	0	0	0	0	0	0	1,304,846
Constr	631,965	0	0	0	0	0	0	631,965
Total	2,000,811	0	0	0	0	0	0	2,000,811
49 WESTSIDE PE AND FEIS(OWF)***								
Non-Hwy Cp	2,575,008	0	1,863,200	0	0	0	0	4,438,208
Total	2,575,008	0	1,863,200	0	0	0	0	4,438,208
50 SECTION 9 CAPITAL RESERVE***								
Reserve	0	0	0	0	0	0	1,793,700	1,793,700
Total	0	0	0	0	0	0	1,793,700	1,793,700
51 SECTION 9 OPERATING PROGRAM***								
Operating	27,977,324	0	4,108,766	3,500,000	3,500,000	0	0	39,086,090
Total	27,977,324	0	4,108,766	3,500,000	3,500,000	0	0	39,086,090
52 PROJECT BREAK-EVEN***								
Other	0	0	4,300,000	0	0	0	0	4,300,000
Total	0	0	4,300,000	0	0	0	0	4,300,000
53 LIGHT RAIL VEHICLES-AIR CONDITIONING RETROFIT***								
Non-Hwy Cp	0	0	1,920,000	0	0	0	0	1,920,000
Total	0	0	1,920,000	0	0	0	0	1,920,000
54 RUBY JUNCTION STORAGE TRACK***								
Constr	0	0	0	1,030,000	0	0	0	1,030,000
Total	0	0	0	1,030,000	0	0	0	1,030,000

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Urban Mass Transportation Administration-Sect 9 (Continued)								
55 WESTSIDE RAIL INITIATIVES***900*****0*****00000**OR**9-*****								
Other	0	0	0	0	0	0	960,000	960,000
Total	0	0	0	0	0	0	960,000	960,000
56 LINE SECTION DOUBLE TRACKING***901*****0*****00000**OR*****								
Constr	0	0	0	3,760,000	0	0	0	3,760,000
Total	0	0	0	3,760,000	0	0	0	3,760,000
Total Urban Mass Transportation Administration-Sect 9								
	74,072,709	0	12,927,806	11,735,000	7,485,000	1,027,000	3,553,700	110,801,215

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	Obligated	Anticipated	1990	1991	1992	1993	Post 1993	Authorized
Report Total	220,043,763	8,028,160	43,127,806	20,271,257	12,943,880	11,027,000	7,128,811	322,570,677

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City of Portland								
1 Finald Vouchered Projects**0*000000*0000*****CLOSED								
Pre Eng	1,597,249	0	0	0	0	0	0	1,597,249
Rt-of-Way	401,968	0	0	0	0	0	0	401,968
Constr	6,376,238	0	0	0	0	0	0	6,376,238
Non-Hwy Cp	131,555	0	0	0	0	0	0	131,555
Operating	217,108	0	0	0	0	0	0	217,108
Reserve	0	0	0	0	0	0	0	0
Total	8,724,118	0	0	0	0	0	0	8,724,118
2 N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE**9**75-019***00000*FAU9956*123*****0***								
Pre Eng	191,766	0	0	0	0	0	0	191,766
Total	191,766	0	0	0	0	0	0	191,766
3 I5-GREELEY/I5 CONNECTION-LANDSCAPING-4R**21**76-009***00305*FAU9945*726*****0***								
Pre Eng	377,936	0	0	0	0	0	0	377,936
Total	377,936	0	0	0	0	0	0	377,936
4 GRAND AVE(OR99E)-HARRISON TO CLAY-FAU TO FAUR(SEE FAP)**35**0-*****00000*FAP26***1E*****0***								
Constr	195,400	0	0	0	0	0	0	195,400
Total	195,400	0	0	0	0	0	0	195,400
5 ARTERIAL STREET 3R PROGRAM**43**89-033**0*****VAR0****726*****0***								
Constr	0	0	744,480	0	0	0	0	744,480
Total	0	0	744,480	0	0	0	0	744,480
6 CITY OF PORTLAND FAU CONTINGENCY**44**0-*****00000*VAR0****726*****0***								
Reserve	0	1,128,173	1,730,284	1,730,284	0	0	0	4,588,741
Total	0	1,128,173	1,730,284	1,730,284	0	0	0	4,588,741
7 NW CORNELL RD RETAINING WALLS-NW 29TH/600FT W OF NW 30TH**105**84-104***02702*FAU9022*726*****0***								
Pre Eng	36,161	- 461	0	0	0	0	0	35,700
Constr	276,118	0	0	0	0	0	0	276,118
Total	312,279	- 461	0	0	0	0	0	311,818
8 SW BROADWAY-SW 4TH TO SW 6TH**200**10092***00582*FAU9345*726*****0***								
Constr	404,500	0	0	0	0	0	0	404,500
Total	404,500	0	0	0	0	0	0	404,500
9 COLUMBIA BLVD (BNRR) BRIDGE #9685 EMERGENCY REPAIRS**303**87-002***04218*FAU9956*726*****0***								
Pre Eng	4,238	0	0	0	0	0	0	4,238
Constr	338,519	-28,715	0	0	0	0	0	309,804
Total	342,757	-28,715	0	0	0	0	0	314,042

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City of Portland (Continued)								
10 CONVENTION CENTER AREA TRANSIT/HIGHWAY IMPROVEMENTS(T)***					383**0-*****	00000*TRA0***	726*****	0****
Pre Eng	0	100,000	0	0	0	0	0	100,000
Constr	0	78,416	555,520	0	0	0	0	633,936
Total	0	178,416	555,520	0	0	0	0	733,936
11 WILLAMETTE GREENWAY TRAIL PROGRAM***					575**10018***	00240*VAR0***	726*****	0****
Pre Eng	61,500	0	0	0	0	0	0	61,500
Rt-of-Way	0	0	0	0	0	0	0	0
Constr	0	0	308,000	0	0	0	0	308,000
Total	61,500	0	308,000	0	0	0	0	369,500
12 CITYWIDE SIGNAL SYSTEM ANALYSIS***					660**80-042***	00620*VAR0***	726*****	0****
Pre Eng	72,218	0	0	0	0	0	0	72,218
Total	72,218	0	0	0	0	0	0	72,218
13 NW 9TH AVENUE IMPROVEMENTS-GLISAN TO FRONT***					868** 89-020**0*****	FAU9983*726*****	0****	
Pre Eng	0	22,000	0	0	0	0	0	22,000
Constr	0	0	358,000	0	0	0	0	358,000
Total	0	22,000	358,000	0	0	0	0	380,000
14 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS-OLESON RD TO BARBUR BLVD***					869**89-022***0*****	FAU9404*726*****	0****	
Pre Eng	0	46,000	0	0	0	0	0	46,000
Constr	0	0	414,000	0	0	0	0	414,000
Total	0	46,000	414,000	0	0	0	0	460,000
15 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS-9TH AVE TO 82ND AVE***					870**0*****0*****	FAU9822*726*****	0****	
Pre Eng	0	24,500	0	0	0	0	0	24,500
Constr	0	0	220,500	0	0	0	0	220,500
Total	0	24,500	220,500	0	0	0	0	245,000
16 INTERSECTION IMPROVEMENT PROGRAM***					871**78-119***00000*FAUVAR**	726*****	0****	
Pre Eng	0	10,800	0	0	0	0	0	10,800
Constr	0	0	97,200	0	0	0	0	97,200
Total	0	10,800	97,200	0	0	0	0	108,000
17 CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM***					872**0*****0*****	VARVAR**726*****	0****	
Pre Eng	0	34,800	0	0	0	0	0	34,800
Constr	0	0	313,200	0	0	0	0	313,200
Total	0	34,800	313,200	0	0	0	0	348,000
18 DOWNTOWN MALL REHABILITATION PROGRAM***					873**89-032***0*****	FAU9341*726*****	0****	
Pre Eng	0	100,000	0	0	0	0	0	100,000
Constr	0	0	700,000	0	0	0	0	700,000
Total	0	100,000	700,000	0	0	0	0	800,000

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19 REGIONAL RAIL PROGRAM***874**0*****0*****VARVAR**726*****0****								
Pre Eng	0	442,000	0	0	0	0	0	442,000
Total	0	442,000	0	0	0	0	0	442,000
20 HOLLADAY AVE-UNION AVE TO NE 9TH AVE(GREELEY-BANFIELD)***890**84-024C**04958*FAU9903*726*****0****								
Constr	0	89,320	0	0	0	0	0	89,320
Total	0	89,320	0	0	0	0	0	89,320
21 LLOYD BLVD-GRAND AVE TO NE 11TH AVE(GREELEY-BANFIELD)***891**84-024B**04959*FAU9902*726*****0****								
Constr	124,755	7,509	0	0	0	0	0	132,264
Total	124,755	7,509	0	0	0	0	0	132,264
Total City of Portland								
	10,807,229	2,054,342	5,441,184	1,730,284	0	0	0	20,033,039

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Multnomah County								
22 Finaled Vouchered Projects***0*0000000*00000*****CLOSED								
Pre Eng	91,437	0	0	0	0	0	0	91,437
Constr	917,181	0	0	0	0	0	0	917,181
Reserve	0	0	0	0	0	0	0	0
Total	1,008,618	0	0	0	0	0	0	1,008,618
23 SE BURNSIDE STREET-SE STARK ST TO BULL RUN RD(1ST ST)***56*****FAU9822*726*****0****								
Pre Eng	225,005	0	0	0	0	0	0	225,005
Rt-of-Way	9,201	0	0	0	0	0	0	9,201
Constr	169,000	0	0	0	0	0	0	169,000
Total	403,206	0	0	0	0	0	0	403,206
24 NORTH MAIN RECONSTRUCTION(GRESHAM)-DIVISION TO POWELL***541**88-014***04863*FAU9879*726*****0****								
Pre Eng	55,383	0	0	0	0	0	0	55,383
Constr	0	0	428,617	0	0	0	0	428,617
Total	55,383	0	428,617	0	0	0	0	484,000
25 238TH/242ND AVENUE IMPROVEMENTS***863**85-053***03687*FAU9877*726*****0****								
Pre Eng	0	0	90,000	0	0	0	0	90,000
Constr	0	0	0	557,460	0	0	0	557,460
Total	0	0	90,000	557,460	0	0	0	647,460
26 I84-223RD CONNECTOR(207TH)***864**84-023b**03327*FAU9867*726*****0****								
Pre Eng	0	0	100,000	0	0	0	0	100,000
Reserve	0	0	0	1,056,227	0	0	0	1,056,227
Total	0	0	100,000	1,056,227	0	0	0	1,156,227
Total Multnomah County	1,467,207	0	618,617	1,613,687	0	0	0	3,699,511

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
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Clackamas County								
27 Finald Vouchered Projects***0*0000000*00000*****CLOSED								
Pre Eng	248,064	0	0	0	0	0	0	248,064
Rt-of-Way	74,366	0	0	0	0	0	0	74,366
Constr	2,449,968	0	0	0	0	0	0	2,449,968
Total	2,772,398	0	0	0	0	0	0	2,772,398
28 LOWER BOONES FERRY RD-MADRONA TO SW JEAN***68**80-104***00677*FAU9473*703*****0****								
Pre Eng	207,290	0	0	0	0	0	0	207,290
Rt-of-Way	0	185,000	0	0	0	0	0	185,000
Constr	660,617	0	1,453,172	0	0	0	0	2,133,789
Reserve	0	0	0	0	0	0	0	0
Total	867,907	185,000	1,453,172	0	0	0	0	2,526,079
29 SUNNYSIDE ROAD-STEVEN'S ROAD TO 122ND UNIT I***77**77-147***00127*FAU9718*703*****0****								
Pre Eng	73,546	70	0	0	0	0	0	73,616
Total	73,546	70	0	0	0	0	0	73,616
30 HARMONY ROAD-LAKE ROAD TO 82ND DRIVE***79**77-148***00468*FAU9702*703*****0****								
Pre Eng	36,992	0	0	0	0	0	0	36,992
Constr	0	171,071	0	0	0	0	0	171,071
Total	36,992	171,071	0	0	0	0	0	208,063
31 RAILROAD AVENUE/HARMONY ROAD-82ND TO MILWAUKIE CBD-UNIT I***553**10037***00705*FAU9702*0*****0****								
Constr	83,929	0	0	0	0	0	0	83,929
Total	83,929	0	0	0	0	0	0	83,929
32 82ND DRIVE-HWY 212 TO GLADSTONE/I205 INTERCHANGE***578**10051B***00500*FAU9653*703*****0****								
Rt-of-Way	0	0	819,574	0	0	0	0	819,574
Total	0	0	819,574	0	0	0	0	819,574
33 SUNRISE CORRIDOR-MCLOUGHLIN BLVD TO US26***722**86-036***00923*FAP74***171*****4****								
Reserve	0	0	50,000	0	0	0	0	50,000
Total	0	0	50,000	0	0	0	0	50,000
34 CLACKAMAS COUNTY FAU RESERVE***835**0*****0*****VAR0*****0****								
Reserve	0	0	0	484,243	0	0	0	484,243
Total	0	0	0	484,243	0	0	0	484,243
35 SUNNYBROOK SPLIT DIAMOND PE***865**86-082***03346*FAU9736*703*****0****								
Pre Eng	0	0	50,000	0	0	0	0	50,000
Total	0	0	50,000	0	0	0	0	50,000

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Clackamas County (Continued)								
36 MCLOUGHLIN BOULEVARD-HARRISON ST TO RR OVERCROSSING***892**0000000**00000*FAP26***IE*****0****								
Reserve	0	0	0	0	0	0	933,000	933,000
Total	0	0	0	0	0	0	933,000	933,000
Total Clackamas County	3,854,772	356,141	2,372,746	484,243	0	0	933,000	8,000,902

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Washington County (Continued)								
47 BALL BOULEVARD-ALLEN TO GREENWAY***830**10237***02354*FAU9091*734*****1****								
Constr	0	0	1,200,000	0	0	0	0	1,200,000
Total	0	0	1,200,000	0	0	0	0	1,200,000
48 MAPLE STREET AT TOALATIN VALLEY HIGHWAY-SIGNAL***866**89-016***0****FAU9032*734*****0****								
Constr	0	80,000	0	0	0	0	0	80,000
Total	0	80,000	0	0	0	0	0	80,000
49 CORNELIUS PASS ROAD-SUNSET HIGHWAY TO CORNELL ROAD***867**89-029***0****FAU9053*734*****0****								
Constr	0	0	600,000	0	0	0	0	600,000
Reserve	0	0	0	0	0	0	509,934	509,934
Total	0	0	600,000	0	0	0	509,934	1,109,934
Total Washington County								
	3,366,366	677,216	2,466,475	0	0	0	509,934	7,019,991

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Tri-Met								
50 Finaled Vouchered Projects***0*0000000*00000*****CLOSED								
Constr	1,110,747	0	0	0	0	0	0	1,110,747
Non-Hwy Cp	126,395	0	0	0	0	0	0	126,395
Total	1,237,142	0	0	0	0	0	0	1,237,142
51 TRI-MET RIDESHARE PROGRAM***102**80-043**00000*VAR0***0*****0***								
Operating	681,184	0	100,000	0	0	0	110,021	891,205
Total	681,184	0	100,000	0	0	0	110,021	891,205
Total Tri-Met	1,918,326	0	100,000	0	0	0	110,021	2,128,347

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Highway Division								
52 Finaled Vouchered Projects***0*000000*00000*****CLOSED								
Pre Eng	227,478	0	0	0	0	0	0	227,478
Rt-of-Way	94,226	0	0	0	0	0	0	94,226
Constr	812,390	0	0	0	0	0	0	812,390
Total	1,134,094	0	0	0	0	0	0	1,134,094
53 STATE STREET CORRIDOR(OR43)-TERWILLIGER TO LADD***133**77-068**00359*FAU9565*3*****6****								
Constr	0	0	22,000	0	0	0	0	22,000
Total	0	0	22,000	0	0	0	0	22,000
54 OR210-SCHOLLS HWY AT 135TH AVE-SIGNAL/REALIGNMENT***390**80-112**00046*FAU9234*143*****7****								
Constr	109,886	0	0	0	0	0	0	109,886
Total	109,886	0	0	0	0	0	0	109,886
55 US26-MT HOOD HWY AT PALMQUIST/ORIENT RD-GRADE/PAVE/SIGNAL-ST***397**10234**01470*FAP24**26*****14****								
Constr	11,828	0	0	0	0	0	0	11,828
Total	11,828	0	0	0	0	0	0	11,828
56 HIGHWAY 43 @ MCKILLICAN/HOOD AVENUE WIDENING***853**10252**00976*FAU9565*3*****11****								
Constr	77,413	0	1,353	0	0	0	0	78,766
Total	77,413	0	1,353	0	0	0	0	78,766
Total Highway Division	1,333,221	0	23,353	0	0	0	0	1,356,574

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Metro Region and FAU Reserve								
57 Finaled Vouchered Projects***0*0000000*00000*****CLOSED								
Pre Eng	463,280	0	0	0	0	0	0	463,280
Rt-of-Way	318,162	0	0	0	0	0	0	318,162
Constr	1,147,655	0	0	0	0	0	0	1,147,655
Total	1,929,097	0	0	0	0	0	0	1,929,097
58 UNALLOCATED FEDERAL-AID URBAN FUNDS***114**0-*****00000*VAR0****0*****0****								
Reserve	0	0	0	0	0	0	500,000	500,000
Total	0	0	0	0	0	0	500,000	500,000
Total Metro Region and FAU Reserve	1,929,097	0	0	0	0	0	500,000	2,429,097

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Metro Region Total							
13,868,989	1,033,357	5,581,191	2,097,930	0	0	2,052,955	24,634,422
Report Total							
24,676,218	3,087,699	11,022,375	3,828,214	0	0	2,052,955	44,667,461

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Federal-Aid Interstate								
1 I205-AUTOMATED VEHICLE ID AND WEIGH IN MOTION-4R**299**86-074***04027*FAI205**64*****0****sy***								
Constr	0	36,800	0	0	0	0	0	36,800
Total	0	36,800	0	0	0	0	0	36,800
2 I205-AIRPORT WAY INTERCHANGE GRADING/LNDSCPG-4R**304**88-001***04665*FAI205**64*****25****sy***								
Constr	342,888	0	55,259	0	0	0	0	398,147
Total	342,888	0	55,259	0	0	0	0	398,147
3 I5-INTERSTATE BRIDGE DECK RESTORATION-4R**305**85-056***03696*FAI5****1*****308****sy***								
Constr	0	1,472,000	0	0	0	0	0	1,472,000
Total	0	1,472,000	0	0	0	0	0	1,472,000
4 I205-AIRPORT WAY TO COLUMBIA BLVD-GRADING/PAVING-4R**306**86-062***03270*FAI205**64*****24****sy***								
Constr	0	0	0	0	0	460,000	0	460,000
Total	0	0	0	0	0	460,000	0	460,000
5 I5-W MARQUAM BRIDGE TO N TIGARD INTCHG-GRIND/PATCH-4R**313**87-006***03708*FAI5****1*****294****sy***								
Constr	0	0	0	1,840,000	0	0	0	1,840,000
Total	0	0	0	1,840,000	0	0	0	1,840,000
6 I5-COLUMBIA BLVD TO PORTLAND BLVD-GRADING/PAVING-4R**315**10215***01480*FAI5****1*****305****sy***								
Pre Eng	242,354	0	0	0	0	0	0	242,354
Constr	0	3,227,700	0	0	0	0	0	3,227,700
Total	242,354	3,227,700	0	0	0	0	0	3,470,054
7 I205-SIGNING PACIFIC HWY TO CLACKAMAS HWY-4R**317**85-036***03440*FAI205**64*****0****sy***								
Constr	0	0	432,000	0	0	0	0	432,000
Total	0	0	432,000	0	0	0	0	432,000
8 I5-EAST MARQUAM INTCHG-WB/SB/BANFIELD ACCESS-FAI**319**76-011***00597*FAI5****1*****301****sy***								
Pre Eng	2,313,163	0	0	0	0	0	0	2,313,163
Rt-of-Way	3,882,506	0	0	0	0	0	0	3,882,506
Constr	0	0	0	9,200,000	0	0	0	9,200,000
Total	6,195,669	0	0	9,200,000	0	0	0	15,395,669
9 I5-EAST MARQUAM INTERCHANGE GRAND AVE/UNION AVE RAMPS**320**76-011***00597*FAI5****1*****301****sy***								
Constr	0	0	0	0	19,320,000	0	0	19,320,000
Total	0	0	0	0	19,320,000	0	0	19,320,000
10 I5-SWIFT INTERCHANGE TO DELTA PARK INTERCHANGE PBS 3-FAI**322**74-010***00598*FAI5****1*****307****sy***								
Constr	0	0	11,960,000	0	0	0	0	11,960,000
Total	0	0	11,960,000	0	0	0	0	11,960,000

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Federal-Aid Interstate (Continued)								
11 I5-DELTA PARK TO MARQUAM BRIDGE-BASE SHOULDER OVERLAY-4R***323**10213***01472*PAI5***1*****300***sy***								
Pre Eng	160,462	0	0	0	0	0	0	160,462
Constr	0	2,019,400	0	0	0	0	0	2,019,400
Total	160,462	2,019,400	0	0	0	0	0	2,179,862
12 I205-WILLAMETTE RIVER BRIDGE ICE DETECTORS-4R***332**86-099***03280*PAI205**64*****9*****								
Constr	0	0	119,600	0	0	0	0	119,600
Total	0	0	119,600	0	0	0	0	119,600
13 I205-COLUMBIA RIVER TO NE FAILING GRADING/LNDSCPG-4R***334**87-009***02511*PAI205**64*****23***sy***								
Constr	0	0	0	920,000	0	0	0	920,000
Total	0	0	0	920,000	0	0	0	920,000
14 I5-WB CONNECTION TO SB I405(8958E)-DECK RESTORATION-4R***336**10217***01489*PAI5***1*****303***sy***								
Pre Eng	18,400	0	0	0	0	0	0	18,400
Constr	0	0	0	0	0	0	875,840	875,840
Total	18,400	0	0	0	0	0	875,840	894,240
15 I5-OVERCROSSING COLUMBIA BLVD/UNION AVE(8882)-DECK RESTORATION-4***337**10220***01509*PAI5***1*****306***sy***								
Pre Eng	11,020	0	0	0	0	0	0	11,020
Constr	0	809,600	0	0	0	0	0	809,600
Total	11,020	809,600	0	0	0	0	0	820,620
16 I5-OVERCROSSING COLUMBIA SLOUGH(8883)-DECK RESTORATION-4R***338**10221***01510*PAI5***1*****306***sy***								
Pre Eng	12,819	0	0	0	0	0	0	12,819
Constr	0	1,294,440	0	0	0	0	0	1,294,440
Total	12,819	1,294,440	0	0	0	0	0	1,307,259
17 I205-SUNNYSIDE INTERCHANGE IMPROVEMENTS-4R***339**86-102***03276*PAI205**64*****14*****								
Constr	627,125	0	0	0	0	0	0	627,125
Total	627,125	0	0	0	0	0	0	627,125
18 I205-GLENN JACKSON BRIDGE WATER MAIN/CALL SYSTEM-4R***343**84-050***02455*PAI205**64*****26***sy***								
Constr	0	0	506,000	0	0	0	0	506,000
Total	0	0	506,000	0	0	0	0	506,000
19 I405-STADIUM FREEWAY AT SW 6TH AVENUE-4R***344**86-104***02507*PAI405**61*****1***sy***								
Rt-of-Way	4,888	632	0	0	0	0	0	5,520
Constr	0	158,584	0	0	0	0	0	158,584
Total	4,888	159,216	0	0	0	0	0	164,104
20 I5-E MARQUAM INTCHG (SE WATER AVE RAMPS)-PAI***345**76-011***00435*PAI5***1*****301***sy***								
Constr	0	0	21,160,000	0	0	0	0	21,160,000
Total	0	0	21,160,000	0	0	0	0	21,160,000

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Federal-Aid Interstate (Continued)								
21 I84-WE 111TH AVE TO WE 181ST AVE SOUNDWALL(N SIDE)-FAI***349**78-046***04650*FAI84***2*****10****sy***								
Constr	0	1,600,000	0	0	0	0	0	1,600,000
Total	0	1,600,000	0	0	0	0	0	1,600,000
22 I5-OXING VICTORY BLVD(9316)-DECK RESTORATION-4R***351**84-007***01503*FAI5***1*****307****sy***								
Pre Eng	13,188	0	0	0	0	0	0	13,188
Constr	0	0	231,840	0	0	0	0	231,840
Total	13,188	0	231,840	0	0	0	0	245,028
23 I205-COLOMBIA RIVER TO SO BANFIELD INTCHG GRADING/LANDSCAPING-4R***352**86-116***04019*FAI205**64*****22*****								
Constr	1,186,223	0	1,196,000	0	0	0	0	2,382,223
Total	1,186,223	0	1,196,000	0	0	0	0	2,382,223
24 I5-SW TERWILLIGER CONNECTION(8199)-DECK RESTORATION-4R***355**84-017***01506*FAI5***1*****297****sy***								
Pre Eng	17,060	0	0	0	0	0	0	17,060
Constr	0	0	92,000	0	0	0	0	92,000
Total	17,060	0	92,000	0	0	0	0	109,060
25 I205-GLADSTONE INTCHG TO PARK PL-GRADING/PAVING/ADD LANE-4R***356**10178***01537*FAI205**64*****0*****								
Pre Eng	130,477	0	0	0	0	0	0	130,477
Constr	1,936,586	0	0	0	0	0	0	1,936,586
Total	2,067,063	0	0	0	0	0	0	2,067,063
26 I205-S BANFIELD TO SE STARK ST GRADING/LANDSCAPE-4R***357**87-016***04021*FAI205**64*****21****sy***								
Constr	0	0	0	0	0	1,012,000	0	1,012,000
Total	0	0	0	0	0	1,012,000	0	1,012,000
27 I5-SO TIGARD INTERCHANGE TO E PORTLAND FWY LANDSCAPING-4R***358**84-046***01234*FAI5***1*****286****sy***								
Pre Eng	34,120	0	0	0	0	0	0	34,120
Constr	0	0	230,000	0	0	0	0	230,000
Total	34,120	0	230,000	0	0	0	0	264,120
28 I5-TERWILLIGER BLVD INTERCHANGE OVERCROSSING/RAMPS***360**84-055***01945*FAU9383*1*****297****sy***								
Pre Eng	0	182,160	0	0	0	0	0	182,160
Constr	0	0	5,440,980	0	0	0	0	5,440,980
Total	0	182,160	5,440,980	0	0	0	0	5,623,140
29 I84-WE 111TH TO WE 134TH-GRADING/PAVING/STRUCTURE/INT/SIG***362**78-046***01225*FAI84***2*****10*****								
Pre Eng	1,186,367	0	0	0	0	0	0	1,186,367
Rt-of-Way	18,444	0	0	0	0	0	0	18,444
Constr	0	8,629,600	0	0	0	0	0	8,629,600
Total	1,204,811	8,629,600	0	0	0	0	0	9,834,411
30 WE 181ST AVENUE EXTENSION***364**78-046***01458*FAU9891*726*****13****sy***								
Rt-of-Way	0	1,061,500	0	0	0	0	0	1,061,500
Constr	328,708	19,780,000	0	0	0	0	0	20,108,708
Total	328,708	20,841,500	0	0	0	0	0	21,170,208

