

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING)	RESOLUTION NO. 82-296
ADJUSTMENTS IN THE TRANSPORTATION)	
IMPROVEMENT PROGRAM (TIP) TO THE)	Introduced by the Joint
INTERSTATE TRANSFER PROGRAM AND)	Policy Advisory Committee on
PROJECT AUTHORIZATIONS)	Transportation

WHEREAS, The Mt. Hood Freeway and I-505 Freeway were formally withdrawn from the Interstate System in May 1976 and December 1979, respectively; and

WHEREAS, Over time policies and procedures evolved and were approved by Council actions to equitably categorize and distribute the funds under the Interstate Transfer Program; and

WHEREAS, Metro staff has reviewed the Interstate Transfer Program to determine if it is currently consistent with approved policies and procedures; and

WHEREAS, This review has revealed the need to clarify and strengthen documentation and project authorizations occurring in the December 1978 to December 1979 period when the I-505 withdrawal was in progress; now, therefore,

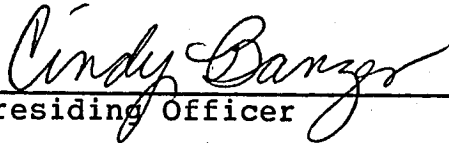
BE IT RESOLVED,

1. That the Metro Council approves the findings and recommendations set forth in Exhibit 'A', Staff Report #77.

2. That Metro staff is authorized to undertake adjustments to the Interstate Transfer Program to comply with the recommendations.