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Federal-Aid Interstate (Continued)								
31 I205-SE LESTER AVENUE INTERCHANGE***								
Rt-of-Way	0	791,248	0	0	0	0	0	791,248
Constr	0	4,183,099	0	0	0	0	0	4,183,099
Total	0	4,974,347	0	0	0	0	0	4,974,347
32 I5-GREELEY RAMP TO W BANFIELD INTERCHANGE PHASE I***								
Pre Eng	1,091,890	0	0	0	0	0	0	1,091,890
Constr	0	5,262,400	0	0	0	0	0	5,262,400
Total	1,091,890	5,262,400	0	0	0	0	0	6,354,290
33 I84-WE 134TH TO WE 181ST***								
Rt-of-Way	1,475,520	0	0	0	0	0	0	1,475,520
Constr	0	12,328,000	0	0	0	0	0	12,328,000
Total	1,475,520	12,328,000	0	0	0	0	0	13,803,520
34 I84-WE 181ST AVE TO TROUTDALE-PAI AND 4R***								
Pre Eng	1,132,646	0	0	0	0	0	0	1,132,646
Constr	0	0	0	0	0	24,840,000	0	24,840,000
Total	1,132,646	0	0	0	0	24,840,000	0	25,972,646
35 I205-LAWNFIELD DR TO GLADSTONE INTCHG(82ND DR) BIKEWAY-4R***								
Constr	0	0	469,200	0	0	0	0	469,200
Total	0	0	469,200	0	0	0	0	469,200
36 I5-LOWER BOONES FERRY RD TO SAGERT RD-4R***								
Pre Eng	521,393	0	0	0	0	0	0	521,393
Rt-of-Way	0	368,840	0	0	0	0	0	368,840
Constr	0	0	6,366,400	0	0	0	0	6,366,400
Total	521,393	368,840	6,366,400	0	0	0	0	7,256,633
37 I5-WILSONVILLE INTERCHANGE-4R***								
Constr	0	0	0	3,542,000	0	0	0	3,542,000
Total	0	0	0	3,542,000	0	0	0	3,542,000
38 I405-PREMONT BRIDGE AND RAMPS DECK RESTORATION-4R***								
Constr	0	0	0	0	0	0	7,894,000	7,894,000
Total	0	0	0	0	0	0	7,894,000	7,894,000
39 I5-METRO AREA FREEWAY CALL BOXES AND VARIABLE MESSAGE SIGNING-4R***								
Constr	0	0	0	0	0	0	920,000	920,000
Total	0	0	0	0	0	0	920,000	920,000
40 DEVELOPMENT PROJECTS***								
Pre Eng	160,883	0	0	0	0	0	0	160,883
Reconn	0	0	1,134,000	0	0	88,000	0	1,222,000
Total	160,883	0	1,134,000	0	0	88,000	0	1,382,883

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Federal-Aid Interstate (Continued)								
41 I5-STAFFORD RD INTERCHANGE-4R***403**86-061***03271*PAI5***1*****286***sy***								
Pre Eng	204,429	245,605	0	0	0	0	0	450,034
Rt-of-Way	2,003,941	0	0	0	0	0	0	2,003,941
Constr	0	0	0	0	0	0	6,946,000	6,946,000
Total	2,208,370	245,605	0	0	0	0	6,946,000	9,399,975
42 I205-SUNNYSIDE RD TO LAWNFIELD BIKEWAY UNIT 2-4R***409**10180***00614*PAI205**64*****14***sy***								
Constr	0	0	331,200	0	0	0	0	331,200
Total	0	0	331,200	0	0	0	0	331,200
43 I5-TIGARD PARK-AND-RIDE***435**0-*****04821*PAI5***1*****292***sy***								
Constr	0	0	0	0	377,000	0	0	377,000
Total	0	0	0	0	377,000	0	0	377,000
44 I5-I5/I205 INTERCHANGE-4R***436**86-044***03273*PAI5***1*****288***sy***								
Constr	0	0	0	718,000	0	0	0	718,000
Total	0	0	0	718,000	0	0	0	718,000
45 I84-WOOD VILLAGE AND E HOOD RIVER INTERCHANGE-4R***437**84-077***01843*PAI84**2*****15*****								
Pre Eng	339,922	0	0	0	0	0	0	339,922
Constr	0	0	552,000	0	0	0	230,000	782,000
Total	339,922	0	552,000	0	0	0	230,000	1,121,922
46 I5-INTERSTATE BRIDGE TO COLUMBIA BLVD PAVING-4R***458**87-013***03696*PAI5***1*****306***sy***								
Constr	0	0	0	0	0	0	1,380,000	1,380,000
Total	0	0	0	0	0	0	1,380,000	1,380,000
47 I5-GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSIDENCE MP287-ST***472**85-008***02910*PAI5***1*****0*****								
Constr	0	0	0	0	0	0	602,600	602,600
Total	0	0	0	0	0	0	602,600	602,600
48 I205-SE STARK TO SE POWELL BLVD GRADING/LANDSCAPING-4R***673**87-014***04020*PAI205**64*****19***sy***								
Constr	0	0	0	828,000	0	0	0	828,000
Total	0	0	0	828,000	0	0	0	828,000
49 I205-OREGON CITY PARK-AND-RIDE***674**80-008***00459*PAI205**64*****9***sy***								
Pre Eng	30,893	0	0	0	0	0	0	30,893
Rt-of-Way	0	36,800	0	0	0	0	0	36,800
Constr	0	0	322,000	0	0	0	0	322,000
Total	30,893	36,800	322,000	0	0	0	0	389,693
50 I205-AIRPORT WAY INTERCHANGE IMPROVEMENTS-4R***681**86-063***03373*PAI205**64*****24***sy***								
Constr	0	0	0	4,324,000	0	0	0	4,324,000
Total	0	0	0	4,324,000	0	0	0	4,324,000

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Federal-Aid Interstate (Continued)								
51 I205-AT SANDY BLVD WEST BOUND CONNECTION-4R***682**86-058***04059*PAI205**64*****24****sy***								
Pre Eng	38,548	0	0	0	0	0	0	38,548
Constr	0	0	0	340,400	0	0	0	340,400
Total	38,548	0	0	340,400	0	0	0	378,948
52 SUNNYBROOK SPLIT DIAMOND PE***865**86-082***03346*PAU9736*703*****0****sy***								
Pre Eng	186,883	332,858	0	0	0	0	0	519,741
Total	186,883	332,858	0	0	0	0	0	519,741
53 I5-UPPER BOONES FERRY TO I205 INTERCHANGE***876**84-127***02499*PAI5****1*****289****sy***								
Pre Eng	145,230	164,595	0	0	0	0	0	309,825
Constr	0	0	0	3,128,000	0	0	0	3,128,000
Total	145,230	164,595	0	3,128,000	0	0	0	3,437,825
54 I84-COLUMBIA RIVER HWY(238TH AVENUE)BRIDGE #A7097***885**84-023***03327*PAI84***2*****16****sy***								
Constr	0	0	0	0	1,159,200	0	0	1,159,200
Total	0	0	0	0	1,159,200	0	0	1,159,200
55 I5-AT HIGHWAY 217/KROSE WAY INTERCHANGE CONNECTION-DEVELOPMENT***893**86-056***03277*PAI5****1*****292****sy***								
Pre Eng	328,467	110,099	0	0	0	0	0	438,566
Total	328,467	110,099	0	0	0	0	0	438,566
Total Federal-Aid Interstate								
	20,127,443	64,095,960	50,598,479	24,840,400	20,856,200	26,400,000	18,848,440	225,766,922

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Federal-Aid Primary								
56 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE***								
Reserve	0	0	0	0	2,000,000	0	0	2,000,000
Total	0	0	0	0	2,000,000	0	0	2,000,000
57 OREGON CITY BYPASS-PARK PLACE TO COMMUNITY COLLEGE***								
Reserve	0	0	0	0	890,000	0	0	890,000
Total	0	0	0	0	890,000	0	0	890,000
58 OR8-TV HIGHWAY PAVING/ILLOM-21ST TO SW 160TH AVE-FAP***								
Constr	0	0	0	2,270,000	0	0	0	2,270,000
Total	0	0	0	2,270,000	0	0	0	2,270,000
59 DEVELOPMENT PROJECTS***								
Pre Eng	0	120,000	0	0	0	0	0	120,000
Reconn	0	0	0	0	611,650	0	0	611,650
Total	0	120,000	0	0	611,650	0	0	731,650
60 US26-SYLVAN INTERCHANGE TO VISTA RIDGE(ZOO INTERCHANGE)***								
Pre Eng	627,115	0	0	0	0	0	0	627,115
Rt-of-Way	0	792,000	0	0	0	0	0	792,000
Constr	0	0	0	0	0	6,435,000	0	6,435,000
Total	627,115	792,000	0	0	0	6,435,000	0	7,854,115
61 BEAVERTON/TOALATIN HWY AT PACIFIC HWY WEST-FAP***								
Pre Eng	21,596	0	0	0	0	0	0	21,596
Constr	0	220,000	0	0	0	0	0	220,000
Total	21,596	220,000	0	0	0	0	0	241,596
62 US26-SUNSET/HELVETIA ROAD INTERCHANGE PHASE 2-FAP***								
Pre Eng	189,963	0	0	0	0	0	0	189,963
Constr	0	0	0	0	0	0	2,904,000	2,904,000
Total	189,963	0	0	0	0	0	2,904,000	3,093,963
63 US26-SUNSET/CORNELIUS PASS ROAD INTCHG-STW***								
Pre Eng	463,509	0	0	0	0	0	0	463,509
Rt-of-Way	511,270	0	0	0	0	0	0	511,270
Total	974,779	0	0	0	0	0	0	974,779
64 US26-SUNSET/JACKSON ROAD OVERPASS-DEVELOPMENT-FAP***								
Pre Eng	94,585	53,242	0	0	0	0	0	147,827
Total	94,585	53,242	0	0	0	0	0	147,827
65 US26-SUNSET/NW 185TH AVE INTERCHANGE-DEVELOPMENT-FAP***								
Pre Eng	88,120	220,405	0	0	0	0	0	308,525
Total	88,120	220,405	0	0	0	0	0	308,525

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Federal-Aid Primary (Continued)								
66 HWY212-ROCK CREEK JCT TO MP 0.95-DEVELOPMENT-FAP***450**84-045**00775*PAP74***174*****1****sy***								
Pre Eng	122,313	86,102	0	0	0	0	0	208,415
Total	122,313	86,102	0	0	0	0	0	208,415
67 PACIFIC HIGHWAY WEST AT EDY/SCHOLLS-SIX CORNERS***463**86-070**04358*PAP9****1W*****15****sy***								
Constr	0	0	0	2,464,000	0	0	0	2,464,000
Total	0	0	0	2,464,000	0	0	0	2,464,000
68 TV HWY RECONNAISSANCE-BILLSBORO TO BEAVERTON***501**86-059**03620*PAP32***29*****3****sy***								
Pre Eng	88,120	0	0	0	0	0	0	88,120
Total	88,120	0	0	0	0	0	0	88,120
69 US26-SUNSET/MURRAY INTERCHANGE-FAP***567**84-039**00393*PAP27***47*****67****sy***								
Pre Eng	88,198	0	0	0	0	0	0	88,198
Rt-of-Way	70,400	0	0	0	0	0	0	70,400
Constr	0	0	4,840,000	0	0	0	0	4,840,000
Total	158,598	0	4,840,000	0	0	0	0	4,998,598
70 OR8-TV HWY AT MURRAY BLVD INTERSECTION IMPROVEMENT-FAP***680**80-020**00369*PAP32***29*****4*****								
Pre Eng	90,542	0	0	0	0	0	0	90,542
Rt-of-Way	250,346	245,203	0	0	0	0	0	495,549
Constr	5,142	566,595	0	0	0	0	0	571,737
Total	346,030	811,798	0	0	0	0	0	1,157,828
71 SUNRISE CORRIDOR-MCLOUGHLIN BLVD TO US26***722**85-028**03721*PAP74***171*****4****sy***								
Constr	0	0	0	220,000	0	0	0	220,000
Total	0	0	0	220,000	0	0	0	220,000
72 OR8-TUALATIN VALLEY HIGHWAY-SE 21ST AVE TO SE OAK ST***828**79-085**00691*PAP32***29*****11*****								
Pre Eng	474,033	0	0	0	0	0	0	474,033
Total	474,033	0	0	0	0	0	0	474,033
73 NE LOMBARD/COLUMBIA BLVD VIA NE 60TH AVENUE***854**80-011**00835*PA09917*123*****9****sy***								
Rt-of-Way	0	1,452,000	0	0	0	0	0	1,452,000
Constr	0	193,600	0	0	0	0	0	193,600
Total	0	1,645,600	0	0	0	0	0	1,645,600
74 BEAVERTON/TUALATIN HWY AT PACIFIC HWY WEST-CHAN/SIG***877**84-052**00762*PA09091*141*****9****sy***								
Constr	0	0	0	0	0	220,000	0	220,000
Total	0	0	0	0	0	220,000	0	220,000
75 TUALATIN VALLEY HWY-BILLSBORO SIGNALS(13 LOCATIONS)***878**84-034**03334*PAP32***29*****13****sy***								
Constr	0	0	0	255,200	0	0	0	255,200
Total	0	0	0	255,200	0	0	0	255,200

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Federal-Aid Primary (Continued)								
76 US26-BEAVERTON TO PORTLAND LRT AND HIGHWAY IMPROVEMENTS***888**88-033***04497*FAP27***47*****67***sy***								
Pre Eng	0	2,000,000	0	0	0	0	0	2,000,000
Total	0	2,000,000	0	0	0	0	0	2,000,000
Total Federal-Aid Primary	3,185,252	5,949,147	4,840,000	5,209,200	3,501,650	6,655,000	2,904,000	32,244,249

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Highway Bridge Replacement								
77 I5-TERWILLIGER BLVD INTERCHANGE OVERCROSSING/RAMPS***360**84-069***01487*PA09383*1*****297*****								
Pre Eng	215,360	0	0	0	0	0	0	215,360
Total	215,360	0	0	0	0	0	0	215,360
78 DEVELOPMENT PROJECTS***394**85-030***03331*VARVAR**var*****295*****								
Pre Eng	73,920	0	42,240	0	0	0	0	116,160
Total	73,920	0	42,240	0	0	0	0	116,160
79 HAWTBORNE BRIDGE(#2757) PHASE II-SERVICE LIFE EXTENSION-HBR***407**85-037***04069*PA09366*726*****0****sy***								
Pre Eng	95,960	0	0	0	0	0	0	95,960
Constr	0	0	0	1,088,000	0	0	0	1,088,000
Total	95,960	0	0	1,088,000	0	0	0	1,183,960
80 BROOKWOOD AVE BRIDGE REPLACEMENT OVER ROCKCREEK-BR#13043-HBR***461**84-086***02589*PA09009*734*****0*****								
Pre Eng	72,960	0	0	0	0	0	0	72,960
Constr	466,725	0	0	0	0	0	0	466,725
Total	539,685	0	0	0	0	0	0	539,685
81 CLACKAMAS PARK(PACIFIC EAST) BRIDGE NO. 1618-HBR***504**85-042***03329*PAP26**1E*****11****sy***								
Pre Eng	118,956	0	0	0	0	0	0	118,956
Constr	0	0	1,952,000	0	0	0	0	1,952,000
Total	118,956	0	1,952,000	0	0	0	0	2,070,956
82 HAWTBORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT(#2757C)-HBR***506**84-097***02914*PA09366*726*****0****sy***								
Pre Eng	248,240	0	0	0	0	0	0	248,240
Constr	0	0	0	1,040,000	0	0	0	1,040,000
Total	248,240	0	0	1,040,000	0	0	0	1,288,240
83 NE PORTLAND HWY-N LOMBARD/BURGARD ST @ N TERMINAL RD(#25B01)-HBR***513**85-073***03377*PA09956*123*****0****sy***								
Pre Eng	0	115,760	0	0	0	0	0	115,760
Total	0	115,760	0	0	0	0	0	115,760
Total Highway Bridge Replacement								
	1,292,121	115,760	1,994,240	2,128,000	0	0	0	5,530,121

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Bazard Elimination System								
84 FARMINGTON RD CORRIDOR(OR208) TSM-185TH AVE TO LOMBARD AVE***236**78-057***02233*PA09064*142*****8*****								
Pre Eng	58,600	0	0	0	0	0	0	58,600
Rt-of-Way	70,200	0	0	0	0	0	0	70,200
Constr	0	256,071	0	0	0	0	0	256,071
Total	128,800	256,071	0	0	0	0	0	384,871
85 MT HOOD AT BIRDSDALE(POWELL/190TH INTERSECTION IMPROVEMENT)***293**77-064***00366*PAP24***26*****10*****								
Constr	431,100	0	0	0	0	0	0	431,100
Total	431,100	0	0	0	0	0	0	431,100
86 I205-SE LESTER AVENUE INTERCHANGE***365**86-121***01493*PA09753*64*****16*****								
Reserve	0	0	0	0	1,093,500	0	0	1,093,500
Total	0	0	0	0	1,093,500	0	0	1,093,500
87 OR213-AT JOHNSON CREEK BRIDGE #4566-BES***385**84-089***01457*PA09713*68*****7****sy**								
Constr	0	0	297,000	0	0	0	0	297,000
Total	0	0	297,000	0	0	0	0	297,000
88 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING(III)-BES***386**10143c***01892*PAP27***47*****72*****								
Constr	0	1,170,000	0	0	0	0	0	1,170,000
Total	0	1,170,000	0	0	0	0	0	1,170,000
89 US30-SW DOANE AVE TO SW BALBOA AVE-CHANNELIZATION-BES***387**79-067***02107*PAP1***2w*****5*****								
Pre Eng	14,490	0	0	0	0	0	0	14,490
Rt-of-Way	67,050	0	0	0	0	0	0	67,050
Constr	114,540	157,090	0	0	0	0	0	271,630
Total	196,080	157,090	0	0	0	0	0	353,170
90 BVTN/TUALATIN HWY AT SW BRIDGEPORT-SIGNAL/CHANNELIZE***395**10251***02089*PA09091*141*****8*****								
Pre Eng	0	12,600	0	0	0	0	0	12,600
Rt-of-Way	30,330	0	0	0	0	0	0	30,330
Constr	0	0	270,000	0	0	0	0	270,000
Total	30,330	12,600	270,000	0	0	0	0	312,930
91 OATFIELD ROAD AT JENNINGS AVENUE INTERSECTION IMPROVEMENT***438**78-116***01182*PA09665*703*****0*****								
Pre Eng	25,839	0	0	0	0	0	0	25,839
Rt-of-Way	63,000	0	0	0	0	0	0	63,000
Constr	321,300	0	0	0	0	0	0	321,300
Total	410,139	0	0	0	0	0	0	410,139
92 OR99W-PACIFIC HIGHWAY WEST AT CANTERBURY LANE***469**85-006***02933*PAP9***1w*****10****sy**								
Pre Eng	75,600	0	0	0	0	0	0	75,600
Constr	0	459,000	0	0	0	0	0	459,000
Total	75,600	459,000	0	0	0	0	0	534,600

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
Bazard Elimination System (Continued)								
93 PACIFIC HWY WEST AT WORTH PORTLAND BLVD***518**85-027**03709*FAP9**1W*****4****sy***								
Pre Eng	19,170	0	0	0	0	0	0	19,170
Constr	0	0	225,000	0	0	0	0	225,000
Total	19,170	0	225,000	0	0	0	0	244,170
94 NE PORTLAND HIGHWAY AT 121ST-INSTALL SIGNAL/NEW CONTROLLER-HES***521**86-002**04035*FAU9966*123*****12****sy***								
Pre Eng	21,915	0	0	0	0	0	0	21,915
Constr	0	0	0	108,000	0	0	0	108,000
Total	21,915	0	0	108,000	0	0	0	129,915
95 HAZARD ELIMINATION PROJECTS UNDER \$100,000***522**86-042**03386*VARVAR**var*****14****sy***								
Pre Eng	89,190	0	0	0	0	0	0	89,190
Rt-of-Way	13,500	0	0	0	0	0	0	13,500
Constr	470,260	46,450	121,500	90,000	113,220	0	0	841,430
Total	572,950	46,450	121,500	90,000	113,220	0	0	944,120
96 COLUMBIA BLVD-DELAWARE TO CHAUTAUQUA REXINGS-RRP***712**10131**00768*FAU9956*726*****0****sy***								
Rt-of-Way	44,100	0	0	0	0	0	0	44,100
Constr	0	1,734,750	0	0	0	0	0	1,734,750
Total	44,100	1,734,750	0	0	0	0	0	1,778,850
97 SCHOLLS FERRY ROAD/BALL BOULEVARD INTERSECTION***829**85-010**02353*FAU9234*143*****9*****								
Rt-of-Way	290,000	0	0	0	0	0	0	290,000
Total	290,000	0	0	0	0	0	0	290,000
98 TUALATIN VALLEY HWY-HILLSBORO SIGNALS(13 LOCATIONS)***878**84-034**03334*FAP32**29*****13****sy***								
Pre Eng	28,800	0	0	0	0	0	0	28,800
Total	28,800	0	0	0	0	0	0	28,800
99 OR43-OSWEGO HIGHWAY AT PIMLICO DRIVE***879**84-100**00975*FAU9565*3*****10****sy***								
Pre Eng	61,515	0	0	0	0	0	0	61,515
Constr	0	0	0	252,000	0	0	0	252,000
Total	61,515	0	0	252,000	0	0	0	313,515
*100 OR99E-S END ONE WAY COUPLET-TACOMA ST(PORTLAND)-MEDIAN BARRIER*****886**85-020**02931*FAP26**1E*****1****sy***								
Pre Eng	61,596	0	0	0	0	0	0	61,596
Constr	543,293	0	0	449,356	0	0	0	992,649
Total	604,889	0	0	449,356	0	0	0	1,054,245
Total Bazard Elimination System								
	2,915,388	3,835,961	913,500	899,356	1,206,720	0	0	9,770,925

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
State Modernization								
*101 STATE STREET CORRIDOR(OR43)-TERWILLIGER TO LADD*****133**77-068***00359*FAU9565*3*****6*****								
Constr	540,475	0	0	0	0	0	0	540,475
Total	540,475	0	0	0	0	0	0	540,475
*102 MARINE DRIVE WIDENING TO FOUR LANES-I5 TO RIVERGATE*****298**79-056***03395*FAU9962*120*****2****sy***								
Constr	0	0	6,405,000	0	0	0	0	6,405,000
Total	0	0	6,405,000	0	0	0	0	6,405,000
*103 JOHNSON CK BLVD IMPROVEMENT-CASCADE HWY N TO LESTER INTCBG-STM*****405**86-076***03355*FAU9704*703*****0****sy***								
Constr	0	0	910,000	0	0	0	0	910,000
Total	0	0	910,000	0	0	0	0	910,000
*104 US26-SYLVAN INTERCHANGE TO VISTA RIDGE(ZOO INTERCHANGE)*****410**84-014***03324*FAP27***47*****71****sy***								
Constr	0	0	0	0	0	1,650,000	0	1,650,000
Total	0	0	0	0	0	1,650,000	0	1,650,000
*105 STATE MODERNIZATION PROJECTS*****411**86-086***03307*VAR*****var*****7*****								
Constr	1,000,000	0	0	0	0	0	0	1,000,000
Total	1,000,000	0	0	0	0	0	0	1,000,000
*106 US26-SUNSET/CORNELL ROAD INTERCHANGE-STM*****427**79-069***00779*FAP27***47*****66****sy***								
Constr	0	0	11,993,000	0	0	0	0	11,993,000
Total	0	0	11,993,000	0	0	0	0	11,993,000
*107 US30B-NE PORTLAND HIGHWAY-NE 82ND AVE TO I205-STM*****428**79-055***00456*FAU9966*123*****10*****								
Constr	0	2,052,275	0	0	0	0	0	2,052,275
Total	0	2,052,275	0	0	0	0	0	2,052,275
*108 US30B-NE PORTLAND HWY IMPROVEMENTS AT 201ST AND 223RD AVES-STM*****439**86-028***03343*FAU9966*123*****15****sy***								
Constr	0	320,000	0	0	0	0	0	320,000
Total	0	320,000	0	0	0	0	0	320,000
*109 AIRPORT WAY-I205 TO 138TH AVE-UNIT I*****858**84-022c**03384*FAU9964*726*****0****sy***								
Constr	0	3,570,000	0	0	0	0	0	3,570,000
Total	0	3,570,000	0	0	0	0	0	3,570,000
*110 SCBOLLS FERRY RD-MURRAY BLVD TO FANNO CREEK*****875**86-077***03290*FAU9234*143*****7****sy***								
Constr	0	0	1,560,000	0	0	0	0	1,560,000
Total	0	0	1,560,000	0	0	0	0	1,560,000
Total State Modernization								
	1,540,475	5,942,275	20,868,000	0	0	1,650,000	0	30,000,750

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
State Operations								
*111 METRO PLANNING*****					126**0-*****	00000*VAR0***	0*****	0*****
Pre Eng	273,949	0	135,065	0	0	0	0	409,014
Total	273,949	0	135,065	0	0	0	0	409,014
*112 99W-PACIFIC HWY AT SW FISCHER ROAD SIGNAL-ST*****					389**84-029***	02093*FAP9***	1W*****	12*****
Constr	0	0	0	0	70,000	0	0	70,000
Total	0	0	0	0	70,000	0	0	70,000
*113 STATE FINANCED PROJECTS UNDER \$100,000*****					412**86-088***	03611*VAR0***	var*****	16****sy**
Constr	0	0	0	120,000	50,000	170,000	0	340,000
Total	0	0	0	120,000	50,000	170,000	0	340,000
*114 BEAVERTON/TUALATIN HWY AT SW OAK-SIGNAL/LEFT TURN-ST*****					414**84-066***	00764*FA09091*	141*****	4****sy**
Constr	0	0	0	190,000	0	0	0	190,000
Total	0	0	0	190,000	0	0	0	190,000
*115 US26-SUNSET/CORNELIUS PASS ROAD INTCHG-STW*****					422**84-038***	01556*FAP27***	47*****	62*****
Constr	5,198,797	0	0	0	0	0	0	5,198,797
Total	5,198,797	0	0	0	0	0	0	5,198,797
*116 PACIFIC HIGHWAY WEST AT EDY/SCHOLLS-SIX CORNERS*****					463**86-070***	03308*FAP9***	1W*****	15*****
Pre Eng	138,100	0	0	0	0	0	0	138,100
Total	138,100	0	0	0	0	0	0	138,100
*117 BASELINE/JENKINS RECONNAISSANCE-219TH TO MURRAY-ST*****					540**86-071***	03309*FA09028*	734*****	0****sy**
Pre Eng	0	30,500	0	0	0	0	0	30,500
Total	0	30,500	0	0	0	0	0	30,500
*118 OR210-SCHOLLS HWY AT SW JAMIESON ROAD-LT TURN REFUGE*****					677**86-112***	03916*FA09234*	143*****	12****sy**
Constr	0	0	0	0	0	150,000	0	150,000
Total	0	0	0	0	0	150,000	0	150,000
*119 SUNRISE CORRIDOR-MCLOUGHLIN BLVD TO US26*****					722**86-035***	03350*FAP74***	171*****	4*****
Pre Eng	36,600	0	0	0	0	0	0	36,600
Total	36,600	0	0	0	0	0	0	36,600
*120 HALL BOULEVARD AT BURNHAM STREET-SIGNAL*****					728**85-033***	03913*FA09091*	141*****	6****sy**
Constr	0	0	130,000	0	0	0	0	130,000
Total	0	0	130,000	0	0	0	0	130,000
*121 PACIFIC HWY EAST/MCLOUGHLIN BLVD AT BOARDMAN AVE-5 PHASE SIGNAL*****					862**88-025***	04941*FAP26***	1E*****	0*****
Constr	0	0	0	0	0	126,000	0	126,000
Total	0	0	0	0	0	126,000	0	126,000

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

State Operations (Continued)								
*122 OR43-PORTLAND SCL TO WESTLINN WCL-ROCKFALL/GM BARRIER*****880**86-046***03733*PAU9565*3*****4****sy***								
Rt-of-Way	0	0	5,000	0	0	0	0	5,000
Constr	0	0	150,000	0	0	0	0	150,000
Total	0	0	155,000	0	0	0	0	155,000
*123 OR210-PANNO CREEK TO BEAVERTON/TIGARD HWY(TIGARD)*****881**86-049***03908*PAU9234*143*****9****sy***								
Rt-of-Way	0	0	30,000	0	0	0	0	30,000
Constr	0	0	597,000	0	0	0	0	597,000
Total	0	0	627,000	0	0	0	0	627,000
*124 OR210-SCHOLLS HWY AT DENNY RD-SIGNAL*****882**86-052***02170*PAU9234*143*****11****sy***								
Constr	0	0	217,800	0	0	0	0	217,800
Total	0	0	217,800	0	0	0	0	217,800
*125 OS30-DOANE CREEK TO NW BODGE AVENUE GUARDRAIL*****883**86-107***03932*PAP1****2W*****7****sy***								
Constr	0	0	0	0	0	0	160,000	160,000
Total	0	0	0	0	0	0	160,000	160,000
*126 OR43-OSWEGO HIGHWAY AT JOLIE POINT ROAD*****884**86-054***03939*PAU9565*3*****10****sy***								
Constr	0	0	0	0	0	0	220,000	220,000
Total	0	0	0	0	0	0	220,000	220,000
Total State Operations	5,647,446	30,500	1,264,865	310,000	120,000	446,000	380,000	8,198,811

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized

Access Oregon Highway								
*127 99W PACIFIC HWY WEST-GREENBURG TO TUALATIN RIVER-AOB*****					457**88-026***04342*FAP9***1W*****9****sy***			
Constr	0	0	1,350,000	0	0	0	0	1,350,000
Total	0	0	1,350,000	0	0	0	0	1,350,000
*128 PACIFIC HIGHWAY WEST AT EDY/SCHOLLS-SIX CORNERS*****					463**88-040***04358*FAP9***1W*****15****sy***			
Rt-of-Way	0	0	0	1,100,000	0	0	0	1,100,000
Constr	0	0	0	2,800,000	0	0	0	2,800,000
Total	0	0	0	3,900,000	0	0	0	3,900,000
*129 MT HOOD PARKWAY-I84 TO MT HOOD HWY-PRELIMINARY ENGINEERING*****					719**88-010***04752*VAR0***726*****0****sy***			
Pre Eng	1,053,000	0	0	0	0	0	0	1,053,000
Total	1,053,000	0	0	0	0	0	0	1,053,000
*130 WESTERN BYPASS-PHASE I-PRELIMINARY ENGINEERING*****					720**88-011***04457*VAR0***734*****0****sy***			
Pre Eng	0	1,037,500	0	0	0	0	0	1,037,500
Total	0	1,037,500	0	0	0	0	0	1,037,500
*131 SUNRISE CORRIDOR-MCLOUGHLIN BLVD TO US26*****					722**86-036b**00923*FAP74***171*****4****sy***			
Pre Eng	2,095,700	0	0	0	0	0	0	2,095,700
Total	2,095,700	0	0	0	0	0	0	2,095,700
*132 OR99W PACIFIC HWY WEST-PPAFFLE RD/COMMERCIAL STREET*****					887**86-085***04820*FAP9***1W*****8*****			
Pre Eng	0	472,991	0	0	0	0	0	472,991
Total	0	472,991	0	0	0	0	0	472,991
Total Access Oregon Highway								
	3,148,700	1,510,491	1,350,000	3,900,000	0	0	0	9,909,191

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	Obligated	1989	1990	1991	1992	1993	Post 1993	Authorized
report total	37,856,825	81,480,094	81,829,084	37,286,956	25,684,570	35,151,000	22,132,440	321,420,969

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 89-1132 FOR THE PURPOSE OF ADOPTING THE FY 1990 TO POST 1993 TRANSPORTATION IMPROVEMENT PROGRAM AND THE FY 1990 ANNUAL ELEMENT

Date: September 14, 1989

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

The Transportation Improvement Program (TIP) and FY 1990 Annual Element serve as the basis for receipt of federal transportation funds by local jurisdictions, the Oregon Department of Transportation (ODOT) and Tri-Met.

This TIP reflects changes from last year's update due to resolutions and administrative adjustments approved during the past year and to be approved by this resolution. The primary importance of the annual TIP update is to consolidate all past actions into a current document and set forth the anticipated program for FY 1990. The FY 1990 program reflected herein is a first step in establishing actual priorities for FY 1990. A number of future actions will result in refinements to the material presented.

Adoption of the TIP endorses the following major actions:

- . Past policy endorsement of projects is identified in the TIP (including projects to be funded with Interstate, Interstate Transfer, Federal-Aid Urban and Urban Mass Transportation Administration (UMTA) funds), thereby providing eligibility for federal funding.
- . A process to address regional transportation priorities and funding issues related to them has been implemented by JPACT in the form of Resolution No. 89-1035. The resolution represents a major milestone in reaching a consensus among jurisdictions in the Portland region on how to fund key transportation priorities. It also represents an important starting point for seeking implementation of the proposals by the Legislature, affected boards and commissions and ultimately by the voter. Endorsement was in recognition that it is important to make progress in all aspects of transit and highway in order to most effectively meet the needs of the region.

As the process of implementing these recommendations proceeds, it will be necessary to evaluate input and determine if changes or refinements are necessary. To guide this effort, the resolution implements a Steering Committee with representatives from the Oregon Transportation Commission, JPACT, the Business Task Force, the Public-Private Task Force, the Tri-Met Board, and the Port of Portland Commission to guide implementation of the proposals. In addition, it will be necessary to involve many other interested parties, including the transportation interest groups, the local governments within the region and business groups.

In April 1989, JPACT endorsed in principle a series of recommendations for use of UMTA funding. These recommendations are enumerated below and are reflected in the UMTA programs appearing in Exhibit A.

1. Acquisition of buses rather than rail vehicles with Section 3 Discretionary funding.
2. Funding for Project Breakeven from both Section 3 Discretionary and Section 9.
3. Use of the remaining Banfield LRT funding for rail vehicles.
4. Reprogramming of Section 3 Letter of Intent funding to rail projects, with the associated reductions as follows:

<u>Project</u>	<u>Amount</u>	<u>Comment</u>
Buses	-\$9.52 m.	Fund with Section 3
Portland Transit Transfers	- 1.64	\$1.2 m. of program remains funded
Washington County TSM	- 1.22	\$1.3 m. of program remains funded
Southwest Transfers	- 0.40	Existing facility available
Merlo Railroad Crossing	- 0.23	Ineligible

5. A reduction in the anticipated level of Section 9 (formula) funding and a shift in emphasis from bus acquisition to rail, including:

LRV Air Conditioning	\$1.92 m.	
Project Breakeven	4.30 m.	
Banfield P & R	0.80 m.	for consideration
Westside Rail Initiatives	0.96 m.	for consideration
Double Tracking	3.76 m.	for consideration

Westside Rail Initiatives is a reserve to be used for Hillsboro P.E., advanced right-of-way acquisition and/or implementation of a program similar to Project Breakeven.

Specific details of these changes may be modified somewhat depending upon results of federal approvals.

- . Approximately \$25.0 million of Interstate Transfer funding is programmed for FY 1990. Federal appropriations for the highway portion are estimated to be \$8.0 million for FY 1990 plus carryover funding from prior years adequate to fully fund the program.
- . Some \$16.6 million of UMTA Section 3 "Trade" funds are programmed in FY 1990, of which \$10.05 million have been earmarked for bus purchases and \$8.2 million for the Transit Mall Extension North. Allocation of "Trade" funds is intimately related to the Transit Development Plan (TDP) now being refined by Tri-Met.
- . The maximum allowable use of UMTA Section 9 funds for FY 1990 operating assistance is included (estimated to be \$4.1 million) which is equal to that for FY 1989. The Section 9 program is projected in the TIP on a continuing basis through post 1993 based upon the Transit Development Plan and its revisions adopted by Tri-Met.
- . Private enterprise participation for UMTA Section 3 and Section 9 programs in accordance with Circular 7005.1. This requires that a local process be developed to encourage private providers to perform mass transportation and related services to the maximum extent feasible. See Attachment B.
- . On May 11, 1989, the Metro Council adopted a resolution calling for withdrawal of the I-205 bus lanes and allowing for substitution of light rail as an eligible project.

The federal process regarding the withdrawal of portions of the Interstate highway system requires the governor of the concerned state to initiate the withdrawal request following adoption by the Metropolitan Planning Organization and local jurisdictions. The resolution and supporting resolutions of the concerned jurisdictions requested the Governor to formally initiate the withdrawal process by asking the Secretary of Transportation to approve the withdrawal of the I-205 bus lanes and to allow for the consideration of either light rail or a busway as an eligible project in the corridor using the Interstate Transfer funds. The Secretary's approval of this request will allow Metro to conduct an Environmental Impact Statement, in accordance with UMTA

regulations, to determine the preferred mode, segment and timing for the I-205 project.

- . Evaluation of transit financial capacity which demonstrates that there are sufficient resources to meet future operating deficits and capital costs.

TPAC and JPACT have reviewed the annual Transportation Improvement Program and Annual Element and recommend approval of Resolution No. 89-1132.

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, 1989 through September 30, 1990. Additionally, in order to maintain continuity, funds are estimated for years before and after the Annual Element year. This FY 1990 TIP is a refinement of the currently adopted TIP and is structured by the following major headings:

- Interstate Transfer Program
- Urban Mass Transportation Administration Programs
- Federal-Aid Urban System Program
- Other Programs - Interstate, Primary, Bridge, Safety, State Modernization, Bike, Etc.

INTERSTATE TRANSFER PROGRAM

The TIP includes a fixed program amount for the Metro region of \$501,384,204 (federal) based upon the amount for the withdrawn freeways and \$731,000 of additional transit withdrawal value. This additional withdrawal value became available in April 1987 upon passage of the Surface Transportation Assistance Act (STAA) and can only be applied to transit projects. At the end of the federal fiscal year, unbuilt FY 1989 projects will automatically shift to FY 1990.

The FY 1990 Interstate Transfer Program of approximately \$25.0 million represents the full funding need and this, together with the projects that slip from FY 1989, is not in excess of the level of funding the region can anticipate. The noted amount is earmarked wholly for FHWA highway projects. Priorities will be established from among the full FY 1989 and FY 1990 programs later in the year based upon a closer estimate of funding revenues. Projects not funded in FY 1990 because of insufficient funds will be delayed; however, they will be considered for implementation in the event additional FY 1990 funds become available, or for funding in FY 1991.

A number of revisions to last year's Annual Report and to the overall project allocations are incorporated including a variety

of minor transfers due to cost overruns and underruns. Schedule changes to the Interstate Transfer Program consist of:

<u>Project</u>	<u>From</u>	<u>To</u>
Category I		
Bus Purchases	1989	1991
City of Portland		
N.W. 23rd Avenue/Burnside		
-- R/W	1989	1990
-- Const	1989	1991
N.W. 21st/22nd -- Thurman		
-- R/W	1989	1991
-- Const	1990	1991
N.W. Intersection Improvements (Const)	1989	1991
Airport Way II	1989	1990
Surcharge -- New Construction Requirement	--	1990
Roadway Construction	1990	1991
Airport Way III		
Surcharge and Structures	1991	1990
Multnomah County		
S.E. Stark - 221st to 242nd -- Const	1989	1990
Clackamas County		
82nd Drive	1990	1991
Thiessen Jennings Corridor	1990	1993
Beavercreek Road		
-- R/W	1989	1990
-- Const	1990	1991

New Projects:

207th - I-84/223rd	\$580,170
Johnson Creek Boulevard Improvement	\$600,000
King-Harrison/42nd Avenue	\$178,500
Pacific Highway West at Canterbury Lane	\$ 31,126

McLoughlin Corridor

New estimates have been developed for the McLoughlin Corridor Project:

Unit I	R/W	\$ 6,137,000
	Const	11,900,000
	Total	18,037,000
Unit II	R/W	3,060,000
	Const	7,777,500
	Total	10,837,500

Unit IIIA

R/W	357,000
Const	2,720,000
Total	3,077,000

PE	1,496,785
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Total Project Cost	\$33,448,285 (federal share)
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Some \$20.8 million of Interstate Transfer Funds has been authorized for the McLoughlin Corridor projects; only the Tacoma Overpass and Harrison/River Road project can be fully built. The status of the corridor project using the latest cost estimate is:

Project	TIP Authorization	Shortfall
Tacoma Overpass and Harrison/River Road	\$18,037,000	\$ 0
Tacoma to Highway 224	1,266,215	9,571,285
Union/Grand Viaduct to Harold	0	3,077,000
Preliminary Engineering	<u>1,496,785</u> \$20,800,000	<u>0</u> \$12,648,285

Additional funding is needed to fully complete the project (Units II and IIIA). Likely sources for the additional funding are the McLoughlin Corridor Reserve and the Six-Year Highway Improvement Program update currently being undertaken.

McLoughlin Corridor Reserve

The McLoughlin Reserve was established in March 1986 through Resolution No. 86-632. That resolution allocated \$20.8 million to McLoughlin Highway Improvements; \$1,000,000 to a Milwaukie Corridor DEIS; and \$3,281,000 to the McLoughlin Reserve, of which \$100,000 was allocated to the Southeast Corridor Study. The intent of the reserve when it was established was to fund projects resulting from the Southeast Corridor Study, further LRT studies in the Milwaukie Corridor, or other improvements in the corridor consistent with the McLoughlin Corridor Improvement Program. One of those projects -- Harrison/42nd/King -- was funded from the McLoughlin Reserve by a separate resolution in March 1989. That project was awarded \$178,500, leaving the reserve its current unobligated balance of \$3,002,610.

Resolution No. 89-1135 proposes to allocate the remaining \$3,002,610 McLoughlin Interstate Transfer Reserve to seven projects, subject to adoption of the Southeast Corridor Study,

and have therefore not been incorporated in Exhibit A. The projects are:

<u>Project</u>	<u>Cost</u>
Johnson Creek Boulevard (32nd Avenue to 45th Avenue)	\$1 m.
Harrison Street (Highway 224 - 32nd Avenue)	\$ 50,000 - P.E. Only
Johnson Creek Boulevard (Linwood Avenue to 82nd Avenue)	\$ 50,000 - P.E. Only
45th Avenue (Harney to Glenwood)	\$ 50,000 - P.E. Only
LRT Studies in Milwaukie Corridor	\$ 560,000
Hawthorne Bridge LRT study	\$ 5,000
McLoughlin Corridor Highway	\$1,287,610
	<hr/> \$3,002,610

Regional Reserve

Metro is seeking policy guidance in allocating the remaining \$5.054 million in the Interstate Transfer Regional Reserve. This amount had been placed on hold pending determination of any remaining cost increases or claims on the Banfield LRT and highway project or the I-505 Alternative projects.

With the remaining \$5.054 million, it has been recommended that \$1 million be allocated towards transit, \$300,000 be allocated toward Metro Planning and the remaining \$3.75 million allocated towards alternate highway improvements.

The remaining \$3.75 million for alternative road improvements, however, requires policy guidance regarding the approach for staff to use in allocating these funds. In general, the options to be considered are as follows:

- A. 100 percent by formula.
- B. 75 percent by formula/25 percent based upon regionally established criteria.
- C. 100 percent by regionally established criteria.

Exhibit A does not reflect these proposals because formal approval will be forthcoming at a later date.

Overall Program Status

The current status of the Interstate Transfer Program through June 30, 1989 is:

	<u>Highway</u>	<u>Transit</u>	<u>Total</u>
Total Program	\$345,505,903	\$155,878,301	\$501,384,204
Past Obligations	284,409,973	151,440,817	435,850,970
Balance	61,095,930	4,437,484	65,533,414
Appropriations to date	316,164,718	152,961,012	469,125,730
Appropriations to go	29,341,185	2,917,289	32,258,474

URBAN MASS TRANSPORTATION ADMINISTRATION PROGRAMS

Resolution No. 88-897 dealt with the comprehensive capital package and recommended the most appropriate use of all available and potential transit capital funding sources. The program in its entirety was incorporated in last year's Annual Report. Recent revisions to Section 3 Discretionary and Section 9 programs were approved through Resolution No. 89-1109 and have brought about changes to the two programs. These changes are highlighted as follows:

Section 3 Discretionary

- . Bus Purchases (new project) -- \$4.2 million has been scheduled for FY 1990, and \$10.0 million for FY 1993. The FY 1993 funds will be held until EPA/Alternative Fuel issues are resolved. The \$4.2 million in conjunction with match monies will purchase, at today's prices, 30 standard buses with lifts.
- . Under terms of the full-funding agreement, a \$5.8 million balance is still available to conclude settlement of claims and other final costs. Tri-Met has earmarked a portion of this balance for claims in FY 1991.
- . Project Breakeven -- Augmenting the Section 9 program is \$9.5 million of new Section 3 funding for FY 1990. This is in addition to \$5.5 million of previous Section 3 (1989) appropriations and this, in combination with Section 9 monies, will complete Project Breakeven. Funding for the project will allow acquisition of land by Tri-Met, which in turn will be leased back to private interests at commercial rates for private development. Lease revenues and new farebox revenues will help defray the operating costs of the existing MAX route.

Section 3 Discretionary funds are awarded on a competitive basis; therefore, not all projects can be considered for funding from this source. As such, only selected projects are recommended to be pursued.

Section 3 "Trade" Funding

These are funds committed through a \$76.8 million Section 3 "Letter of Intent." The funds are restricted to bus capital purposes under the terms for which they were awarded to the region but are flexible as to the particular bus capital purpose.

The \$76.8 million program in the TIP is predicated on a Letter of Intent extension to 1992 and is currently allocated as itemized on Exhibit A and summarized below:

Firm projects with grants approved for expenditure	\$48,391,120
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Projects programmed for
grant applications next
several years -- 1990 to 1992:

1990

Standard Buses	\$10,000,000
North Mall Extension	6,600,000

1991

Route Terminus Sites	170,000
Parts and Equipment	1,080,000
North Mall Extension	1,600,000
Special Needs Mini-Buses	2,390,000
Information/Communication Equipment	1,110,000

1992

Route Terminus Sites	80,000
Sunset Transit Center	5,270,000
Parts and Equipment	100,000
Contingency	8,880
	<hr/>
	\$28,408,880

TOTAL	\$76,800,000
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Program Status

The schedule of funding provided for in the Letter of Intent was approximately \$12 million per year from FY 1982 through FY 1988.

Tri-Met applied for these funds at a rate slower than provided by the schedule, so there is currently a remaining balance of \$28.4 million.

Tri-Met has requested an extension of the schedule for funding the remaining balance in the Letter of Intent, and the FY 1988 Conference Report contains specific language requesting a four-year extension. UMTA has concurred in the request for an extension of the Letter of Intent schedule. The revised extended schedule is as follows:

FY 1989	\$ 1.09 million
FY 1990	15.51 million
FY 1991	6.35 million
FY 1992	5.45 million

Section 9

These funds are committed to the region through a formula allocation. There is considerable flexibility on the use of the funds, although there is a maximum allowable level that can be used for operating assistance, and the remainder is generally intended for "routine" capital purposes such as bus replacement and support equipment. Actual funding levels are subject to amounts provided in the Surface Transportation Act, annual appropriations and fluctuations in the formula distribution.

Development of the Section 9 Program in the TIP was based on that proposed by Tri-Met with FY 1990 emphasis on the following projects:

Westside Light Rail Project Preliminary Engineering and Final Environmental Impact Statement	\$ 1,863,200
Project Breakeven (partial funding for land acquisition, design and construction of a light rail station and associated improvements on MAX line)	4,300,000
Light Rail Vehicles - Air Conditioning Retrofit	1,920,000
Service Vehicles	53,600
Shop Equipment	45,840
Computer Equipment	252,080
Telecommunications Equipment	24,320
Automatic Vehicle Locator - Demonstration	

Project	40,000
Security Equipment	320,000
Subtotal Capital	\$ 8,819,040
Operating Assistance (Up to 50% Funding) For period from July 1, 1989 to June 30, 1990	\$ 4,108,766
TOTAL	\$12,927,806

Section 9 Program Status

Appropriations:

<u>Year</u>	<u>Amount</u>
1983	\$ 4,702,744
1984	13,885,152
1985	15,819,150
1986	13,272,436
1987	12,449,906
1988	10,510,582
1989	<u>9,561,245</u>
	\$ 80,201,215
Less Obligations	\$ 74,072,709
Forecast:	
Carryover	\$ 6,128,506
1990	10,900,000
1991	10,200,000
1992	<u>9,500,000</u>
Total Program	\$110,801,215

Special Transportation

Section 16(b)(2) funding authorizes UMTA to make capital grants (through the state) to private non-profit social service organizations which provide transportation services to the elderly and handicapped.

One new special transportation project was added to the TIP totaling \$100,000 and covering the purchase of vehicles and equipment:

3	Eight-passenger mini-vans	\$ 40,005
2	Modified vans	52,435
2	Wheelchair lifts	<u>7,560</u>
		\$100,000

The project is targeted to providing special transportation services in the Portland metropolitan area to specific client groups not served by Tri-Met. Inclusion in the TIP was based on the need and the applicant's agreement to coordinate service with the LIFT program. The potential recipient is:

Volunteer Transportation Program, Inc.

Inclusion of the project in the TIP for FY 1989 will allow the applicant to request 16(b)(2) funding from ODOT which, in turn, will award funds following consideration of other applications throughout the state.

FEDERAL-AID URBAN SYSTEM PROGRAM

Federal-Aid Urban (FAU) funds can be spent on most of the region's arterials and collectors with allocations from the state to the region based on a population formula. Under federal law, the City of Portland receives a designated portion of the funds with the remainder going to the region. With the FAU allocation in 1988, JPACT established a policy involving the three counties in determining the specific uses of 75 percent of the regional funding, leaving 25 percent to be used on a discretionary basis for agreed-upon project priorities.

Resolution No. 89-1064 allocated Federal-Aid Urban funds for FY 1989 to FY 1991. The formula for distribution of the funds called for each county in the Metro region to receive at least a 75 percent "minimum allocation" based upon population (75 percent of the funds allocated based upon population, 25 percent by regional priority). In addition, it was recommended to "hold back" \$500,000 of the funds to allow for uncertainties in funding levels actually available in the FY 1990 to FY 1991 years. By following this procedure, the allocations for the region were:

FY 1989 Actual	\$2,082,948
FY 1990 Projected	2,094,393
FY 1991 Projected	<u>2,094,393</u>
	TOTAL \$6,271,734
Less Proposed Reserve	<u>500,000</u>
Balance to Allocate	\$5,771,734

This balance was then distributed to the counties and to reserves as follows:

Multnomah County @ 24.4%	\$1,056,227
Clackamas County @ 31.4%	1,359,243
Washington County @ 44.2%	1,913,330
Unallocated Reserve	<u>1,442,934</u>
	TOTAL \$5,771,734

Exhibit A reflects these allocations for each of the jurisdictions and includes housekeeping functions as well as new projects under the FAU program. New projects for the region which have been allocated new funding are:

. 207th - I-84/223rd - P.E./Reserve for future	\$1,056,227
. Sunnybrook Split Diamond P.E.	50,000
. Beaverton/Tualatin Highway @ S.W. Bridgeport	178,000
. Maple Street Reconstruction - T.V. Highway to Pacific Avenue	80,000
. Cornelius Pass Road - Sunset Highway to Cornell Road - Construction	<u>600,000</u>
	\$1,964,227

Pre-existing projects in the region which utilize additional new funding allocations are:

. Boones Ferry Road	\$ 620,000
. Hall - Allen to Greenway	1,200,000
. Other Projects Supplemented	60,330
. Clackamas County Reserve	<u>484,243</u>
	\$2,364,573
	\$4,328,800

The City of Portland received a "fair and equitable" allocation for FY 1989 as a percentage of the Portland Urbanized Area. This new allocation and projections for FY 1990 and FY 1991 are reflected in the City's portion of Exhibit A. Seven new projects have been programmed for the City:

. NW 9th Avenue Improvements - Glisan to Front - Construction	\$ 380,000
. Multnomah Boulevard Corridor Improvements - P.E. and Construction	460,000
. East Burnside Street Corridor Improvements - P.E. and Construction	245,000
. Intersection Improvement Program - P.E. and Construction	108,000
. Central Signal System Expansion Program - P.E. and Construction	348,000
. Downtown Mall Rehabilitation Program - Construction	800,000
. Regional Rail Program - P.E.	442,000

Resolution No. 89-1090 allocated the amount set aside for the Regional Unallocated Reserve of \$1,442,934 which represented the "25 percent regional priority" and required projects to compete for use of the funds. JPACT's technical criteria was used to rank the projects. Selected projects were:

. McLoughlin Boulevard - Harrison to Railroad Crossing - fully funded	\$933,000
. Cornelius Pass Road - Sunset to Cornell - partially funded	509,934

The Cornelius Pass Road project needs \$600,000 for full implementation, but will receive only the above amount in FAU funds, leaving \$90,006 to be covered from other county resources.

Some \$1.7 million of the City of Portland FAU funds were earlier earmarked for the Convention Center Transit/Highway Improvements project. As related parts of this, funds were transferred and assigned to three sub-element projects:

. Pacific Highway East/Multnomah Street - Glisan Street
. Holladay Avenue - Union Avenue to N.E. 9th Avenue
. Lloyd Boulevard - Grand Avenue to N.E. 11th Avenue

In order to accelerate the Pacific Highway East/Multnomah Street - Glisan Street project in keeping with the Convention Center schedule, the City will now use local funds for the road improvement. The released FAU funds in turn have been assigned to the City's Arterial Overlay Program.

OTHER PROGRAMS

Six-Year Highway Improvement Program

ODOT's 1989-1994 Six-Year Highway Improvement Program contains projects identified by a variety of means. The program is updated every two years and incorporates input from citizens, local governments and Highway Division staff, as well as projects carried over from the last Six-Year Program. It is currently undergoing review for the purpose of identifying changing priorities in light of a changing revenue picture. This updated version is expected to be completed later this year.

Metro has initiated the process to establish priorities for the development of a unified recommendation for modernization projects of regional scope to the Oregon Transportation Commission for inclusion in the updated ODOT Six-Year Program. This process will incorporate the previous prioritization efforts conducted for the 1989-1994 Six-Year Program as well as an evaluation of the new project proposals relative to the ranking criteria adopted by JPACT.

The prioritization process will concern itself with three basic categories of project proposals:

Category 1 -- previously prioritized projects already included in the current (1989-1994) Six-Year Program;

Category 2 -- previously prioritized projects not contained in the current Six-Year Program; and

Category 3 -- new project proposals to be folded into the overall prioritization.

It is expected that changes to the program in the TIP will be required after the Six-Year Program is updated.

Immediate Opportunity Fund

The purpose of the "Immediate Opportunity Fund" is to support specific economic developments in Oregon through the construction and improvement of roads. Funding for immediate economic opportunities has been created from the revenues provided by the 1987 Legislature.

The Immediate Opportunity Fund will be financed at a level of \$5 million per year to a maximum of \$40 million through FY 1996. The Fund is restricted for use in situations that require a quick response and commitment of funds.

As a guideline, it is anticipated that the maximum amount available for a single project is \$500,000 or 10 percent of the annual program level.

This fund may be used only when other sources of financial support are unavailable or insufficient. The Immediate Opportunity Fund is not to be used as a replacement or substitute for other funding sources.

The Immediate Opportunity Fund is designed to meet the following objectives:

- A. Provide needed road improvements to influence the location or retention of a firm or development in Oregon.
- B. Provide procedures and funds for the Oregon Transportation Commission to quickly respond to economic development opportunities.
- C. Provide criteria and procedures for the Oregon Economic Development Department (OEDD), other agencies, local governments and the private sector to work with ODOT to provide road improvement needs to assure specific job development opportunities for Oregon.

A key factor in determining eligibility for funds is whether an immediate commitment of funds is required to influence the location of a firm or development in Oregon. Funding is reserved for cases where there is an actual transportation problem to be

solved, and where a location decision hinges on an immediate commitment of road construction resources. The fund is restricted to job retention and committed job-creation opportunities, and is not for speculative investments.

A second requirement is that the jobs to be created by the development must be "primary" jobs such as manufacturing, distribution or service jobs that create new wealth for the Oregon economy. Normally, retail jobs do not meet this definition.

OEDD is the head agency for reviewing proposals for economic development eligibility. ODOT will assess the proposed transportation eligibility.

The Other Program section of the TIP is organized by funding sources:

- Federal-Aid Interstate System
- Federal-Aid Primary
- Highway Bridge Replacement
- Title II Safety Program
- State Highway Funds Financing
- Bicycle Transportation

UMTA Policy on Private Enterprise Participation

On December 5, 1986, UMTA published Circular 7005.1 establishing requirements for ensuring that UMTA grantees provide for consideration of private sector involvement in transit service delivery. Included in the circular is the requirement that the metropolitan planning organization adopts policies ensuring private sector participation and certifies at the time of adoption of the annual Transportation Improvement Program that all requirements are being met. In accordance with these requirements, Tri-Met's compliance with the policy to ensure private sector participation is demonstrated and endorsed by this resolution.

Self-Certification

Metro's certification of compliance with federal requirements has been adopted under separate resolution.

Financial Capacity

On March 30, 1987, UMTA issued Circular 7008.1 which requires transit agencies and MPOs to evaluate the financial ability of transit agencies to construct and operate projects proposed in the TIP. Tri-Met's Finance Administration has conducted an analysis of the District's ability to fund the capital improvements appearing in the TIP. The results show that Tri-Met has the financial capacity to fund the capital projects as programmed.

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 1988. 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.

Federal Transportation Funding

An overview of current federal funding has been provided in the form of Attachment A to the staff report. The overview summarizes the federal funding sources, match, eligibility, and approval requirements necessary to procure federal funds.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1132.

WP:mk
89-1132.RES
09-14-89

ATTACHMENT A
Federal Transportation Funding

<u>Funding Source</u>	<u>Amount Federal/State/Local Match</u>	<u>Eligibility</u>	<u>Approval Requirements</u>
Interstate (FHWA)	\$18 m. per year statewide 92/8	For completion of previously approved segments of the Interstate system. Includes \$17.75 m. for I-205 busway.	Six-Year Program/TIP
Interstate - 4R	\$38 m. per year statewide 92/8	For rehabilitation and modernization of 718-mile Interstate system throughout Oregon (urban and rural).	Six-Year Program/TIP
Primary (FHWA)	\$29 m. per year statewide 88/12	For rehabilitation and modernization of 4,926 miles of major state highways throughout Oregon (urban and rural); by OTC policy, 60 percent (\$18 m.) is for rehabilitation; 40 percent (\$11 m.) is for modernization.	Six-Year Program/TIP
Urban (FHWA)	\$7 m. per year statewide, including: - \$1.6 m. Portland - \$2.2 m. Portland region 88/6/6	For rehabilitation and modernization of 1,022 miles of arterials and collectors in the Portland region; eligible to be transferred to bus or rail facilities or vehicles.	TIP/OTC
Bridge Replacement (FHWA)	\$10 m. per year statewide 80/10/10	For rehabilitation and replacement of deficient bridges; selected on the basis of statewide bridge sufficiency rating; 15-35 percent of funds to be spent on roads off the Federal-Aid System (not arterials or collectors).	Six-Year Program/TIP
Safety (FHWA)	\$5 m. per year	For the elimination of hazardous conditions and railroad crossings.	Six-Year Program/TIP
Interstate Transfer (FHWA or UMTA)	\$501 m. in 15 years; \$33 m. left to appropriate from Congress; \$5.1 m. Regional Reserve left to allocate; \$3.0 m. McLoughlin Reserve left to allocate. 85/15	For any transit or highway capital improvement on state highways, arterials, collectors (except Interstate), including bus and rail facilities and vehicles. Priority commitment of Regional Reserve for I-505 and Banfield final costs.	TIP
Section 9 (UMTA)	\$11.6 m. per year to Tri-Met 50/50 80/20	Up to \$4.1 m. per year for operations assistance at 50/50. Balance (\$7.5 m. per year) intended for routine capital purposes at 80/20 (such as equipment, bus replacement and minor capital improvements) but is very flexible and can be used for rail purposes. Available to Portland region on a formula basis.	TDP/TIP
Section 3 (UMTA)	80/20	Available on a discretionary, competitive basis for major capital improvements, including fleet expansion, stations, park-and-ride lots, garages and LRT. LRT funding subject to following defined process and meeting cost-effectiveness standards.	TDP/TIP
Section 3 Letter of Intent (UMTA)	\$76.8 m. at \$12 m./year \$48.4 m. - grants received \$28.4 m. - programmed 80/20	"Letter of Intent" approved by Congress and awarded to Portland region in 1982 for funding in 1982-1988. Provided as a commitment to "bus only" improvement program in exchange for regional "trade" of Interstate Transfer funds.	TIP/TDP
Section 16(b)(2) (UMTA)	\$320,000 per year statewide 80/20	Available to private, non-profit corporations only for capital improvements required to serve elderly and handicapped. Funds are available on a statewide basis and awarded competitively by ODOT. Applicant provides local match. Proposed service in Portland region must be service that cannot be provided by Tri-Met LIFT Program.	OTC/TIP

ATTACHMENT B

POLICY ON PRIVATE ENTERPRISE PARTICIPATION IN THE URBAN MASS TRANSPORTATION PROGRAM

TRI-MET DOCUMENTATION OF COMPLIANCE FOR FY 90

INVOLVEMENT OF THE PRIVATE SECTOR

Projects included in the FY 90 annual element of the Transportation Improvement Program (TIP) have been identified through the annual Tri-Met budget process. The Tri-Met budget undergoes extensive review by a seven member Citizens Advisory Committee and a public hearing on the proposed budget is convened by the Tri-Met Board of Directors.

The grant application process for all capital projects includes direct mailing to private transportation providers of notices of opportunity for public hearing on the proposed projects. Further opportunity for comment on the projects by private sector representatives is afforded when the Transportation Policy Alternatives Committee and the Joint Policy Advisory Committee on Transportation review the projects prior to approval of the TIP.

Finally, the competitive procurement process for purchase of equipment or vehicles, and provision of services or materials for the TIP annual element projects includes distribution of notices of bid advertisements or requests for proposals to prospective private sector bidders/proposers.

All major capital projects are examined prior to formulation of site plans to be certain that joint development possibilities are maximized from the inception of the project. This analysis focuses on possibilities in the area of obtaining contributions from property owners and developers and in being certain that air rights may be utilized without undue economic penalty to the private development.

In order to increase coordination and information sharing with the private sector, the Oregon Transit Association has expanded membership to include more private transportation providers. The involvement of these private operators in the Oregon Transit Association and their participation in the 1988 annual conference significantly increased the coordination between public transit and the private sector. Continued involvement and communication is scheduled to take place at the 1989 annual conference in September.

PROPOSALS FROM THE PRIVATE SECTOR

Tri-Met has received two unsolicited proposals from the private sector during the last year. Both the proposal for privately operated service along the I-205 corridor and the proposal for testing videotex and audiotex applications for transportation are being considered for funding under the UMTA Entrepreneurial Services Program.

Tri-Met offered no RFP's for the provision of transportation service during the last year but, in the second Quarter of FY '89, Tri-Met will issue RFP's for Elderly and Disabled Service and fixed-route services which are presently contracted to private industry. These contracts will be worth approximately 3.5 million dollars per year.

IMPEDIMENTS TO COMPETITION

A major impediment to holding more service out for competition continues to be the labor union's opinion that only elderly and disabled services can be contracted out under the existing labor contract. However, on January 1, 1989, two areas that had previously received Tri-Met service were withdrawn from the District and the service was replaced by private for-profit operators.

Although Tri-Met was not able to gain approval for increased contracted transportation during the labor negotiations which took place recently, there was an agreement to contract out the transit police at a value of over one-half million dollars and management can also contract out maintenance to bus shelters.

STATUS OF PRIVATE SECTOR COMPLAINTS

Tri-Met has received no private sector complaints regarding privatization in the past year.

PLANNING PROJECTS

Tri-Met is continuing to work on comparing costs of alternative suburban services (contracted service, local transportation districts, shared-ride taxicab service and private vehicles) with the fully allocated costs for Tri-Met service. This evaluation was aided by the removal of Tri-Met service in Wilsonville and Molalla and their replacement by private operators.

PRIVATE ENTERPRISE PARTICIPATION POLICY

Dispute Resolution Process

A protest based upon Tri-Met's Private Enterprise Participation Policy must be received in writing by the Executive Director of Public Services or his designee no later than 10 working days following any decision or recommendation. The decision of the Executive Director of Public Services can be appealed by written communication to the General Manager or his designee within 10 working days of receiving notice of the Executive Director's decision. Tri-Met must in each case render a decision within 10 working days of receipt of the protest or appeal.

The protest or appeal must be in writing, include a detailed explanation of the basis of the protest or appeal, and state the course of action that the protesting party thinks Tri-Met should take. Any interpretation of UMTA regulations can be appealed to UMTA following the Tri-Met steps.

This dispute resolution process is not applicable to RFQ/RFP or bid protests which have their own procedures.

INTERGOVERNMENTAL RELATIONS
COMMITTEE REPORT

Agenda Item No. 4.3

Meeting Date: September 28, 1989

RESOLUTION NO. 89-1135, ALLOCATING THE MCLOUGHLIN CORRIDOR
INTERSTATE TRANSFER RESERVE

Date: September 20, 1989

Presented By: Councilor Collier

COMMITTEE RECOMMENDATION: At the Intergovernmental Relations Committee meeting, September 12, 1989, members present -- Councilors Bauer, Devlin, Gardner and myself -- voted unanimously to recommend Council adoption of Resolution No. 89-1135 as amended. Councilor DeJardin was absent. The amendment added "subject to adoption of the Southeast Corridor Study to include these projects" to the first Be It Resolved.

COMMITTEE DISCUSSION/ISSUES: Metro Transportation Department Director Andy Cotugno reviewed the resolution which allocates the unobligated \$3,002,610 McLoughlin Corridor Reserve balance to seven projects: a portion of the projects resulting from the Southeast Corridor Study (Projects 1-4), additional funding for Milwaukie corridor light rail studies (Projects 5-6) and additional resources to the McLoughlin Corridor Improvement Program (Project 7). The projects are specifically outlined in Exhibit A to the resolution. Actual allocation of the reserve funds, as noted in the first "Be It Resolved" of the resolution, will not occur until adoption of the Southeast Corridor Study. Staff said the Southeast Corridor Study will be back before the Committee for approval in one month.

Mr. Cotugno reviewed the current jurisdiction disagreements over the Southeast Corridor Study, noting the City of Milwaukie does not support the Johnson Creek Boulevard "mitigation" proposal (project no. 1, Exhibit A). Milwaukie wants to retain the option of building an arterial through the Johnson Creek Basin. Resolution No. 89-1135 provides for Portland, Milwaukie, the Ardenwald Neighborhood Association and affected property owners to define the scope of the Johnson Creek Boulevard project within 24 months. If the project remains undefined after 24 months, the \$1 million reserve allocation would be applied to the McLoughlin Corridor Highway improvements.

The Committee recalled earlier concerns by Metro's Transportation advisory committees, TPAC and JPACT, that reserve funds be allocated to "regionally significant" projects. Mr. Cotugno pointed out regional significance was incorporated and as a result Projects 2, 3 and 4 are funded for preliminary engineering only. He noted local jurisdictions can use Federal Aid Urban funds to supplement designated projects.

jpmnew b:\res1135.cr

BEFORE THE COUNCIL OF THE
THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ALLOCATING THE
MCMCLOUGHLIN CORRIDOR INTERSTATE
TRANSFER RESERVE

) RESOLUTION NO. 89-1135
) Introduced by
) Mike Ragsdale,
) Presiding Officer

WHEREAS, Metro Resolution No. 86-632 approved a McLoughlin Boulevard Improvement Program, consisting of highway and transit improvements, and established a McLoughlin Corridor Interstate Transfer Reserve; and

WHEREAS, Resolution No. 86-632 included a provision to allocate the newly established Reserve to projects in the corridor that are consistent with the McLoughlin Corridor Improvement Program or that result from the Southeast Corridor Study; and

WHEREAS, The Southeast Corridor Study identified projects which would mitigate potential impacts of the McLoughlin Corridor Improvement Program and improve mobility within the Southeast Study area; and

WHEREAS, These projects have been endorsed by the Southeast Corridor Citizens and Technical Advisory Committees; and

WHEREAS, ODOT and the concerned local jurisdictions have identified the need for further resources to be allocated to the McLoughlin Corridor highway improvements; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District endorses allocation of the McLoughlin Corridor Interstate Transfer Reserve to the projects described in Exhibit A subject to adoption of the Southeast Corridor Study to include these projects.

2. That the Transportation Improvement Program is hereby amended in accordance with Exhibit A.

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____, 1989.

Mike Ragsdale, Presiding Officer

RB:mk

89-1135.RES

09-14-89

Exhibit A
McLoughlin Reserve Allocation -- \$3,002,610

	<u>Project</u>	<u>Cost</u>	<u>Comments</u>
1.	Johnson Creek Boulevard (32nd Avenue to 45th Avenue) Provide mitigation and safety measures such as curbs, drainage, street lighting and sidewalks where needed. Design lanes to meet minimum acceptable width so as to not encourage increased traffic. Exact scope of project will be determined by Portland, Milwaukie, the Ardenwald Neighborhood Association and affected property owners.	\$1 m.	Project to be defined within 24 months. If project is not defined, money would go back to Reserve.
2.	Harrison Street (Highway 224 - 32nd Avenue) Conduct preliminary engineering (P.E.) to determine scope of project. This is an at-grade project and should be coordinated with the Sunrise Corridor DEIS.	\$50,000 - P.E. Only	To provide additional capacity at Highway 224 intersection and improve east/west flow; corridor is currently under utilized.
3.	Johnson Creek Boulevard (Linwood Avenue to 82nd Avenue) Upgrade to urban industrial road standards; two travel lanes with turn lanes where needed; examine need for curbs, sidewalks and safety improvements. Design project to maintain rail feasibility at crossings.	\$50,000 - P.E. Only	To encourage truck traffic to utilize I-205 to the extent possible; facility is currently sub-standard; roadway is narrow and uneven with cracked pavement.
4.	45th Avenue (Harney to Glenwood) Narrows the street with curb extensions, subject to the endorsement of the Woodstock Neighborhood Association and 45th Avenue residents. Should be constructed no later than project 3. Impacts of project should be monitored so traffic is not diverted to other streets.	\$50,000 - P.E. Only	Treats 45th as neighborhood collector by reducing excessive speeds on facility. Decreases truck accessibility.

	<u>Project</u>	<u>Cost</u>	<u>Comments</u>
5.	LRT studies in Milwaukie Corridor. \$360,000 to supplement currently allocated \$1 m. for Phase II AA/DEIS from Portland to Milwaukie; \$100,000 each for Phase I study from Milwaukie to Clackamas Town Center and Milwaukie to Oregon City.	\$ 560,000	Supplements existing LRT reserve. Will be available for EIS and systems planning.
6.	Hawthorne Bridge transition structure LRT study.	\$ 5,000	Determine cost of making Hawthorne Bridge rail ready in current project vs. retrofitting at a later date.
7.	McLoughlin Corridor Highway Improvements.	\$1,287,610	Will reduce shortfall on overall McLoughlin highway improvements, Phases I, II, IIIA.
		<hr/> \$3,002,610	

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 89-1135 FOR THE PURPOSE OF ALLOCATING THE MCLOUGHLIN CORRIDOR INTERSTATE TRANSFER RESERVE

Date: September 14, 1989

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution allocates the remaining \$3,002,610 McLoughlin Interstate Transfer Reserve to seven projects described in Exhibit A, subject to adoption of the Southeast Corridor Study. The projects include projects resulting from the Southeast Corridor Study, future light rail studies in the Milwaukie Corridor, and the McLoughlin Boulevard highway improvements.

The Southeast Corridor Technical Advisory Committee (TAC) and the Transportation Improvement Program (TIP) Subcommittee discussed the proposed allocation at their meetings on August 1 and 2 and unanimously endorsed this recommendation.

TPAC and JPACT have reviewed the proposed allocation and recommend approval of Resolution No. 89-1135.

FACTUAL BACKGROUND AND ANALYSIS

The McLoughlin Reserve was established in March 1986 through Resolution No. 86-632. That resolution allocated \$20.8 million to McLoughlin Highway Improvements; \$1,000,000 to a Milwaukie Corridor DEIS; and \$3,281,000 to the McLoughlin Reserve, of which \$100,000 was allocated to the Southeast Corridor Study. The intent of the reserve when it was established was to fund projects resulting from the Southeast Corridor Study, further LRT studies in the Milwaukie Corridor, or other improvements in the corridor consistent with the McLoughlin Corridor Improvement Program.

The Southeast Corridor Study performed an analysis of existing and future transportation problems in a broad study area including Southeast Portland, Milwaukie, and inner Clackamas County. That study, which has not yet been adopted, defined eight projects which are important to provide adequate mobility in the study area, mitigate possible impacts of the Tacoma Overpass, and lessen traffic pressure on Johnson Creek Boulevard. One of those projects -- Harrison/42nd/King -- was funded from the McLoughlin Reserve by a separate resolution in March 1989. That project was awarded \$178,500 leaving the reserve its current unobligated balance of \$3,002,610.

A recent Oregon Department of Transportation (ODOT) analysis indicates that the McLoughlin Corridor Improvement Program is underfunded by approximately \$14 million. This is following a value engineering study which reduced costs on certain elements of the project which were feasible to scale back. The discussion by the Southeast Corridor TAC and the TIP Subcommittee was therefore put in the context that only a limited portion of the highway overrun could be funded even if all the reserve were allocated to it and that ODOT would have to find other resources to complete the highway projects.

Following a discussion of the 1986 JPACT resolution and statements made to neighborhood groups over the past several years, the Southeast TAC and the TIP Subcommittee recommend that the McLoughlin Reserve in part be allocated to a portion of the projects resulting from the Southeast Corridor Study as reflected in Exhibit A. These projects would mitigate traffic impacts of the Tacoma Overpass on Johnson Creek Boulevard. In addition, allocations are recommended to provide additional funding for light rail studies in the Milwaukie corridor and provide additional resources to the McLoughlin Corridor Improvement Program.

The TIP Subcommittee recommends one change from the Southeast Corridor TAC. The Southeast TAC recommends that the Johnson Creek Boulevard project be defined and agreed to within 24 months of this approval. If agreement is not reached, the TAC recommends that the million dollar allocation be available only for projects 2, 3 and 4 on the attached list, which are recommended to be funded for preliminary engineering by this action. The TIP Subcommittee recommends that, if agreement is not reached on the Johnson Creek Boulevard project, the monies would go back into the reserve and be eligible for a wider variety of McLoughlin Corridor related projects. This resolution reflects the TIP Subcommittee recommendation.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1135.

Agenda Item No. 5.1
Meeting Date: September 28, 1989

COUNCIL STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 89-305 FOR THE PURPOSE OF AMENDING METRO CODE CHAPTER 2, SECTIONS 2.02 AND 2.04 RELATING TO A CODE OF ETHICS FOR METRO EMPLOYEES AND METRO CONTRACTING PROCEDURES

Date: September 20, 1989

Presented by: Marlitt

BACKGROUND

At its August 24 and September 14, 1989 meetings, the Internal Affairs Committee reviewed and discussed contracting issues and identified possible changes to Metro Code Chapter 2.04, Contracting Procedures. Based on Committee points and Councilors' comments, Council staff developed a contracting issues list as follows:

- 1) The Code is silent on a Council review and/or approval process for Intergovernmental Agreements.
- 2) The Code does not address revenue contracts.
- 3) There is no process to address RFP/RFB addenda.
- 4) The Code is silent on Metro Grant Awards such as the "One Percent Well Spent" contracts.
- 5) The multi-year contract approval process -- requiring bid document approval as well as contract approval -- could be streamlined.

On September 14, 1989, staff reviewed a first draft of Ordinance No. 89-305 with the Committee and, based on members' comments and recommendations of Metro General Counsel, revised the ordinance as attached. The most visible revision is a new section under Chapter 2.02 updating Metro's Code of Conduct, particularly as relating to contracts, formerly under Chapter 2.04.030 (f).

ORDINANCE NO. 89-305 -- REVIEW OF PROPOSED AMENDMENTS

Council staff worked with Metro General Counsel to address the Committee's desired amendments identified at the September 14 meeting. Each section of Ordinance No. 89-305 is briefly described below.

Section 1. Summarizes changes to Metro's Code of Conduct which would make current procedures more consistent with State law.

Section 2. Provides a brief rationale for amending Chapter 2.04 contracting procedures.

Section 3. Outlines proposed new Section 2.02.280, "Ethical Requirements for Employees, Officers, Agents and Elected Officials." This section would replace current language under Chapter 2.02.255 and

2.04.030 (f) and make Metro's guidelines more consistent with current Oregon Law.

Section 4. Repeals Section 2.02.255, "Gifts, Gratuities and Fees" as described above under Section 3.

Section 5. Adds a definition for Intergovernmental Agreements based on current State statute language (ORS 190.003 -190.010), pages 2-3. On the bottom of page 3, adds a description of Metro "grant contracts", such as the "One Percent Well Spent" program, under definitions for Personal Services Contracts to ensure that they are covered under current contracting procedures.

Section 6. On page 7, removes the Code of Conduct language which will be replaced by the new Section 2.02.280 as noted above in Section 3.

Section 7. On page 9, adds language to clarify the 2 types of contract designations currently on the Executive Officer's annual contract list -- "A" vs. "B". Adds description of Intergovernmental Agreement review process consistent with contract bid document filings now occurring. On the bottom of page 9, subsection (e) addresses bid document addenda filing requirements. Subsection (f), pages 9-10, outlines a process for Council consideration of RFP/RFB addenda which materially alter the proposed project or the basis for the contract award.

Section 8. Page 11, Section 2.04.033 (a)(1) clarifies how the Council exempts a contract from its review process and (b) provides for a review option to streamline Council's approval process of certain contracts. The new language would allow the Council to waive approval of a contract at the point when it approves the RFP/RFB documents.

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BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING)	ORDINANCE NO. 89-305
METRO CODE CHAPTER 2, SECTIONS)	
2.02 AND 2.04 RELATING TO A CODE	)	Introduced by the Council
OF ETHICS FOR METRO EMPLOYEES AND	)	Internal Affairs Committee
METRO CONTRACTING PROCEDURES)	

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Council finds that present provisions of the Metro Code provide for a Code of Ethics for Metro employees that is inconsistent with the present ethical requirements for public employees contained in Oregon Law. The Council further finds that it is appropriate that the Metro Code be amended to require Metro employees, officers, agents and elected officials to conduct themselves in a manner consistent with Oregon Law and that Metro employees, officials, elected officers and agent should be subject to the same restrictions on receiving gifts and gratuities as is presently provided for by Oregon Law.

Section 2. Council finds that present provisions of the Metro Code providing for Contracting Procedures do not adequately address the public bid/request for proposals process and the Council intergovernmental agreement consideration process. The Council further finds that it is necessary to amend current code provisions to clarify and simplify the legislative intent and implementation requirements.

Section 3. A new Section 2.02.280, Ethical Requirements for Employees, Officers, Agents and Elected Officials, is hereby added to the Metro Code to read as follows:

2.02.280 Ethical Requirements for Employees, Officers, Agents and Elected Officials:

(a) The purpose of this section is to establish that the public policy established by the Oregon Legislative Assembly as set forth in ORS Chapter 244 which protects the sanctity of public offices and declares that a public office is a public trust and establishes a Code of Ethics for all public officials is hereby adopted as the policy of the Metropolitan Service District.

(b) All employees, officers, agents, or elected officials of the Metropolitan Service District shall strictly comply with the requirements of ORS 244.040, Code of Ethics. Failure to comply with the provisions of this law shall be grounds for disciplinary action.

(c) The Chief Executive Officer, and every member of the Council of the Metropolitan Service District shall be required to

comply with the reporting requirements established by ORS 244.060, including the filing of a Statement of Economic Interest on an annual basis as required by state law.

(d) The members of the Council of the Metropolitan Service District, the Executive Officer, and appointed members of Metro boards, commissions, and committees shall comply with the requirements of ORS 244.120 and 244.130 regarding the declaration of potential conflicts of interest.

Section 4. Metro Code Section 2.02.255 is hereby repealed.

Section 5. Metro Code Section 2.04.010 is amended to read as follows:

2.04.010 Definitions:

(a) COMPETITIVE BIDS OR BIDS -- A competitive offer in which price and conformance to specification will be the award criteria.

(b) CONTRACT REVIEW BOARD or BOARD -- The Council is the Contract Review Board for the Metropolitan Service District with the powers described in ORS Chapter 279 and Section 2.04.020 of this Chapter.

(c) EMERGENCY -- An emergency for the purpose of this Chapter means the occurrence of a specific event or events that could not have been reasonably foreseen and prevented and which require the taking of prompt action to remedy the condition and thereby avoid further physical damage or harm to individuals or the occurrence of avoidable costs.

(d) EMERGENCY CONTRACTS -- A contract may be exempt from the competitive bidding process if an emergency requires prompt execution of a contract, but only if the contract is limited to remedying the emergency situation.

(e) EXEMPTIONS FROM COMPETITIVE BIDDING -- Exemptions include any exemption or exception from the regular competitive bidding process for Public Contracts as defined in ORS 279.011 to 279.061, this chapter, and any exemption made by the Board pursuant to Section 2.04.041 of the Code.

(f) INTERGOVERNMENTAL AGREEMENT -- A written agreement with any other unit or units of federal, state or local government for the performance of any or all functions and activities that a party to the agreement, its officers or agencies, have authority to perform. "Unit of local government" includes a county, city,

district or other public corporation, commission, authority or entity organized and existing under statute or city or county charter. (ORS 190.003 Definitions for ORS 190.003 to 190.110) As outlined in ORS 190.010, the agreement may provide for the performance of a function or activity:

- (1) By a consolidated department;
- (2) By jointly providing for administrative officers;
- (3) By means of facilities or equipment jointly constructed, owned, leased or operated;
- (4) By one of the parties for any other party; or
- (5) By a combination of the methods described in numbers (1) through (4) above.

(g) [(f)] NOTICE OF AWARD -- Means written communication to a responsive, responsible bidder or proposer stating that their bid or proposal has been conditionally determined to be the lowest, responsive, responsible bid or most responsive proposal and that the District intends to enter into a contract upon completion by the bidder/proposer of all required conditions.

(h) [(g)] PERSONAL SERVICES CONTRACT:

- (1) The following are Personal Services Contracts:
 - (A) Contracts for services performed as an independent contractor in a professional capacity, including but not limited to the services of an accountant, attorney, architectural or land use planning consultant, physician or dentist, registered professional engineer, appraiser or surveyor, passenger aircraft pilot, aerial photographer, timber cruiser, data processing consultant or broadcaster.
 - (B) Contracts for services as an artist in the performing or fine arts, including but not limited to persons identified as photographer, filmmaker, painter, weaver, or sculptor.
 - (C) Contracts for services of a specialized, creative and research-oriented, noncommercial nature, including, but not limited to, contracts funded by specially designated Metro revenue sources such as the "One Percent Well Spent" program to fund innovative recycling projects.

(D) Contracts for services as consultant.

(E) Contracts for educational and human custodial care services.

(2) The following are not Personal Services Contracts:

(A) Contracts, even though in a professional capacity, if predominantly for a product, e.g., a contract with a landscape architect to design a garden is for personal services, but a contract to design a garden and supply all the shrubs and trees is predominantly for a tangible product.

(B) A service contract to supply labor which is of a type that can generally be done by any competent worker, e.g., janitorial, security guard, crop spraying, laundry and landscape maintenance service contracts.

(C) Contracts for trade-related activities considered to be Labor and Materials Contracts.

(D) Contracts for services of a trade-related activity, even though a specific license is required to engage in the activity. Examples are repair and/or maintenance of all types of equipment or structures.

(i) [(h)] PUBLIC AGENCY -- Any agency of the federal government, state of Oregon, or any political subdivision thereof, authorized by law to enter into Public Contracts and any public body created by intergovernmental agreement.

(j) [(i)] PUBLIC CONTRACT -- Any purchase, lease or sale by Metro of personal property, public improvement or services, including those transacted by Purchase Order, other than agreements which are for personal services. Public Contracts may be obtained by Purchase Order as determined by the Executive Officer.

(k) [(+)] PUBLIC IMPROVEMENT -- Projects for construction, reconstruction or major renovation on real property by or for a public agency. "Public improvement" does not include emergency work, minor alteration, ordinary repair or maintenance in order to preserve a public improvement.

(l) [(+)] PURCHASE ORDER -- A Public Contract for purchase of goods in any amount, or for goods and services \$500 or less, or for services \$500 or less.

(m) [(+)] REQUESTS FOR PROPOSALS OR RFPs -- A Request for Proposal is the process described in Section 2.04.050, "Personal Services Contracts." This process may be used for Public Contracts only when the Board has granted an exemption for that type of contract or for a particular contract as set out in Section 2.04.041, "Requirement of Competitive Bidding, Exemptions." The Board may adopt a particular RFP process for a particular contract by setting forth the amendments in the exemption approval.

(n) [(+)] SOLE SOURCE CONTRACTS -- Contracts for which it can be documented there is only one qualified provider of the required service or material.

(Ordinance No. 79-76, Sec. 1 & 2; amended by Ordinance No. 81-125, Sec. 2 & 4, Ordinance No. 82-130, Sec. 2, Ordinance No. 84-175, Sec. 1, 2, 3, 4 & 8; all previous Ordinances repealed by Ordinance No. 87-216, Sec. 2; amended by Ordinance No. 89-271, Sec. 1)

Section 6. Metro Code Section 2.04.030 is amended to read as follows:

Section 2.04.030 Rules and Procedures Governing All Personal Services and Public Contracts:

(a) Applicability: All personal services and public contracts are subject to the applicable selection, review and approval procedures of this Chapter.

(b) Initiating a Contract: When a department initiates a contract not in the form of a purchase order, it must first notify the Department of Finance and Administration of its intention and request the issuance of a contract number which shall appear on all copies of the contract. The department must complete a Contract Summary form indicating the specifics of the contract. This form must be forwarded to the Department of Finance and Administration either with a fully executed contract (one copy) if the amount is estimated to be \$2,500 or under, or with an unexecuted contract (three copies) for review, approval and signature if the amount is over \$2,500.

(c) Documentation Required for Contract Files: The Department of Finance and Administration will maintain central files for all contracts. An original copy should be given to each contractor. All correspondence relating to a contract which alters conditions or amounts must be included in the central files as should all papers which document the process of obtaining competitive bids, quotes, or proposals. In any case where a low bid, quote, or proposal is not accepted, a detailed justification must be included with the contract file. Other documentation, if applicable, that should be included in the file includes:

- Mailing lists
- Affidavits of Publication
- Insurance endorsements and certificates
- Amendments
- Extensions
- Related Correspondence
- Quotes, Proposals, and Bids
- Bonds
- WBE/DBE information
- Contract closure form
- Personal Services Evaluation form

(d) Contract Review: Prior to approval by the appropriate person or body, contracts shall be reviewed as follows:

- (1) Any contract which deviates from a standard contract form, exceeds \$10,000, or is with another public agency must be reviewed by legal counsel.
- (2) Contracts involving federal or state grant funds must be reviewed by the Deputy Executive Officer.

(e) Disadvantaged Business Program: All contracting and purchasing is subject to the Metro Disadvantaged Business Enterprise Program. Metro will take affirmative action to do business with Disadvantaged Business Enterprises. The Director of Finance and Administration will maintain a directory of disadvantaged businesses which shall be consulted and used in all contracting and purchasing of goods and services. If a disadvantaged business is included in the directory that appears capable of providing needed goods or services, that business should be contacted and given an opportunity to compete for Metro business. Contracts awarded subject to the program may be exempted from the competitive bidding process by resolution of the Contracting Review Board.

(f) Monthly Contract Report: The Executive Officer shall provide a monthly report to the Council, pursuant to Section 2.04.032, of all contracts, including extensions and amendments, which have been executed during the preceding month; provided, however, that such monthly report need not include purchase orders under \$500.

[~~(g)~~ Code of Conduct:

- (1) ~~No employee, elected official or agent of Metro shall participate in the selection, award or administration of a contract if a conflict of interest, real or apparent, would be involved. Such a conflict would arise when the employee, elected official or agent, any member of his/her immediate family, his or her partner, or an organization which employs, or is about to employ, any of the above, has a financial or other interest in the firm selected for award. No Metro elected official, employee or agent shall solicit or accept gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to subagreements.~~
- (2) ~~Violations of this Code of Conduct shall subject an employee to disciplinary action pursuant to the Metro Personnel Rules and may be grounds for other civil or criminal penalties provided by law.]~~

[~~(h)~~ (g) Federal/State Agency Approval: When required by federal or state law or regulations, review and approval of Metro contracts shall include prior concurrence of approval by appropriate federal or state agencies.

Section 7. Metro Code Section 2.04.032 is amended to read as follows:

2.04.032 Contract Information Reports:

(a) The Executive Officer shall provide a monthly report to the Council showing the status of all contracts in effect at Metro as of the date of the report. The report shall be divided into four sections: (a) Contracts Awarded; (b) Contracts Amended; (c) Open Contracts; and (d) Contracts Closed.

- (1) Contracts Awarded: This section shall report all new contracts awarded since the date of the previous report to the Council of all new contracts.

Information contained in this report will be the cost center of the department responsible for the contract, contract number, starting and ending dates of the contract, type of contract, amount of the contract, vendor name, and a brief description of the purpose of the contract.

(2) Contracts Amended: This section shall report all contracts amended by Change Order since the date of the previous report to the Council of contract amendments. Information contained in this report will be the contract number, vendor name, amendment number, type of amendment, the original amount of the contract, the amount of the contract amendment, the new total contract amount, the percent of the amount of increase in excess of the original amount of the contract, and a brief description of the purpose of the contract.

(3) Contracts Open: This section shall report all contracts in effect on the last day of the month for which the report is prepared. Information contained in this report will be the cost center of the department responsible for the contract, contract number, starting and ending dates of the contract, type of contract, amount of the contract, the amount expended to date, vendor name, and a brief description of the purpose of the contract.

(4) Contracts Closed: This section shall report all contracts closed by the last day of the month for which the report is prepared. Information contained in this report will be contract number, vendor name, type of contract, date contract closed, amount of the contract, final amount expended, and a brief description of the purpose of the contract.

(b) Contract Type: Each contract will be identified by a type code to describe the class of contract entered into by Metro. There shall be six types of contracts at Metro:

- (1) Personal Services;
- (2) Pass-Through Agreements;
- (3) Labor and Materials;
- (4) Intergovernmental Agreements;
- (5) Procurement; and
- (6) Construction.

(c) Prior to entering into (1) any public contract or personal services agreement pursuant to the authority granted in Section 2.04.060 authorizing Sole Source Contract, or (2) any public contract or personal services agreement in an amount exceeding \$15,000 for which only one bid or response to a Request for Proposal has been received, the Executive Officer shall file a written report with the Council detailing the reasons why a sole source contract was entered into or giving an explanation of why only one bid or response was received.

(d) The Executive Officer shall provide to the Council during the annual budget process a list of proposed contracts and Intergovernmental Agreements to be entered into during the ensuing fiscal year. The Council shall designate all listed contracts and Intergovernmental Agreements as either "A" or "B". For contracts designated by the Council as "A" contracts and [as] being subject to this requirement by duly adopted ordinance, which may be the annual budget ordinance, copies of bid or proposal documents shall be filed with the Clerk of the Council and referred to the appropriate Council committee for review and comment. Documents must be filed with the Clerk of the Council at least thirty-five (35) days prior to the date of release for response by potential bidders. If the Council or a committee has not within fourteen (14) days of the date of filing scheduled the matter for a hearing the documents may be released to prospective bidders at any time after the fourteenth (14th) day. In any event, bid documents may be released to prospective bidders on the thirty-fifth (35th) day after filing with the Council. For Intergovernmental Agreements designated by the Council as "A" contracts and being subject to this requirement by duly adopted ordinance, copies of the proposed agreement and scope of work or similar project description shall be filed with the Clerk of the Council and referred to the appropriate Council committee for review and comment. Documents shall be filed with the Clerk of the Council at least fourteen (14) days prior to contract execution.

(e) Between the time of release of competitive bid or Request For Proposal documents for "A" contracts, as defined in subsection (d), and the designated due date for responses, all addenda to the bid documents shall be filed at the time of their release, with a staff report explaining the purpose and nature of the addendum, with the Clerk of the Council. Any Council Standing Committee or the Council may schedule any bid document addendum for review and comment.

(f) Any bid document addendum which materially adds to or deletes from the original scope of work included in the bid documents, or the basis of award for the bid or proposal, must be issued by the Metro Executive Officer or designated department not

less than fourteen (14) days prior to the bid or proposal opening date unless the original opening date is extended at least fourteen (14) days. Said addendum shall be filed with the Clerk of the Council prior to its release for review by the appropriate Council Standing Committee. If a Council Standing Committee finds that an addendum materially alters a bid document, as described herein, for a contract subject to Council approval under Section 2.04.033, the Committee may refer the addendum to the Council for approval. The Council may act to approve an addendum per the Council's authority to approve the competitive bid or Request For Proposal document under subsection 2.04.033(a)(1). In any event, if a Council Standing Committee does not act to refer an addendum and/or the Council does not act to approve an addendum, the presumption shall be that the addendum neither materially added to or deleted from the original scope of work nor altered the basis of award for the bid or proposal. Council approval of the contract will act to cure any claim that any addendum to the contract bid or proposal document was material as described herein.

(f) [~~f~~] Except as provided in subsection (g) [~~f~~], all other contracts [~~not so~~] designated by the Council as "B" contracts shall be subject to the requirement that copies of bid documents shall be filed with the Clerk of the Council at the time they are released for response by potential bidders. For Intergovernmental Agreements designated as "B" contracts, copies of the contract and scope of work or similar project description shall be filed with the Clerk of the Council at the time they are to be executed. At the time any of the above documents are filed, [T]the Executive Officer shall furnish the Council with information [at-the-time-bid documents-are-released] stating the purpose and nature of the proposed contract, the appropriation to be charged with the contract, and a statement of the contract's impact on the District in future fiscal years.

(g) [~~f~~] Any public contract \$15,000 or more or Personal Service Contract \$10,000 or more or any Intergovernmental Agreement not on the list of proposed contracts submitted by the Executive Officer as required by subsection (d) shall be subject to the filing and Council or committee review requirements in subsection (d) or if appropriate, the provisions of section 2.04.033.

(Ordinance No. 89-271, Sec. 1)

Section 8. Metro Code Section 2.04.033 is amended to read as follows:

2.04.033 Council Approval of Contracts:

(a) Notwithstanding any other provisions of Chapter 2.04 the following contracts shall be approved by the Council prior to execution:

(1) Any contract which commits the District to the expenditure of revenues or appropriations not otherwise provided for in the current fiscal year budget at the time the contract is executed except those contracts or classes of contracts that the Council shall have by ordinance exempted from this requirement by designating them as "B" contracts in the annual contract list provided by the Executive Officer under subsection 2.04.032(d);

(2) Any intergovernmental agreement as defined herein under Section 2.04.010(f) by which the District acquires or transfers any interest in real property, assumes any function or duty of another governmental body, or transfers any function or duty of Metro to another governmental unit;

(3) Any contract for the sale, lease or transfer of real property owned by the District.

(b) All contracts which require Council approval pursuant to subsection (a)(1) above and which are subject to competitive bidding or Request for Proposals procedures shall require Council approval of the Request for Bids or Request for Proposals prior to release of bidding or proposal documents to vendors. At the time of Council approval of the competitive bid or Request For Proposal documents, the Council may waive the requirement of Council approval of the contract and authorize the Executive Officer to execute the contract subject to any conditions, consistent with Council contracting authorities as described herein, specified by the Council at the time of the waiver.

(Ordinance No. 89-271, Sec. 1)

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Agenda Item No. 5.2
Meeting Date: September 28, 1989

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING	)	ORDINANCE NO.89-315
ORDINANCE NO. 88-266B ADOPTING)	
THE REGIONAL SOLID WASTE MANAGEMENT	)	Introduced by
PLAN TO INCORPORATE THE WASTE	)	Councilor Hansen
REDUCTION CHAPTER)	

WHEREAS, Metropolitan Service District Ordinance No. 88-266B adopted the Regional Solid Waste Management Plan as a functional plan; and

WHEREAS, The Solid Waste Management Plan incorporated Metro's 1986 Waste Reduction Program with 1989 Amendments as the Waste Reduction Chapter; and

WHEREAS, There is a need 1) to consolidate existing waste reduction documents, 2) to revise the amended 1986 Waste Reduction Program to respond to changing conditions over the past three years, and 3) to incorporate provisions from the Environmental Quality Commission's Unilateral Order; now therefore,

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY
ORDAINS:

1. That the Regional Solid Waste Management Plan is amended as shown in Exhibit A to this ordinance.
2. That Ordinance No. 86-199, Ordinance No. 89-290 and Ordinance No. 89-297 adopting the 1986 Waste Reduction Program and amending that Program are hereby rescinded.

3. That the Waste Reduction Chapter as amended by Exhibit A shall supersede and take precedence over any prior ordinances and resolutions previously adopted that are inconsistent with its provisions.

ADOPTED by the Council of the Metropolitan Service District
_____ day of _____, 1989.

Mike Ragsdale, Presiding Officer

ATTEST:

Clerk of the Council

STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 89-315 FOR THE PURPOSE OF AMENDING THE REGIONAL SOLID WASTE MANAGEMENT PLAN TO INCORPORATE THE WASTE REDUCTION CHAPTER

DATE: September 13, 1989

Presented by: Richard Carson
Becky Crockett

PROPOSED ACTION

Ordinance No. 89-315 amends the Regional Solid Waste Management Plan to incorporate the revised Waste Reduction Chapter. It also rescinds prior ordinances adopting the 1986 Waste Reduction Program and the 1989 amendments to that Program. The revised chapter consolidates prior waste reduction work and includes additional elements which are summarized below.

FACTUAL BACKGROUND AND ANALYSIS

The Waste Reduction Chapter of the Regional Solid Waste Management Plan consolidates Metro's 1986 Waste Reduction Program with 1989 amendments and the System Measurement Study. This study, completed in July 1988, recommended five programs that would be the most technically and economically feasible to implement in the Metro region. The Council has already reviewed the System Measurement Study and has adopted the 1989 amendments to the 1986 Waste Reduction Program. Council.

In addition to this consolidation of existing work, the Waste Reduction Chapter responds to the provisions of the Local Collection Service Coordination Program in DEQ's Unilateral Order. Specifically the chapter accomplishes the following:

- Establishes a 20-year (through the year 2010) waste reduction goal of 56 percent for the region, which includes recycling and alternative technology.
- Establishes a Five-Year Work Program for Metro and local governments which includes the specific activities that must be accomplished to achieve waste reduction goals.
- Establishes a cooperative process for implementing the Five-Year Program where Metro and local governments adopt Annual Work Programs for the waste reduction activities they will undertake in a given year.

Metro's Annual Work Program will be its FY 89-90 Waste Reduction budget. Staff will assist local governments in developing their work programs.

- Determines a process for monitoring performance and evaluating program effectiveness. This will include a standardized reporting procedure for all local governments.
- Determines a system for updating the program requirements on an annual basis and for conducting a comprehensive system analysis every five years.

Two elements of the waste reduction work have yet to be completed. Metro and the solid waste planning committees continue to address the issues of financing of waste reduction activities and enforcement by Metro if the voluntary, cooperative approach to implementation is not successful.

The Five Year Work Program states that financing for some local government activities will have to be identified prior to requiring local government compliance. An analysis of funding options and other financing issues will be undertaken as part of the Financing Chapter of the Regional Solid Waste Management Plan.

Staff and the planning committees will continue to analyze how specific enforcement measures such as functional planning authority, flow control and rates can be used to ensure that programs are implemented and maximum feasible waste reduction achieved. The enforcement section of the chapter will be completed by July 1, 1990.

Decision Process

The Technical and Policy Committees for the Regional Solid Waste Management Plan project have reviewed and approved the draft Waste Reduction Chapter, including the specific program requirements for local governments and the implementation process. The draft chapter incorporates the amendments requested by those committees.

Attached to this staff report is a summary of the Five-Year Work Program for Metro and local governments and a flow diagram depicting the implementation and evaluation process. A copy of the complete draft Waste Reduction Chapter will be sent to members of the CSWC in their agenda packet. Other Councilors may obtain a copy from the Council office.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Ordinance No. 89-315.

Waste Reduction Chapter

Summary of Five-year Work Program

Program	Metro	Local Governments
Promotion and Education	<p>Regional campaigns for waste reduction</p> <p>Specific campaigns promoting recycling, yard debris composting and market development</p> <p>Support for local governments promotion and education activities</p> <p>Public involvement activities</p>	<p>Opportunity to Recycle Act requirements</p> <p>Promotion and education for salvageable building materials, commercial high-grading, multi-family recycling and curbside containers.*</p>
Reduce and reuse	<p>Plastics reduction task force</p> <p>Packaging reduction legislation</p> <p>Salvageable building materials and items</p>	<p>Participation on regional tasks forces studying packaging, product regulation and other source reduction issues</p> <p>Commercial collection routing for source separated lumber/building materials</p>
Recycle	<p>Technical assistance to local governments for multi-family, commercial and residential programs</p> <p>Recycling Information Center</p> <p>Local government recycling coordination, including developing model Annual Work Programs, reporting procedures and an evaluation system</p> <p>Pilot project for curbside containers</p> <p>Pilot project for multi-family</p>	<p>Opportunity to Recycle Act – curbside recycling requirements</p> <p>Identification of technical assistance needs from Metro</p> <p>Multi-family recycling*</p> <p>Curbside containers*</p> <p>Develop and adopt of Annual Work Programs</p>
Recycle – Yard Debris	<p>Materials markets assistance for yard debris compost</p> <p>Financial incentives to private sector to encourage market demand for yard debris compost</p> <p>Technical assistance to local governments, haulers and communities</p> <p>Rate incentives to encourage source separation of yard debris</p> <p>Development of regional yard debris plan and local government program standards</p> <p>Disposal ban assessment</p>	<p>Identification of technical assistance needs from Metro</p> <p>Participation in (or coordination with) regional yard debris planning process</p> <p>Yard debris program implementation based on regional plan*</p>

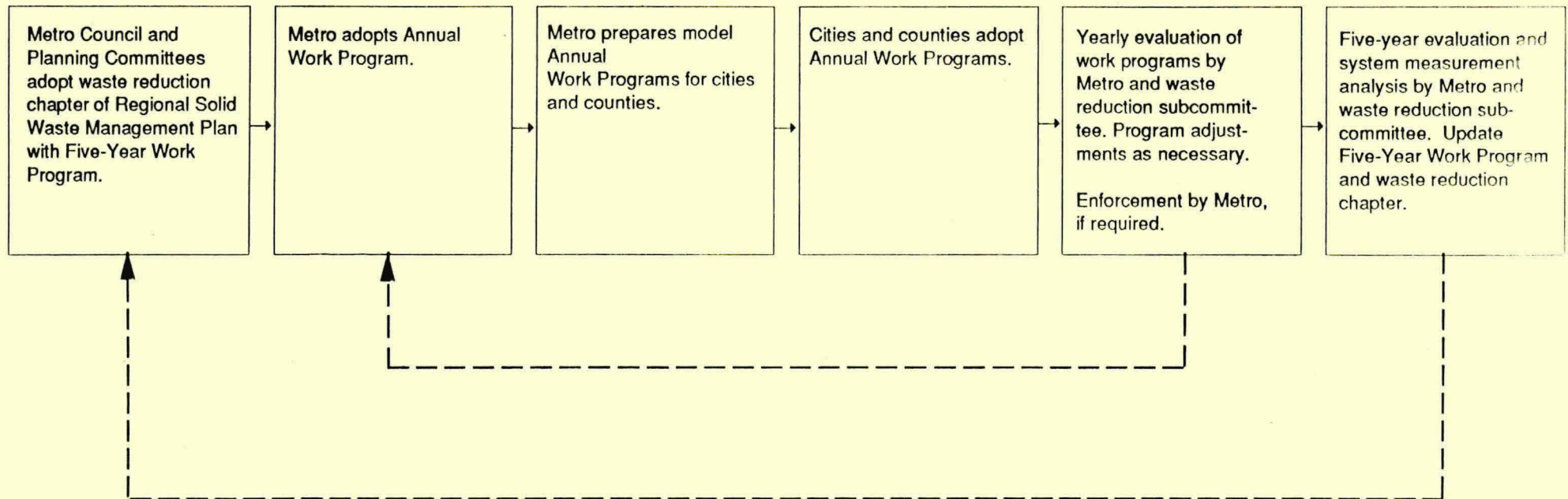
* Implementation contingent upon financing being identified

Waste Reduction Chapter

Summary of Five-year Work Program

Program	Metro	Local Governments
Post-collection material recovery	<p>Material recovery capacity for waste with high percentage of economically recoverable material</p> <p>Waste auditing and consulting</p> <p>Rate incentives to encourage recovery of recyclables at material recovery facilities</p>	<p>Commercial collection routing to produce high grade loads</p>
Alternative Technologies	<p>Alternative technology development for materials not economically viable for material recovery</p>	<p>Participation in regional planning process as it relates to alternative technology facilities and programs</p>
Materials Markets Assistance	<p>Annual market analysis</p> <p>Annual market and recycled products surveys</p> <p>Institutional purchasing – model policies and technical assistance to governments, public and businesses</p> <p>Legislative programs supporting market development</p> <p>Grants and loans to users of secondary materials</p>	<p>Identification of technical assistance needs from Metro for developing insitutional purchasing policies</p> <p>Institutional purchasing policies</p>
System Measurement	<p>Waste Substream Composition Study</p> <p>Substream Resource Recovery Study</p> <p>Determination of regional recycling goals</p> <p>Ongoing system measurement, including waste sorts, annual evaluation of local government recycling programs and five year evaluation of regional waste reduction program</p>	<p>Annual Work Programs</p> <p>Annual evaluation and reporting to Metro</p> <p>Compliance with program standards</p> <p>Participation in comprehensive system measurement analysis (every five years) through regional planning process</p>

Figure 3
Waste Reduction Implementation and Evaluation Process



Agenda Item No. 6.1
Meeting Date: September 28, 1989

INTERNAL AFFAIRS COMMITTEE
REPORT

CONSIDERATION OF ORDINANCE NO. 89-302A ESTABLISHING AND REGULATING
CHARITABLE SOLICITATIONS AMONG DISTRICT EMPLOYEES

Date: September 18, 1989

Presented by: Councilor Hansen

COMMITTEE RECOMMENDATION: At the September 14, 1989 Committee meeting, the Committee voted 4 to 0 to recommend Council adoption of Ordinance No. 89-302A. Voting yes were Councilors Bauer, Hansen, Knowles and Ragsdale. Councilor Collier was excused.

COMMITTEE DISCUSSION/ISSUES: At its August 24, 1989 meeting and public hearing, the Committee heard from: John Leahy, Metro Personnel Officer, who explained the proposed Ordinance; Jim Shoemake, Metro employee, who supported the Ordinance; and Amina Anderson, Director of the Black United Fund, who supported the Ordinance and recommended several changes. The Committee also received a Council staff report which suggested several changes to the Ordinance (see Attachment 1 to this Committee Report). The Committee adopted several amendments on August 24th and directed staff to prepare a revised Ordinance for consideration at its September 14, 1989 meeting.

At its September 14th meeting, the Committee considered Ordinance No. 89-302A. It received a Council staff memo explaining the changes to the Ordinance made at the prior Committee meeting (see Attachment 2). The Committee received a verbal report from Council staff that indicated both Jim Shoemake and Amina Anderson were supportive of Ordinance No. 89-302A. Ms. Anderson suggested another minor change in Section (3)(a) of the Ordinance (inserting the words "and distributed to" after the word "raised") which the Committee made. The Committee heard from John Leahy who indicated that the Administration was supportive of the Ordinance as amended.

DEC:aeb
Attachment

A:\IACRPT.918

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

Memorandum

DATE: August 23, 1989

TO: Internal Affairs Committee

FROM: Donald E. Carlson, ^{DE}Council Administrator

RE: Ordinance No. 89-302 Regulating Charitable Solicitation
Among District Employees

The purpose of this Ordinance is to provide a formal system for regulating the solicitation of charitable contributions from District employees during working hours and to regulate the use of the District's payroll system for making contributions.

BACKGROUND

As indicated in the Administration's Staff Report, this Ordinance is a result of a request by the Black United Fund to be able to solicit funds similar to the practice of the United Way organization which, since the creation of Metro, has been conducting annual campaigns during working hours and receiving donations through the District's payroll deduction system. Attached as Exhibit A are two separate pieces of correspondence from the Black United Fund to District officials regarding this request.

Since introduction of Ordinance No. 89-302, the Council has received correspondence from the International Services Agencies (distributed to the Committee with the Agenda packet) expressing interest in changing the Ordinance to allow solicitations and payroll deductions for "over seas" charitable organizations.

The issue that this Ordinance addresses is not unique to Metro, but is one which other governmental units are in the process of addressing. Attached as Exhibit B is a memo from the Multnomah County Counsel to the Chair of the County Board which gives a legal analysis and opinion on the issue to the effect that charitable donations can be regulated by the governmental entity as long as there is a fair and rational basis for the regulation.

EXPLANATION OF AND QUESTIONS ON ORDINANCE NO. 89-302

The Ordinance does the following:

- o Section 1 of the Ordinance limits charitable solicitations during working hours to charitable organizations that are in compliance with the Ordinance.

- o Section 2 authorizes the Executive Officer annually to certify those charitable organizations recognized to conduct fund raising drives based on specified criteria. NOTE: The Ordinance indicates the criteria are in "Section 4", but actually they are listed in Section 3.
- o Section 3 lists the criteria which must be met by charitable organizations for certification by the Executive Officer. Included are:
 - a) a requirement that the organization raise funds for 5 or more charitable agencies. This criteria limits the field to those "umbrella" type organizations such as United Way which distribute funds to other charitable organizations.
 - b) a requirement that the charitable organization disburse funds to agencies whose activities are primarily within the boundaries of the District. This criteria would eliminate charitable organizations which distribute funds nationally or internationally.
 - c) a requirement that the charitable organization meet the IRS requirements to be exempt from taxation.
 - d) a requirement that the charitable organization be in compliance with State laws regulating charitable trusts.
 - e) a requirement that the organization and its grantee agencies have an anti-discrimination policy with regard to employment and fund distribution. A question arises how the anti-discrimination requirement for "fund distribution" would impact the Black United Fund.
 - f) a requirement that each charitable organization provide an audited financial report at least 60 days prior to the charitable campaign.
- o Section 4 limits the use of the payroll system for automatic deductions only for charitable organizations which are in compliance with this Ordinance.

The issue is important to the District because it sets limits on access to the organization for charitable campaigns. It appears that there are three important factors to consider:

1. Such an Ordinance will give an implied consent of the District or approval of the District to fund the activities of the organizations;

2. Such an Ordinance will enable organizations to solicit funds from employees during working hours which will involve some loss of productive time to the organization; and
3. Such an Ordinance will provide the use of the payroll system to facilitate the collection and transmission of funds to the charitable organizations at some cost to the District.

It appears the Council has the option to prohibit charitable organizations from soliciting funds from employees during working hours, but should do so through the adoption of an Ordinance. If the Council does not want to prohibit such activities, it appears advisable to adopt an Ordinance which restricts such activities so that there are limits on the time and energy spent by the District in supporting such activities. The Ordinance should set forth clear, objective, fair and reasonable criteria for determining which charitable organizations are eligible for soliciting funds during working hours and can use the payroll system for collection of contributions and the Ordinance should set forth rules and procedures for implementation or delegate that responsibility to some entity such as the Executive Officer.

Council staff suggests consideration of the following changes to Ordinance for Committee discussion:

1. In Section 2 insert additional language authorizing the Executive Officer to promulgate rules and procedures to implement this Ordinance, but limit the solicitation time to once a year for no longer than one month and limit the open enrollment period for employees to sign payroll deduction cards to no longer than 2 weeks after the campaign period.
2. In Section 3:
 - a) delete subsection (b) which is the criteria regarding where the money is spent. This would enable national or international groups to solicit contributions.
 - b) delete the phrase "and fund distribution" from subsection (e). This would remove the question regarding the ability of the Black United Fund to distribute money to agencies whose primary purpose is to serve the black community.



THE BLACK UNITED FUND OF OREGON

"The Helping Hand that is Your Own"

(503) 282-7973

P.O. Box 12406 Portland, OR 97212

(503) 282-3474

March 23, 1988

Mr. Ray Phelps
Dir., of Finance & Administration
2000 S.W. First Avenue
Portland, OR 97201-5398

RECEIVED
MAR 27 1989
METRO SERVICE DISTRICT
EXECUTIVE MANAGEMENT

Dear Mr. Phelps.

Mr. Amha Hazen and Ms. Joann Phillips of METRO suggested that I contact you regarding the Black United Fund of Oregon participating in METRO's annual charitable campaign, beginning this fall.

As you may already know, the Black United Fund of Oregon is a fundraising organization which raises money from individuals through payroll deduction plans established with government agencies, public institutions and private corporations.

Contributions made to the Black United Fund of Oregon go to support critically needed social services, economic development and self-help programs in the Black community.

The Black United Fund of Oregon currently participates in charitable campaigns at the State of Oregon, City of Portland, Multnomah County, Tri-Met, Portland Community College, IBM Corporation, Pacific Power and Light and during the Combined Federal Campaign.

Last year employees contributed \$120,000 to the Black United Fund of Oregon. We believe that this level of support clearly demonstrates that employees welcome choice in workplace giving and support the Black United Fund of Oregon's goal of community development through self-help.

I will would like to meet with you or your designee to discuss this matter further.

Sincerely,

Amina Anderson

Amina Anderson
Executive Director

Enclosures

BLACK UNITED FUND OF OREGON
1989 BOARD OF DIRECTORS

Chairman of the Board

Mr. Ben Priestley
Tenant Services Coordinator
Housing Authority of Portland
4307 N.E. 17th
Portland, OR 97211

Secretary

Ms. Joice Taylor
Secretary
Tubman Middle School
5705 N.E. 19th
Portland, OR 97211

Treasurer

Mr. Albert (Skip) Collier
CEO, Professional Training Systems
510 S.W. 3rd
Portland, OR 97204

Members

Ms. Bobbi Gary, Director	Black Women's Health Project	2642 S.E. Tibbetts Portland, OR 97202
Ms. Avel Gordly, Executive Secretary	American Friends Service Committee	2249 E. Burnside Portland, OR 97214
Mr. Ron Herndon, Director	Albina Ministerial Alliance Head Start Program	1425 N.E. Dekum Portland, OR 97211
Mr. Raleigh Lewis, Administrator	State of Oregon Civil Rights Division	2628 N.E. Ainsworth Portland, OR 97211
Ms. Marveita Redding, Executive Assistant to the Director	State of Oregon Dept of Agriculture	4061 N.E. 22nd Portland, OR 97211

Giving charities a boost

(Oregonian Editorial 6-29-88)

Employers who have assisted in charitable fund-raising among employees must make sure that workplace drives are fair and equitable.

For some, computerized payroll accounting has made much of the job easy.

Attention to how charitable contributions are raised in the workplace comes as competition for charity dollars has grown intense because of tax law changes and cuts in government social service spending.

The greater need for funds and more aggressive, sophisticated campaigns for donors' dollars have actually added up to increased giving.

But competition must give reputable charities equal opportunity to make appeals and to benefit from the convenience of computerized payroll deductions.

In efforts that managers in private and public sectors should study, the Portland School District and the state of Oregon are hammering out plans to broaden charities' access to their employees.

Following an approach adopted in Washington state, the Oregon state government is developing a plan giving its more than 25,000 employees the option to contribute to numerous charities through payroll deduction.

Now United Way organizations, umbrella groups representing some 700 charities statewide, are the only choice for checkoff.

The school district's proposal would increase the number of charities that can solicit funds directly from the district's 6,500 full- and part-time employees. Direct presentations now are limited to United Way of the Columbia-Willamette, an umbrella for 106 local agencies.

The school district, which already has multiple charities listed for payroll deductions, is considering allowing groups, or federations, of related charities to meet with district employees to make appeals in October.

Vital to the success of the plan is the work of a proposed school district fund drive committee to screen groups by applying strict yet equitable standards. Equally important is the committee's monitoring of the charities' activities and finances.

With more charities getting higher visibility and more access, both the state government and the school district should see total giving increase. Since the state of Washington instituted similar changes three years ago, employee giving has jumped nearly 50 percent.

Broadening charity drives could bolster employee giving in Oregon as well.

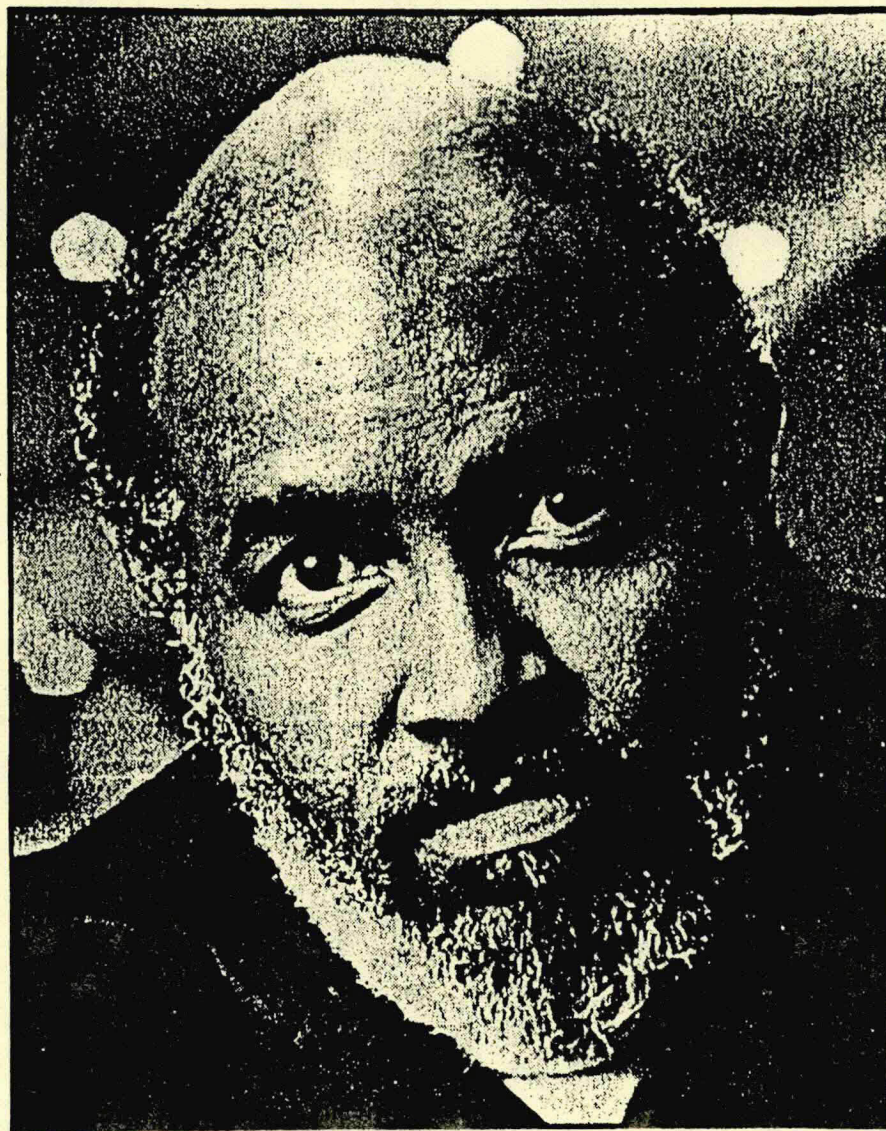
DePreist—BUF Campaign Chair

by Nyewusi Askari

Saying he believes in the goals and objectives of the Black United Fund, Mr. James DePreist, Conductor of the Oregon Symphony Orchestra, has agreed to become its Chairman during the Black United Fund's 1988 fundraising campaign.

Amina Anderson, Chairwoman of Oregon's Black United Fund, said Mr. DePreist's involvement is on-line with the Fund's goal of bringing in African-American personalities who are committed to helping bring about positive change in the African-American community.

She said the Fund's purpose is to help organizations that are active in the African-American community but don't receive funding to strengthen or continue their programs. "Basically, we try to fill the gap that is left by other workplace fundraisers and to focus on other community needs and priorities. In our community, those needs happen to be alternative education, arts and culture, social justice and legal services, job training and economic development. Those kinds of programs aren't addressed in our community by other groups. There was a study done in 1982 that said that less than a half of a percent of the monies that foundations give away in the State of Oregon goes to programs in the African-American community."



With affiliates in 16 states, the Black United Fund, in 1987, raised more than \$10 million.

Mr. DePreist, during an inter-

view with *The Portland Observer*, explained why he decided to assume the position of Black United Fund campaign chairman.

"All of my life, I have believed that if there are difficulties or problems within your scheme of things or a community, you have to take charge of your own destiny. And, as our communities and cities become more complex, it's very easy for there to be, even unintentionally, a trickle-down mentality. The persons in the communities at the lower end of the economic and social spectrum tend to be left out.

Then, there is the complaint, "Why aren't things better?" Well, you can either sit around and complain about things not being better, or you can set your own priorities and go about seeing that they get met. I believe that the Black United Fund goes from the inside out. It starts in the African-American community, identifies the needs, and identifies with those people who are doing the services. It's not a shortage of people who are willing to be involved in the self-help process, it's a matter of making other people in the community aware that they are there and that they need financial help."

Mr. DePreist said the cost of his being involved with the Black United Fund is far cheaper than putting up with the damage caused by the problem. "So, it's a natural kind of participation on my part. The Black United Fund is something we all should be involved in," he concluded.

Study criticizes giving patterns of foundations

By KATHE DURBIN
of The Oregonian staff

Oregon's 35 largest private foundations have become isolated from the real needs of their communities and give only a pittance to programs to assist racial minorities, women and community-development projects, a study released Monday says.

The study, conducted by the 3-year-old Portland Committee for Responsive Philanthropy, found that 1 percent of the \$7 million disbursed by 35 general-purpose foundations in 1978 and 1979 had gone to programs assisting racial minorities, 1 percent to women's programs and less than 1 percent to agencies conducting "self-help" community-development projects to improve neighborhoods and create jobs.

The Portland group is affiliated with the National Committee for Responsive Philanthropy, which has challenged the giving patterns of United Way campaigns and private foundations nationally and locally.

The Portland group reported that more than half of the Oregon foundations' dollars went to 30 recipients, including 12 colleges, several cultural institutions and United Way campaigns.

"We see clearly that the needs of women and racial minorities are not being addressed by private foundations," said Scott Bailey, director of the research project. The report has been endorsed by 35 Portland-area organizations, many of them citizen activist and neighborhood groups.

Bailey blamed the giving patterns on a lack of economic diversity on foundations' boards of directors and a failure of most foundations to communicate with the public about public needs.

"Those two factors tend to isolate foundations from what's going on in the community," Bailey said.

Only two of the Oregon foundations that were surveyed reported having a member of a racial minority group on their boards of directors, and only one-fourth of the foundation trustees in Oregon were women, Bailey said. Forty-six percent of the 35 foundations surveyed had no women trustees, he added.

The study also found that while 55 percent of foundations surveyed said public knowledge of their programs was important, only 20 percent issued press releases publicizing their grants, and 20 percent compiled annual reports.

"Essentially, the communications system between foundations and the

public is the 'good old boy' system, where benefits are roughly proportional to being well-connected and from the right social background," the study said.

The study said half the money given by the 35 foundations went to 30 institutions, including 11 private and public colleges and the Oregon Independent Colleges Association. Top recipients of foundation grants were Willamette University, which received \$697,765 during the two-year period; United Way campaigns, \$637,067; and the Oregon Museum of Science and Industry, \$466,625.

Other major recipients were the Arts and Crafts Society of Oregon, \$193,592; the statewide YMCA, \$355,450; and the Oregon Graduate Center, \$350,026.

Only a few foundations — including the Oregon Community Foundation, the Northwest Area Foundation and the Weyerhaeuser Foundation — have tried to diversify decision-making and match charitable dollars with community needs, the study said.

Bailey said that when it is fully funded, the new Fred Meyer Charitable Trust will have a chance to be a leader in showing how community involvement can guide grant-making decisions.

Although the money distributed by foundations is private, he said, the fact that the foundations are tax-exempt means public involvement is warranted.

"The actual legal setup is a public trust," Bailey said. "In a sense, it isn't their money; they are just the trustees for the community."

Bailey said the committee hopes to persuade private foundations to give more money to innovative economic-development projects to help offset the effects of the recession. In addition, he said, foundations should make active attempts to add women and members of minority groups to their boards of directors and to solicit public comment and involvement in grant-making.

Information in the report was collected from the annual reports that private foundations must file with the state attorney general. A follow-up questionnaire was sent to the foundations surveyed; 20 responded, Bailey said.

He said the foundations were supplied with copies of the report in November but declined to make a formal response that could be included in the final report.

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THE BLACK UNITED FUND OF OREGON

"The Helping Hand that is Your Own"

(503) 282-7973

P.O. Box 12406 Portland, OR 97212

(503) 282-3474

April 11, 1989

Metro
Mr. John Leahy
Personnel Manager
2000 S.W. First Avenue
Portland, OR 97201

Dear Mr. Leahy:

Enclosed is the information you requested on litigation regarding a public employers legal responsibility to provide equal access to charitable solicitation.

Additional information can be obtained by a review of the

Black United Fund v. State of Oregon, Multnomah County Circuit Court

No. A8805-02620. Please call me or the Black United Fund's Attorney Ron

Fontana at 221-1792 if you require any additional information.

Sincerely,

Amina Anderson
Executive Director

4—Daily Record, Northwest N.J. Friday, October 5, 1984

Judge backs 'access' for black charity

NEWARK (AP) — A federal judge yesterday gave the state 45 days to rewrite a law governing United Way charity drives among state workers, saying current regulations may violate the constitutional rights of a similar organization, the Black United Fund of New Jersey Inc.

U.S. District Judge H. Lee Sarokin issued a preliminary injunction against the state to prevent it from allowing the annual autumn United Way charity drive among state workers from continuing. But he stayed his decision in the lawsuit brought by

the 4-year-old Black United Fund for 45 days, saying he did not want to interrupt the current campaign.

He also said the state should have the time to remedy the flaws in its law.

Under the law, United Way volunteers visit state offices during a two-month period each year to solicit contributions. The law also authorizes payroll deductions to the United Way from the paychecks of employees who made pledges to the charity.

This year, the 33-year-old United Way expects to raise more than

\$500,000 from state employee contributions, the judge said.

In its suit, the Black United Fund asked for \$1 million in damages from the state for being denied access to state employees. It also said the state's policy cost the fund \$2 million in the past two years.

The state has interpreted the law to exclude all charities other than the United Way from access to state employees. But aides to Gov. Thomas H. Kean said legislation that would meet Sarokin's objections was expected to be passed within the 45-day

period.

In his 34-page opinion, Sarokin said the state's practice could exclude the Black United Fund from a forum for the exercise of its First Amendment rights and could violate the equal protection clause of the Fourteenth Amendment.

The law was flawed because it vests in one state official, the treasurer, discretion whether to make a particular paycheck deduction without setting any standards for the practice, the judge added.

STEENSON, FONTANA, SCHUMANN & ELLIS

ATTORNEYS AT LAW

415 N.W. 18TH AVENUE
PORTLAND, OREGON 97209
(503) 221-1792

TOM STEENSON
RONALD A. FONTANA

MICHAEL SCHUMANN
AUCIE D. ELLIS

MEMORANDUM

TO: Mary Anderson, Director
Black United Fund of Oregon

FROM: Ronald A. Fontana

DATE: December 2, 1987

SUBJECT: Governmental body's obligation to provide equal
access to charitable funds

The basic rule regarding a governmental body's obligation to provide access to organizations to solicit charitable contributions is that the government has no obligation to provide any access to the workplace for the purpose of soliciting funds. However, once a governmental body has decided to provide access to one or more charitable groups, then it must provide equal access to similar groups on a similar basis. What the Oregon and the United States Constitutions prohibit is improper discrimination among groups, or regulations not narrowly drawn to serve a governmental and nondiscriminatory purpose. Once a governmental body has opened its doors and services to one charitable organization, it cannot deny access to others without having established standards or procedures by which another charity could be considered. Further, those standards and procedures must be carefully drawn to serve a proper governmental purpose and must be fairly applied. Standards that would discriminate against charities based upon the number of years they have been in existence or the size of the charity or the persons served by the charity would probably be found to violate equal protection or free speech provisions of the state or federal constitutions. Similarly, benefits which are provided to one charitable organization cannot be denied to another charity in the absence of established standards or procedures by which another charity could be considered for these benefits. Again, these standards and procedures must be narrowly drawn to serve a governmental interest and must be fairly and nondiscriminatorily applied.

The governmental body can properly decide that it wants to limit the number of charities which are involved in its charitable contribution campaign. The governmental body can properly limit participation in the campaign to funds which themselves distribute monies to other charities; however, it cannot simply choose one fund and grant it benefits which it denies to other funds.

Mary Anderson
December 2, 1987
Page 2

An excellent U.S. District Court opinion which discusses some of these issues and federal case law interpreting the U.S. Constitution is Black United Fund of New Jersey, Inc. v. Thomas H. Kean; a copy of that opinion is attached hereto.

Although that decision, of course, does not discuss the Oregon Constitution, the analysis under the Oregon Constitution would be similar and the result would be the same.

RAF:mvy
enc

State gives go-ahead to charity

□ State workers may donate to the Black United Fund, as well as the United Way, through a payroll deduction

By ROLLA J. CRICK
of The Oregonian staff

State employees could receive two pledge cards this fall for charitable contributions through payroll deductions, one for the United Way and one for Black United Fund of Oregon.

Amina Anderson, executive director of the Black United Fund of Oregon; Ronald A. Fontana, an attorney for the fund; and Kathleen Saadat, director of affirmative action for the state, told a news conference Wednesday in Portland that the state had agreed to allow the organization to participate in the annual charitable campaign, beginning Sept. 23.

James DePreist, conductor of the Oregon Symphony Orchestra, will be the chairman of the charity's fund-raising effort.

Anderson said she did not think there would be a significant effect on United Way giving, adding that in Los Angeles both a Black United Fund affiliate and a United Way campaign successfully side by side.

Dave Paradine, speaking for United Way of the Columbia-Willamette, said he tended to agree that there would be no serious impact on United Way giving. However, he added, "It is difficult to comment on just how we will be impacted until we know how their campaign will be conducted or what procedures will be used by the state for campaigning in the workplace."

Black United Fund of Oregon sued the state May 16, charging that its policy and refusal to allow solicitation of charitable contributions by the fund denied rights guaranteed in state and federal constitutions.

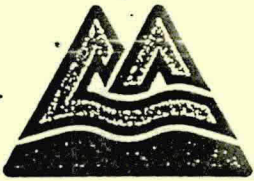
Fontana said once the attorney general's office decided the fund's constitutional rights had been violated, a way was sought to permit the fund to solicit. The result is that it will be allowed the same rights as United Way.

The agreement between the state and Black United Fund also extends to state universities. The case also is considered precedent-setting for public employers in the state, and the fund expects the city of Portland and Multnomah County to grant pending requests for soliciting payroll deduction contributions from their employees.

Saadat said the decision could open things up for solicitors. She said that could bring a stack of pledge cards to employees. To do so could mean finding a more manageable system of soliciting pledges.

Anderson said she expected a good September-December campaign, but no monetary goal has been set. Last year, the Black United Fund raised \$14,000 in Oregon. She said she anticipated more this year. "It encourages people to exercise their rights as employees to give as they choose," she said.

Anderson also announced that Pacific Power & Light Co. had invited the Black United Fund to participate in its charitable campaign beginning this fall.

**MULTNOMAH COUNTY OREGON**

DEPARTMENT OF GENERAL SERVICES
COUNTY COUNSEL SECTION
1120 S.W. FIFTH AVENUE, SUITE 1400
P.O. BOX 849
PORTLAND, OREGON 97207-0849
(503) 248-3138

BOARD OF COUNTY COMMISSIONERS
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M E M O R A N D U M

COUNTY COUNSEL
LAURENCE KRESSEL

CHIEF ASSISTANT
ARMINDA J. BROWN

ASSISTANTS

JOHN L. DU BAY
SANDRA N. DUFFY
J. MICHAEL DOYLE
H. H. LAZENBY, JR.
PAUL G. MACKEY
MARK B. WILLIAMS

TO: Gladys McCoy, Chair
Board of County Commissioners (101/134)

FROM: Larry Kressel *LK*
County Counsel

DATE: June 14, 1988

RE: Access to County Payroll System by
Charitable Organizations

The Problem

The Chair's office has been approached by several nonprofit organizations wishing to solicit contributions among county employees. You have asked my advice as to the legal principles governing the County's ability to regulate such solicitations.

The present county system of controlling access by fund-raising groups is informal. That is, the county has no written rules or criteria governing solicitation campaigns. For many years this was not problematic because United Way conducted the sole campaign. The picture may be changing, however. I believe that representatives of one other nonprofit organization have been advised that voluntary employee payroll deductions would be allowed if requests therefore were made by at least ten county employees. The same group has filed suit against the state charging that its exclusion from the state program for charitable contributions by employees is unlawful.

Assuming that several charitable groups have requested or will request access to our payroll system for fund raising purposes, the prudent County response would be to formalize the rules and criteria governing access. Continuation of a purely informal system will increase the risk of confusion and perceptions of unequal treatment of organizations seeking access. Legal problems could be expected.

Gladys McCoy, Chair
June 7, 1988
Page 2

The remainder of this memo addresses the constitutional law principles that should guide the County in developing rules. Our research shows no specific statutes or other laws that would apply.

1. Federal Constitutional Law: First Amendment

Charitable solicitation of funds has been recognized by the U.S. Supreme Court as a form of protected speech. Village of Schaumburg v. Citizens for a Better Environment, 44 U.S. 620 (1980). The degree of First Amendment protection varies, however, depending on the forum selected by the solicitor/speaker. Perry Education Assn. v. Perry Local Educator's Assn, 460 U.S. at 37, 45 (1983). A traditionally public forum, such as a public park, receives extensive First Amendment protection against governmental regulation. Speakers can only be excluded when exclusion is necessary to serve a "compelling state interest" and the exclusion is "narrowly drawn" to achieve that interest. Id.

On the other hand, a nonpublic forum, such as the typical workplace, does not receive such extensive constitutional protection. In addition to regulations over the time, place and manner of speech, the state may reserve the nonpublic forum for its intended purposes, ". . . so long as the regulation on speech is reasonable and not an effort to suppress expression merely because public officials oppose the speaker's view." Id. at 46.

Several recent cases illustrate these points. In the Perry case, for example, access to an inter-school mail system was granted to the exclusive bargaining representative (the PEA) for the school district's teachers. A rival union (the PLEA) sued when it was denied access to the mail system.

The Supreme Court characterized the mail facilities as a nonpublic forum. The Court then found the access limitation was reasonable in light of the purpose of the forum (mail system). In reaching this conclusion, the Court noted these points: (1) it was reasonable to give access to the PEA, as the exclusive bargaining representative, because of its special responsibilities to district teachers, (2) exclusion of a rival union was a valid means of preventing the schools from becoming "a battlefield for inter-union squabbles", and (3) the PLEA had adequate alternative channels for communicating with teachers.

The Supreme Court reached a similar result in Cornelius v. NAACP Legal Defense Fund, 473 US 788 ((1984). The case

Gladys McCoy, Chair
June 7, 1988
Page 3

involved the "Combined Federal Campaign"(CFC), a charity drive aimed at federal employees. By Federal regulation, the CFC was limited to voluntary, non-profit charitable agencies that provided direct health and welfare services. Legal defense and political advocacy organizations were specifically excluded from the CFC.

In response to a challenge by the NAACP and other legal defense funds, the Court upheld the exclusion. As in Perry, supra, the Court characterized the CFC as a nonpublic forum and concluded that the government's justifications for the limitation were reasonable in light of the purpose served by the CFC. The Court accepted these points: (1) funds supporting direct services to the needy could be seen by the government-employer as more beneficial than funds spent on litigation, (2) as in the Perry case, the government could validly exclude advocacy groups from the CFC in order to avoid disruption in the workplace, and (3) the record supported the inference that participation in the CFC by advocacy groups jeopardized the success of the campaign.

It is worth noting that these justifications would not suffice if the government's restriction was shown to be an attempt to suppress unpopular viewpoints. The plaintiffs in Cornelius raised this possibility by showing that the CFC had been opened to some nondirect service groups, such as the World Wildlife Fund, the Wilderness Society and the U.S. Olympic Committee.

The holding in Cornelius was applied by the Eighth Circuit Court of Appeals in United Black Community Fund Inc. v. City of St. Louis, Missouri, 800 F.2d 758 (8th Cir. 1986). There, the court upheld a city regulation limiting the payroll deduction process to charitable organizations whose administrative and fund raising expenses did not exceed 25% of gross contributions. The court stated that the regulation was reasonable (and therefore valid under the First Amendment) because it limited the program to those organizations most certain of doing the most benefit to the needy.

2. State Constitutional Law: Article 1 §8

Our research discloses no Oregon cases construing the free speech guarantee in the State Constitution in the context of charitable solicitation campaigns. We believe the state courts would take an approach similar to the federal (forum analysis) cases. However, the state courts will strictly construe any regulation on charitable solicitation that distinguishes

between groups based on the content of their expression. See, e.g., Ackerley Communications Inc. v. Multnomah County, 72 Or.App. 617, 696 P.2d 1140 (1985).

3. Federal Constitutional Law: Equal Protection

Concerns under the Equal Protection clause of the 14th Amendment can be raised when the government denies access to some charitable organizations and allows access to others. However, the equal protection analysis would probably track the First Amendment analysis discussed above. In the Perry case (teacher union access to school mail system), the U.S. Supreme Court stated:

The Court of Appeals also held that the differential access provided the rival unions constituted impermissible content discrimination in violation of the Equal Protection Clause of the Fourteenth Amendment. We have rejected this contention when cast as a First Amendment argument, and it fares no better in equal protection garb. . . . The School District's policy need only rationally further a legitimate state purpose. That purpose is clearly found in the special responsibilities of an exclusive bargaining representative.

460 U.S. 37 at 54.

State Constitutional Law: Article 1 §20

The Oregon Constitutional provision that parallels the Equal Protection Clause is worded differently, but it is likely to be construed in accord with the federal cases. That is, a county policy regulating access to a solicitation campaign would probably be upheld if it has a rational foundation and is "content neutral", i.e., does not grant or deny access to the payroll system based on the viewpoint of the soliciting organization. Van Daam v. Hegstrom, 88 Or.App. 40, 43 ____ P.2d ____ (1987).

Policy Options

As stated, there are risks inherent in the current, informal policy on charitable solicitations. This office recommends that the county develop a formal, written policy.

Gladys McCoy, Chair
June 7, 1988
Page 5

The case law discussed above leaves ample room for many approaches. To assist in the exploration of these, I enclose a copy of a report by a King County, Washington committee that was charged with the duty of expanding county employee choices in the expenditure of charitable dollars. This is a good point of departure. Be warned, however, that the committee saw numerous problems in developing fair, workable guidelines.

Please circulate this memorandum as you deem appropriate.

1420R/dm
Enclosure

cc: Linda Alexander


METRO

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

Memorandum

DATE: September 13, 1989

TO: Internal Affairs Committee

FROM: Donald E. Carlson, ^{DE}Council Administrator

RE: Ordinance No. 89-302A for the Purpose of Regulating Charitable Solicitations from District Employees

Please find attached the draft of Ordinance No. 89-302A. The draft has been amended based on the Committee's public hearing and discussion on August 24, 1989.

This draft does the following:

1. In Section 2 it a) requires the Executive to establish rules and procedures to implement the Ordinance in consultation with District employees; b) it limits the solicitations to a single period during the year which may last no longer than 30 days and limits the signing of payroll deduction cards to a two week period after the campaign; and c) it corrects a typo which refers to the criteria in Section 3.
2. In Section 3 the criteria for recognizing charitable organizations which may solicit donations during working hours are changed as follows:
 - a) the "umbrella" limit is raised from 5 organizations to 10 organizations;
 - b) add a requirement that funds must be distributed to organizations which have a local presence (office) in the District.

This draft has been reviewed by John Leahy who indicated it complied with the Committee's direction based on his understanding. He had not discussed it with the Executive Officer at the writing of this report. Also, Council staff will send this draft to those persons who appeared at the prior hearing for their review before the next meeting.

DEC:aeb

A:\MEMO.913

BEFORE THE METROPOLITAN SERVICE DISTRICT COUNCIL

IN THE MATTER OF AN ORDINANCE	)	ORDINANCE NO. 89-302A
REGULATING CHARITABLE	)	Introduced by: Rena Cusma
SOLICITATION AMONG METROPOLITAN	)	Executive Officer
SERVICE DISTRICT EMPLOYEES)	

WHEREAS, The Metropolitan Service District has no formal policy regarding employee contributions to charitable organizations through payroll deductions; and

WHEREAS, Metro has historically allowed and encouraged the United Way to solicit charitable contributions among Metro employees;

THE METROPOLITAN SERVICE DISTRICT COUNCIL HEREBY ORDAINS:

Section 1. Charitable solicitations of Metro employees while on the job during working hours shall be conducted in compliance with this Ordinance. No other solicitations of Metro employees while on the job during working hours by a charitable organization shall be permitted.

Section 2. The Executive Officer with consultation of District employees shall by Executive Order establish rules and procedures to implement this Ordinance including procedures for applications, time and length of solicitation campaigns and payroll deductions. The procedures shall specify that all solicitations shall be made during a single campaign period lasting no longer than 30 days and that employees may sign payroll deduction cards for charitable donations only during a two week period following the end of the solicitation campaign period. The Executive Officer once each year shall [, by Executive Order,] certify all charitable organizations recognized by Metro for the purpose of conducting a fund drive among the employees of the District. The Executive Officer's action shall be based on the criteria stated in Section [4] 3 of this Ordinance.

Section 3. Charitable organizations recognized to conduct a fund drive among Metro employees while on the job during working hours shall:

- a) Be a fund-raising organization which raised and distributed funds [for five] to ten or more charitable agencies.
- b) Disburse funds only to agencies whose charitable activities are primarily in the geographical areas of the Metropolitan Service District and which have an office located within the District.
- c) Be exempt from taxation under Internal Revenue Service Code Section 501 (c) (3).

- d) Be in compliance with the Charitable Trust and Corporation Act and the Oregon Solicitation Act (ORS 128.618 through 128.898). All charitable organizations who have made the required filings under such laws and have no enforcement action pending against them shall be presumed to be in compliance with such laws.
- e) Have a policy prohibiting discrimination in employment and fund distribution with regards to race, color, religion, national origin, handicap, age, sex, and sexual preference in the Charitable Organization and all its grantee agencies.
- f) Provide an audited annual financial report to the Metropolitan Service District for distribution to its employees 60 days prior to the charitable campaign.

Section 4. Payroll deductions for employee charitable contributions shall be allowed only for charitable organizations in compliance with this Ordinance.

ADOPTED by the Council, of the Metropolitan Service District this _____ day of _____, 1989.

Mike Ragsdale, Presiding Officer

ATTEST:

Clerk of the Council

Agenda Item No. 7.1
Meeting Date: September 28, 1989

CONVENTION, ZOO & VISITORS
FACILITIES COMMITTEE REPORT

RESOLUTION NO. 89-1140, APPROVING AN INTERGOVERNMENTAL
AGREEMENT WITH THE OREGON DEPARTMENT OF TRANSPORTATION,
HIGHWAY DIVISION, FOR CONSTRUCTION OF STORM SEWERS ADJACENT
TO THE OREGON CONVENTION CENTER PROJECT

Date: September 14, 1989

Presented By: Councilor Knowles

COMMITTEE RECOMMENDATION: At the Convention, Zoo & Visitors
Facilities Committee meeting, September 12, 1989, members present --
Councilors Buchanan, DeJardin, McFarland and myself -- voted
unanimously to recommend Council adoption of Resolution No. 89-1140.
Councilor Van Bergen was absent.

COMMITTEE DISCUSSION/ISSUES: Oregon Convention Center Project staff
Neil McFarlane presented the resolution and staff report. The
resolution provides for the Oregon Department of Transportation (ODOT)
to add Convention Center storm sewer work to ODOT's prescheduled
construction program by the project site -- construction of the
Greeley Ramps-North Banfield Interchange. ODOT selected Weaver
Construction Company, by competitive bid, and Metro's budget includes
\$60,000 for sewer work (a Council-designated "B" contract). The
actual estimate is \$57,415.54. When the original sewer work was
estimated, however, an easement from the railroad was expected to
allow other storm sewer connections. Unfortunately, the railroad did
not grant the easement, requiring Metro to contract for the required
additional storm sewer connections to handle the Convention Center
site run-off. The estimate for this additional work is \$39,550 and is
not included in the budget's proposed contracts list.

After reviewing independent estimates of the additional storm sewer
construction costs and comparing them with Hoffman/Marmolejo's
estimate for this work, the administration recommends increasing the
intergovernmental agreement with ODOT/Weaver Construction by \$39,550
to \$96,965.54 for this work. The total contract can still be funded
from the project's current appropriation of construction funds; no
budget adjustment is required.

The Committee reviewed the general purpose of intergovernmental
agreements with staff but did not raise any additional issues or
identify any concerns regarding the resolution.

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BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING) RESOLUTION NO. 89 - 1140
EXECUTION OF AN INTERGOVERNMENTAL)
AGREEMENT WITH THE OREGON DEPARTMENT OF) Introduced by
TRANSPORTATION, HIGHWAY DIVISION, FOR) Executive Officer Rena Cusma
CONSTRUCTION OF SEWER LINES IN)
CONJUNCTION WITH THE CONSTRUCTION OF)
THE OREGON CONVENTION CENTER PROJECT)

WHEREAS, the Oregon Department of Transportation (ODOT) has adopted a Six Year Highway Improvement Program that includes the construction of the Greeley Ramps and North Banfield Interchange; and

WHEREAS, those improvements coincide with the reconstruction of First Avenue adjacent to the site of the Oregon Convention Center; and

WHEREAS, part of the reconstruction of First Avenue includes the construction and installation of an oversized sewer line to accommodate the expected increased runoff from the Oregon Convention Center; and

WHEREAS, a 15" sewer extension along Glisan Street to collect the parking lot drainage is also required; and

WHEREAS, Metro is responsible for the reconstruction of First Avenue and the sewer extension; and

WHEREAS, the general contractor selected by ODOT is able to perform the work required by Metro and ODOT is willing to manage the construction; and

WHEREAS, the estimated total cost of the work is \$97,000 and that amount is available within project budget approved for 1989-90, and Metro will pay the actual cost of the work performed as certified by ODOT; and

WHEREAS, the Executive Officer recommends Council approval; now, therefore,

BE IT RESOLVED,

That the Council hereby approves the execution of an intergovernmental agreement with ODOT for the work described above.

ADOPTED by the Council of the Metropolitan Service District this
day _____ 1989.

Mike Ragsdale, Presiding Officer

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 89-1140 FOR THE PURPOSE OF APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, FOR CONSTRUCTION OF STORM SEWERS ADJACENT TO THE OREGON CONVENTION CENTER PROJECT

Date: September 1, 1989

Presented by: McFarlane

BACKGROUND AND FACTUAL ANALYSIS:

The Oregon Department of Transportation's (ODOT) Six Year Highway Improvement Program includes the closure of the Glisan Street off-ramp from I-84 and the construction of the Greeley Ramps-North Banfield Interchange. Via competitive bid process, Weaver Construction Company was selected for ODOT's portion of the work. This work coincides with the convention center's rebuilding of First Avenue on the west side of the convention center site.

The increased run-off from the convention center site requires an oversized 27" storm sewer. The storm sewer must be connected to ODOT's 36" outfall to the Willamette River. This work is within the geographic boundaries of ODOT's project. In order to minimize conflicts between contractors, ODOT agreed to add this work to Weaver's contract and to manage the construction and installation. Unit price calculations submitted by Weaver at the time of bid and negotiated prices provided subsequently were used to estimate the amount of additional funds required. This estimate is \$57,415.54.

This work was estimated at \$60,000 at the time that the 1989-90 budget was prepared. The Council designated this as a "B" list contract.

At the time the budget was prepared an easement from the railroad was expected to allow other storm sewer connections. That easement will not be granted and further work will be required to complete the storm sewer connections. Weaver Construction Company, under ODOT management, will construct a 15" storm sewer line and two concrete covered street holes along Glisan Street. This storm sewer will collect all the parking lot drainage. The estimate for this work is \$39,550. This work was not anticipated at budget preparation time.

The total amount of the intergovernmental agreement is \$96,965.54; Metro will pay the actual cost of the work.

Metro would be required to add to the general contract if ODOT's contractor could not perform this work. Hoffman/Marmolejo's initial

estimates for this work were in excess of ODOT's cost. ODOT's proposed cost is in line with an independent estimate developed by the project's construction manager. This contract can be funded from the project's current appropriation of construction funds. No budget adjustment is necessary.

EXECUTIVE OFFICER RECOMMENDATION:

The Executive Officer recommends approval of Resolution No. 89-1140, authorizing the execution of an intergovernmental agreement with ODOT for construction of storm sewers in conjunction with the convention center project.



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

APPROVED: OSHD STAFF

LJW:bkw

2-22-89

In Reply Refer to
File No.

Miscellaneous Contracts & Agreements
No. 9693

Metropolitan Service District (MSD)
2000 S.W. First
Portland, OR 97201

Gentlemen and Ladies:

The Oregon State Highway Division (State) plans to construct the Greeley Ramps-North Banfield Interchange (Phase 1) Section of the Pacific Highway No. 1, "project". In compliance with a request from the Metropolitan Service District (MSD), State agrees to install oversized storm sewers to accommodate the increased storm runoff from the future Oregon Convention Center Complex, as shown on the attached Exhibit A.

MSD will be landscaping in the vicinity of N.E. 1st Avenue at Glisan St. during the construction period for the project. The installation of the oversized storm sewer and the landscaping shall be subject to the following provisions:

STATE OBLIGATIONS

1. State shall conduct the necessary field surveys; identify and obtain or issue required permits; acquire necessary right-of-way and easements; arrange for relocation or adjustment of any conflicting utility facilities; perform all preliminary engineering and design work required to produce plans, specifications and estimates; advertise for construction bid proposals and award all contracts for the project.

2. State shall, upon award of a construction contract, furnish all construction engineering, material testing, technical inspection and project manager services for administration of the contract for the project.

3. State shall increase the size of the storm sewer in the area of the future Oregon Convention Center Complex to accommodate runoff from the convention center.

MSD OBLIGATIONS

1. MSD shall, upon receipt of a fully executed copy of this agreement, forward to State \$96,966. Said amount being the estimated

difference in cost between the size of storm sewer pipe State would normally install and the size necessary to handle the increased runoff from the future Oregon Convention Center Complex.

2. MSD shall coordinate its landscaping in the vicinity of NE 1st Avenue at Glisan Street with State's construction Project Manager.

3. MSD shall be responsible for maintenance of said landscaping after it is placed.

4. MSD shall enter into and execute this agreement during a duly authorized session of its Governing Council.

GENERAL OBLIGATIONS

Subject to the limitations of the Oregon Constitution and statutes, MSD and State each shall be solely responsible for any loss or injury caused to third parties arising from MSD's or State's own acts or omissions under this agreement and MSD or State shall defend, hold harmless and indemnify the other party of this agreement with respect to any claims, litigation or liability arising from MSD's or State's own acts or omissions under this agreement.


IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written.

This project was approved by the Oregon Transportation Commission on August 16, 1988 as a part of the Six-Year Highway Improvement Program (page 50).

The Oregon Transportation Commission, by a duly adopted delegation order, authorized the State Highway Engineer to sign this agreement for and on behalf of the Commission. Said authority is set forth in the Minutes of the Oregon Transportation Commission.

APPROVAL RECOMMENDED

By


Region Engineer

APPROVED AS TO
LEGAL SUFFICIENCY

By

Assistant Attorney General

Date

STATE OF OREGON, by and through
its Department of Transportation,
Highway Division

By

State Highway Engineer

Date

METROPOLITAN SERVICE DISTRICT,
by and through its Governing
Council

By

Executive Officer

Date

Agenda Item No. 7.2
Meeting Date: September 28, 1989

CONVENTION, ZOO & VISITORS
FACILITIES COMMITTEE REPORT

Agenda Item No. _____

Meeting Date: September 28, 1989

RESOLUTION NO. 89-1143, AUTHORIZING A CHANGE ORDER FOR
CONSTRUCTION OF SKYVIEW TERRACES FOR THE OREGON CONVENTION
CENTER

Date: September 14, 1989

Presented By: Councilor Knowles

COMMITTEE RECOMMENDATION: At the Convention, Zoo & Visitors Facilities Committee meeting, September 12, 1989, members present -- Councilors Buchanan, DeJardin, McFarland and myself -- voted unanimously to recommend Council adoption of Resolution No. 89-1143. Councilor Van Bergen was absent.

COMMITTEE DISCUSSION/ISSUES: Convention Center Project staff Neil McFarlane presented the resolution, noting the Council approved the addition of Skyview Terraces to the project in February (Resolution No. 89-1048) with a contract change order authorization of \$420,000. As noted in the staff report, actual costs negotiated with the contractor total \$428,017, \$8,017 over the original change order. The difference can be covered by current construction funds without a budget adjustment. The Committee expressed concern regarding the status of the Convention Center Project's contingency budget and it was agreed staff should be prepared to review the contingency budget in detail at the next Committee meeting, September 26, 1989. There was no further discussion and the Committee raised no other issues.

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BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING) RESOLUTION NO. 89 - 1143
CHANGE ORDER FOR CONSTRUCTION OF)
SKYVIEW TERRACES FOR THE OREGON) Introduced by
CONVENTION CENTER) Executive Officer Rena Cusma

WHEREAS, the Council of the Metropolitan Service District has authorized design work for the skyview terraces for the Oregon Convention Center; and

WHEREAS, that design work is now complete and the general contractor has submitted estimates for the construction of the terraces; and

WHEREAS, the Advisory Committee on Design and Construction has considered the issue several times and recommend that the terraces be constructed; and

WHEREAS, the Metro Exposition/Recreation Commission has given its support for the terraces; and

WHEREAS, an analysis prepared for the terraces reflects that this enhancement will bring additional revenue to the convention center; and

WHEREAS, sufficient funds are appropriated in the 1988-89 budget to allow the construction to begin; and

WHEREAS, the Council adopted Resolution No. 89-1048 in February of 1989 authorizing a change order for the skyview terraces in an amount not to exceed \$420,000.00; and

WHEREAS, actual costs, as negotiated with the General Contractor total \$428,017.00;

NOW, THEREFORE, BE IT RESOLVED, that the Council of the Metropolitan Service District authorizes an additional \$8,017.00 for the Skyview Terraces Change Order to the contract with Hoffman (Oregon) Marmolejo, A Joint Venture.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1989.

Mike Ragsdale, Presiding Officer

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 89-1143 FOR THE PURPOSE OF
AUTHORIZING A CHANGE ORDER FOR CONSTRUCTION OF SKYVIEW TERRACES FOR
THE OREGON CONVENTION CENTER

Date: September 1, 1989

Presented by: McFarlane

BACKGROUND AND FACTUAL ANALYSIS:

In February, 1989 the Metro Council adopted Resolution 89-1048, authorizing a change order in an amount not to exceed \$420,000 for the construction of the skyview terraces. Actual costs, as negotiated with the General Contractor, total \$428,017. Sufficient funds are appropriated in the 1989-90 construction budget to cover this cost.

The change order work includes the steel structure, fireproofing, electrical wiring, plumbing, and heating, ventilating and air conditioning for the skyview terraces. No interior finishes or tenant improvements are included.

EXECUTIVE OFFICER RECOMMENDATION:

The Executive Officer recommends approval Resolution No. 89-1143, authorizing an additional \$8,017.00 for the change order for construction of the skyview terraces for the Oregon Convention Center.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING	) RESOLUTION NO. 89 - 1048
CHANGE ORDER FOR CONSTRUCTION OF)
SKYVIEW TERRACES FOR THE OREGON	) Introduced by
CONVENTION CENTER	) Executive Officer Rena Cusma

WHEREAS, the Council of the Metropolitan Service District has authorized design work for the skyview terraces for the Oregon Convention Center; and

WHEREAS, that design work is now complete and the general contractor has submitted estimates for the construction of the terraces; and

WHEREAS, the Advisory Committee on Design and Construction has considered the issue several times and recommends that the terraces be constructed; and

WHEREAS, the Metro Exposition/Recreation Commission has given its support for the terraces; and

WHEREAS, an analysis prepared for the terraces reflects that this enhancement will bring additional revenue to the convention center; and

WHEREAS, sufficient funds are appropriated in the 1988-89 budget to allow the construction to begin; and

WHEREAS, the Council recognizes that supplemental funds must be identified in the 1989-90 budget to supplant those expended in 1988-89; and

WHEREAS, a timely decision is necessary to avoid extra costs for out-of-sequence construction; now, therefore,

BE IT RESOLVED,

That a change order in an amount not to exceed \$420,000 for the contract with the Hoffman (Oregon)/Marmolejo Joint Venture is authorized for the purpose of constructing the skyview terraces for the Oregon Convention Center.

ADOPTED by the Council of the Metropolitan Service District this 23rd day of February, 1989.


Mike Ragsdale, Presiding Officer

CHANGE ORDER

ADD

PROJECT: Oregon Convention Center

PROJECT NO: 88-9-771-CC

OWNER: Metropolitan Service District

CHANGE ORDER NO: (56) Fifty-Six

CONTRACTOR: Hoffman (Oregon) Marmolejo
A Joint Venture
777 NE Union Ave.
Portland, Oregon 97232

INITIATION DATE: August 16, 1989

THE CONTRACT IS HEREBY CHANGED AS FOLLOWS:

CC #118/Provide skyview terrace in accordance with the following documents:
Dec. 2, 1988 - "Pricing Only" architectural/structural
Dec. 12, 1988 - Fireproofing additions
Feb. 3, 1989 - "Notice to Proceed" steel shop drawings
Feb. 24, 1989 - "Notice to Proceed" architectural/structural
Mar. 3, 1989 - "Notice to Proceed" elec/plumb/HVAC
Mar. 17, 1989 - "Notice to Proceed" 118R complete set
Jul. 26, 1989 - "Notice to Proceed" 118R-1 revisions

Ref. HOM Proposal No. 27.5 dated 8/15/89

TOTAL ADD

\$ 428,017

Except as provided herein all terms and conditions of the contract as heretofore modified remain unchanged. The terms and conditions of this Change Order constitute a full accord and satisfaction for all costs, overhead, time and profit related to the actions described or referenced herein. Not valid until signed by both the Owner and C.M. Signature of Contractor indicates agreement herewith including any adjustments in the Contract Sum or Contract Time.

The original Contract Sum \$ 52,104,185
Net change by previously submitted Change Orders \$ 708,422
The Contract Sum prior to this Change Order \$ 52,812,607
The Contract Sum will be increased by \$ 428,017
The new Contract Sum, including this Change Order will be \$ 53,240,624
Percent Increase of Original Contract Sum (cumulative) \$ 2.18%
The Contract Time will be Unchanged
The Date of Substantial Completion, as of this date, is July 10, 1990

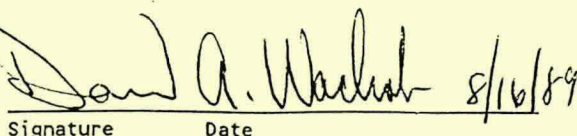
PREPARED/RECOMMENDED:

Turner Construction Company

 8-16-89
Signature Date

APPROVED FOR PROCESSING:

Turner Construction Company

 8/16/89
Signature Date

ACCEPTED:

Hoffman (Oregon) Marmolejo, a Joint Venture
Contractor

 8.22.89
Signature Date

AUTHORIZED:

Metropolitan Service District
Owner

Signature Date

Agenda Item No. 7.3
Meeting Date: September 28, 1989

CONVENTION, ZOO & VISITORS
FACILITIES COMMITTEE REPORT

Agenda Item No. _____

Meeting Date September 28, 1989

RESOLUTION NO. 89-1138, AUTHORIZING AN EXEMPTION TO THE REQUIREMENT OF COMPETITIVE BIDDING PURSUANT TO METRO CODE 2.04.041, AND AUTHORIZING USE OF A REQUEST FOR PROPOSALS FOR PROCUREMENT OF TELECOMMUNICATIONS EQUIPMENT AT THE OREGON CONVENTION CENTER

Date: September 14, 1989

Presented By: Councilor Knowles

COMMITTEE RECOMMENDATION: At the September 12, 1989 Convention, Zoo & Visitors Facilities Committee meeting, members present -- Councilors Buchanan, DeJardin, McFarland and myself -- voted unanimously to recommend the Metropolitan Service District Contract Review Board adopt Resolution No. 89-1138. Councilor Van Bergen was absent.

COMMITTEE DISCUSSION/ISSUES: Oregon Convention Center Project staff Berit Younie presented the resolution and staff report, noting the purchase of the Convention Center telecommunications system consists of two components: wiring and equipment. The wiring work, subject to Metro Code Chapter 2.04 provisions, will be competitively bid as a public contract. Resolution No. 89-1138 would exempt the equipment component from the public contract bid process and allow the use of a professional services contract request-for-proposals (RFP) process. Con-Tech, Metro's telecommunications' consultant for the Convention Center project, recommends using an RFP process for the equipment purchase thereby allowing a number of important factors (e.g., purchase price, proposer's past service performance, system expansion capabilities, etc.) in addition to costs to be considered during the contract selection process. A similar exemption for computer equipment already exists in the Metro Code purchasing procedures. The Committee did not raise any issues or questions regarding the resolution and there was no additional discussion.

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BEFORE THE CONTRACT REVIEW BOARD
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING AN EXEMP-) RESOLUTION NO. 89-1138
TION TO THE REQUIREMENT OF COMPETITIVE)
BIDDING PURSUANT TO METRO CODE 2.04.041,) Introduced by Rena Cusma,
AND AUTHORIZING USE OF A REQUEST FOR) Executive Officer
PROPOSALS FOR PROCUREMENT OF TELECOMUN-)
ICATIONS EQUIPMENT AT THE OREGON CONVEN-)
VENTION CENTER)

WHEREAS, The Metropolitan Service District is considering procurement of a telecommunications system at the Oregon Convention Center; and

WHEREAS, ORS 279.015 authorizes the exemption of certain contracts from the competitive bidding requirement; and

WHEREAS, Metro Code Section 2.04.010(k), as amended, requires an exemption for contracts obtained through a Request For Proposals (RFP) process:

WHEREAS, Metro Code Section 2.04.041(c) authorizes, where appropriate, the use of alternative contracting and purchasing practices that take account of market realities and modern innovative contracting and purchasing methods which are consistent with the public policy of encouraging competition; and

WHEREAS, The RFP solicitation process described in the Staff Report is in accordance with Metro Code 2.04.041(c) such that the telecommunications system will be selected on the basis of the most competitive offer considering quality and cost where the term

"cost" refers to cost related to quality life cycle costs as well as the initial product price; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District finds that:

- a) It is unlikely that exempting the solicitation of telecommunications system for the Oregon Convention Center will encourage favoritism in the awarding of public contracts or substantially diminish competition for public contracts; and
- b) The contract, if awarded pursuant to the exemption, will result in the procurement of a telecommunications system for the Oregon Convention Center both reliable and fairly priced.

2. That based on these findings, the Council of the Metropolitan Service District directs that the contract for the procurement of the telecommunications system at the Oregon Convention Center be exempted from the competitive bid process and that staff is authorized to use a Request for Proposals solicitation process.

ADOPTED by the Contract Review Board for the Metropolitan Service District this _____ day of _____, 1989.

Mike Ragsdale, Presiding Officer

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 89-1138, AUTHORIZING AN EXEMPTION TO THE REQUIREMENTS OF COMPETITIVE BIDDING PURSUANT TO METRO CODE SECTION 2.04.041, AUTHORIZING USE OF A REQUEST FOR PROPOSALS FOR PROCUREMENT OF TELECOMMUNICATIONS EQUIPMENT FOR THE OREGON CONVENTION CENTER.

Date: August 24, 1989

Presented by: Berit Younie

Convention Center Project Staff has begun purchasing Furniture, Fixtures and Equipment (FF&E) for the Oregon Convention Center. Among the items for purchase in this classification is a telecommunications system which is budgeted at \$550,000 and is carried in the Metro FY1989-90 Budget as a "B" List Contract. This system is composed of two components, wiring, which is subject to the requirements of competitive bidding pursuant to Metro Code 2.04; and equipment, which is the subject of this proposed resolution and staff report.

Con-Tech, the telecommunications consultant hired by Metro to analyze the needs of the new convention center and to assist in the procurement process, recommends the use of a request for proposal process rather than a competitive bidding process for procurement of the equipment component of the telecommunications system. They reason that the competitive bidding process considers only price when awarding contracts.

While the primary consideration when purchasing telecommunications equipment should be purchase price, according to Con-Tech, a number of other criteria need also be evaluated in the decision making process. They reason that the highly complex and technical nature of telecommunications equipment necessitates absolute assurance of a proposer's *ability* to perform the work specified.

A similar exemption for computer equipment is already imbedded in the Metro Code. This proposed resolution would extend a similar exemption to the telecommunications equipment to be procured at the Oregon Convention Center.

A comprehensive list of evaluation criteria including those focusing on the proposer's capabilities recommended by Con-Tech is as follows:

- 1) Purchase Price
- 2) Proposer's Past Service Performance
- 3) Proposer's Corporate Capabilities
- 4) Suitability for a Particular Purpose
- 5) Discount
- 6) Total Life Cycle Cost
- 7) Manufacturer's Support (i.e., warranties, training)
- 8) System Expansion Capabilities

Evaluation of the listed criteria will require procurement by proposal rather than bid. Resolution #89-1138 provides for an exemption from competitive bidding required to allow a proposal procurement process.

Executive Officer's Recommendation

The Executive Officer recommends adoption of Resolution #89-1138, authorizing an exemption to competitive bidding pursuant to Metro Code 2.04.041.

*Council Meeting 9/28/89
Agenda Item # 3*

Notes re PUC schedule - taken during telephone conference among Allen Scott, PUC Hearings Officer; Paul Graham, Assistant Attorney General; Dick Dolan, PUC; Debbie Craig, Friends of the Gorge; David Douthewaite, Lindsay Hart; and TR Factor on Thursday 28 September 1989 between 3:30-4:00 pm

Staff and Intervenor testimony due October 13th
Data requests by Jack Gray due October 16th
Staff and Intervenor responses due October 19th
Possible pre-hearing conference October 20th
Hearings October 23rd and 24th
Jack Gray rebuttal testimony due November 13th
Staff and Intervenors tell Hearings Officer whether they intend to cross-examine Jack Gray November 16th-17th
If final hearing required, it will be November 20th.
As soon as I receive my copy of the Hearings Officer's order for the above schedule, I will provide Metro with a copy.

Another note: There are still no hearings scheduled before the Gilliam County Planning Commission relative to Jack Gray's application for a Conditional Use Permit for storage and maintenance at the landfill because Jack Gray has still not provided the required information to the Gilliam County Planning Director. There are apparently no plans for the required washing facility because both Oregon Waste Systems and the Department of Environmental Quality have stated that Jack Gray cannot use the washing facilities at the landfill.

Presented by T.R. Factor

Council 9/28/89

Item 6.1

Not

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September 26, 1989

Ms. Gwen Ware
Clerk of the METRO Council
Metropolitan Service District
2000 Southwest First Avenue
Portland, OR 97201

Dear Ms. Ware:

I understand the Metropolitan Service District Council is meeting this Thursday, September 28, 1989, to consider Ordinance 89-302 which will establish and regulate charitable payroll deduction solicitations among Metropolitan Service District employees. Unfortunately, I will be attending campaign meetings in Washington and will not be able to participate in your meeting. As I indicated in my July 28th letter to you, the International Service Agencies (ISA) is pleased that the METRO Council is pursuing the establishment of an open, combined, fundraising drive among its employees.

Ordinance 89-302 mandates the creation of a fund drive among METRO employees which allows a number of charitable federations whose member agencies provide a variety of services to participate. ISA, as you know, represents 20 charitable member agencies which assist over 110 million impoverished people in 100 countries worldwide every year. We are concerned, however, with the ordinance's local service/presence requirement which mandates that a participating charitable agency must have its activities "primarily in the geographical areas of the Metropolitan Service District" and in addition, must have an "office in the District." ISA's member agencies, by virtue of their programmatic services being conducted overseas, cannot meet this requirement. In numerous state, county, city and other public government employee payroll deduction fund drives nationwide in which ISA participates, the eligibility criteria for participation also have this local service/presence requirement. However, these campaigns also have a simple exemption to the local service/presence requirement, allowing employees to contribute to the life-saving work of an ISA member agency, should they choose to do so.

As suggested in my letter of July 20th, I reiterate a simple exemption for ISA to be added to Ordinance 89-302 as follows:

"A charitable organization whose services are provided predominantly to those in need overseas and which meets all other requirements in this Ordinance, is exempted from any local service and/or local presence requirements."

More and more states, counties, municipalities, school districts and public government employee fund drives are providing specific exemptions to the local service/presence requirement to allow ISA member agencies to participate, and thus providing an option for employees to contribute to those in need

Ms. Gwen Ware
September 26, 1989
Page two

overseas. As you know, in last year's 1988 Combined Federal Campaign and Portland City Employee Campaign, employees contributed over \$63,000 to ISA member agencies, indicating strong support for ISA.

ISA respectfully requests that the METRO Council adopt an exemption for METRO employees to contribute to ISA member agencies in the upcoming campaign for the following reasons:

- In the fall, 1988 Combined Federal Campaign, 5 of the 10 most popular non-United Way charities in the campaign were ISA member agencies, indicating a very strong support on the part of employees nationwide to assist poor families in need overseas.
- Contributions to ISA member agencies save so many lives worldwide. Every day 40,000 people, primarily children, die from severe malnutrition and disease which are so easily preventable. Millions are without homes, livelihoods and families due to war, famine and sudden natural disasters. ISA member agencies are among the most cost effective agencies assisting those families in need overseas.
- A contribution to an ISA member agency goes very far overseas as costs are much lower overseas than in the U.S. For example, every \$5 donation can save 250 babies on the verge of death from severe dehydration, through provision of simple oral rehydration therapy sugar and salts packets.
- More and more Americans are becoming aware of how their lives are affected by events overseas, including growing international trade opportunities with the Third World. ISA's "self-help" assistance to under-developed countries worldwide promotes the economic and political security interests of U.S. communities as it expands the market for U.S. agricultural and manufactured products.

ISA offers its full support for the METRO campaign and anticipates a favorable review of its request. Should you have any questions, please do not hesitate to call me at 206-329-4423, or Ms. Patricia Barry, National Coordinator, ISA - State and Local campaigns at 1-800-638-8079. We thank you for your consideration.

Sincerely,


Julie Meyer
ISA Regional Director

cc: Patricia L. Barry
National Coordinator
ISA - State and Local

[CO-APPL/WARE-POR.LTR]

Council 9/28/89
Item 6.1

RE PL PB



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Northwest Regional Office
3433 E. Florence Court
Seattle, WA 98112
(206) 329-4423

Gwen Ware
Clerk of the METRO Council
Metropolitan Service District
2000 SW 1st Ave.
Portland, OR 97201

July 20, 1989

Dear Ms. Ware:

On August 10, the Internal Affairs Committee of the METRO Council will consider a draft ordinance which would establish and regulate charitable solicitations among Metropolitan Service District employees (Ord. no. 89-302). As International Service Agencies Regional Director, I would like to comment on the proposed draft ordinance. I submit this background on ISA for your review, but stand ready to testify before the committee or the full council if advised.

The proposed ordinance is an enlightened one; charitable choice as an employee benefit is a big step in not only increasing individual responsibility for our community, and our global community, it provides sanctioned opportunities to participate in helping others through direct contributions of time and money. Public workplaces have long felt they had a public service role to play not only through work-related tasks but in setting an example for enlightened giving through the payroll deduction mechanism. As you know Federal employees have had this opportunity for 30 years now, and many states, cities and county governments offer such a program to their employees today. Last year both the State of Oregon and the Municipality of Portland instituted "Combined Campaigns" with the goal of increasing the diversity of charities who will benefit from payroll deduction contributions.

METRO's proposed ordinance is less enlightened than these other campaigns in the proposed criteria that the charitable organization "Disburse funds only to agencies whose charitable activities are primarily in the geographical areas of the Metropolitan Service District." We would like you to consider the effect of this criteria: 1) that it is very likely that given the statewide or area-wide character of existing umbrella groups such as the Black United Fund and the Environmental Fund of Oregon, this criteria would exclude most existing federations and funds, and 2) that the METRO employees who wish to contribute to worthy American charities who provide services overseas, would be prohibited from doing so.

Clerk of the METRO Council
July 20, 1989
Page Two

ISA is a federation of 20 distinguished American agencies providing timely relief assistance, as well as long-term, self-help development assistance. Last year, Federal and City employees in Portland alone contributed \$63,379 to our agencies. Nationwide, ISA gives 6 million federal, state, city and county government employees the opportunity to make a life-saving difference for thousands of needy people each year. We urge to ensure that METRO employees are, at the least provided the option to extend their concern. We ask that should the local service criteria be desirable, that you consider an exception clause for those agencies providing services overseas. We would suggest something like this:

"A charitable organization whose services are provided predominantly to the needy overseas, and which meet all other requirements in these regulations, are exempted from all eligibility criteria related to local service or local presence."

ISA urges you to adopt such an exemption for the following reasons:

- * Adding an international dimension would make the campaign more attractive and participatory. Nationally, five of the ten most popular non-United Way charities in the 1988 Combined Federal campaign were ISA agencies.

- * Contributions to ISA save lives: over 500 million people overseas lack food, medicine, water and shelter for their survival; 40,000 people, mostly children -- die each day from malnutrition and disease; and millions are without homes, livelihoods and families due to war, famine and sudden natural disasters, such as the Armenian earthquake.

- * Dollars go far overseas. A dollar contributed by a METRO employee would have the greatest life-saving impact through ISA, because costs are much lower overseas than in the U.S. For example, each \$5 donation can save 250 babies on the verge of death from severe dehydration.

- * Americans are becoming increasingly aware of how their lives are affected by events overseas, such as growing international trade opportunities and the global greenhouse effect. Further, helping poor countries worldwide promotes the economic and security interests of U.S. communities, because it expands the market for U.S. agricultural and manufactured products, and makes the world politically more stable.

Clerk of METRO Council
July 20, 1989
Page Three

I include some statistics illustrating Portland's growing links with developing countries:

* Fifteen percent of Oregon workers' jobs are directly related to exports.

* In 1987, the Agency for International Development contracted with Universities, firms and individuals in Portland for \$15,834,978 for the purpose of employing their services for international development. A.I.D spent \$818,682 in Portland for additional goods and services for A.I.D projects in the period of Oct. 1987-March 1988.

* ISA has a group of volunteers in Portland who are ready and willing to speak about ISA agencies' work to employee groups.

I would also like to call your attention to the endorsements ISA has received (please see attached). I look forward to hearing from you or your committee and await a favorable response to our request.

Sincerely,



Julie Meyer
Regional Director



METRO

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

STAFF REPORT

**CONSIDERATION OF ORDINANCE NO. 89-302 ESTABLISHING AND
REGULATING CHARITABLE SOLICITATIONS AMONG METROPOLITAN
SERVICE DISTRICT EMPLOYEES**

Date: June 22, 1989

Presented by: John Leahy

FACTUAL BACKGROUND AND ANALYSIS

Metro has historically allowed and encouraged the United Appeal to solicit charitable contributions among Metro employees. Payroll deductions have been authorized for this purpose. The Black United Fund of Oregon has made a request to conduct a similar campaign. Metro has no formal policy on this matter. The attached Ordinance is such a policy which authorizes charities to conduct an appeal among Metro employees under certain conditions which are listed in Section 4.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance
No. 89-302

Before the Metropolitan Service District Council

In the matter of an Ordinance)
regulating charitable solicitation)
among Metropolitan Service District)
employees)

ORDINANCE NO. 89-302
Introduced by: John Leahy

The Metropolitan Service District Council Ordains:

Section 1) The purpose of this Ordinance is to establish the criteria by which a charitable organization may be recognized by Metro for the purpose of soliciting contributions among the employees of the district.

Section 2) Charitable solicitations of Metro employees while on the job during working hours shall be conducted in compliance with this Ordinance. No other solicitations of Metro employees while on the job during working hours by a charitable organization shall be permitted.

Section 3) The Executive Officer once each year shall, by Executive Order, certify all charitable organizations recognized by Metro for the purpose of conducting a fund drive among the employees of the district. The Executive Officer's action shall be based on the criteria stated in Section 4 of this Ordinance.

Section 4) Charitable organizations recognized to conduct a fund drive among Metro employees while on the job during working hours shall:

- a) Be a fund-raising organization which raises funds for five or more charitable agencies.
- b) Disburse funds only to agencies whose charitable activities are primarily in the geographical areas of the Metropolitan Service District.
- c) Be exempt from taxation under Internal Revenue Service Code Section 501 (c) (3).
- d) Be in compliance with the Charitable Trust and Corporation Act and the Oregon Solicitation Act (ORS 128.618 through 128.898). All charitable organizations who have made the required filings under such laws and have no enforcement action pending against them shall be presumed to be in compliance with such laws.

Ordinance

June 22, 1989

Page 2

- e) Have a policy prohibiting discrimination in employment and fund distribution with regards to race, color, religion, national origin, handicap, age, sex, and sexual preference in the Charitable Organization and all its grantee agencies.
- f) Provide an audited annual financial report to the Metropolitan Service District for distribution to its employees 60 days prior to the charitable campaign. *really?*

Section 5) Payroll deductions for employee charitable contributions shall be allowed only for charitable organizations in compliance with this Ordinance.

Adopted _____, 1989

Mike Ragsdale, Presiding Officer

JL/sk

OREGON TOURISM ALLIANCE

The Oregon Tourism Alliance (OTA) is a consortium of eleven Northwest Oregon governments working in partnership to enhance the State's visitor industry. OTA's eleven member governments are: Clackamas, Clatsop, Columbia, Lincoln, Multnomah, Tillamook, Washington and Yamhill counties, and the City of Portland, Port of Portland and the Metropolitan Service District. OTA is governed by a Board with input from four standing committees: Attractions Development, Marketing, Transportation and Visitor Services. Representatives are appointed to the Board and committees by each member government.

OTA was formed in 1987 in response to Governor Neil Goldschmidt's 'Regional Strategies' economic development program. The Regional Strategies Program encourages counties to join together in pursuit of common economic goals. Lottery funds are designated for development projects that meet the region's goals. Each regional group selects one major economic development strategic focus. OTA chose tourism because:

- The visitor industry is Oregon's third largest industry and supports many small businesses in the region.
- Nearly 4 million people visit Northwest Oregon every year. These visitors are being encouraged to extend their stays and make return visits.
- The Oregon Convention Center, currently under construction, will bring in over 125,000 new visitors to Northwest Oregon. With the influx of new visitors, Northwest Oregon will benefit if these visitors are motivated to extend their stays and travel throughout the region.
- Research indicates that the diversity of Northwest Oregon - mountains, valleys, coast, rivers, cities, small communities - are key travel influencers. Northwest Oregon offers visitors varied scenery and activities in less than 90 minutes from Portland.

OTA's comprehensive tourism strategy has received \$25 million in lottery and transportation funding and includes four key elements:

Attractions Development - Development of visitor attractions. Projects underway include the Oregon Convention Center, the Oregon Coast Aquarium, Astoria Civic Pier, Yamhill County County Wineries and Marketing Center, Columbia River Boating Access, Cannon Beach Arts Center and the Tillamook Rodeo grounds improvements.

Marketing. - Designed to expand the State's visitor marketing program, OTA's marketing includes advertising to attract visitors, a regional visitors guide book, promotions targeted to convention delegates, creation of clear consistent image of Northwest Oregon and market research tracking the effectiveness of the marketing.

Transportation. - In cooperation with the Oregon Department of Transportation, OTA has identified highways where road improvements would significantly affect ease of travel. These improvements have been included in ODOT's Six Year Plan for Highway Improvements.

Visitor Services. - Programs designed to enhance the visitor's experience once they are here. Projects include: An entertaining and informative Hospitality Training video for front-line employees, a study assessing the feasibility of an interactive computerized visitor information system, improved signage for visitor travel, and tourism development support for small communities.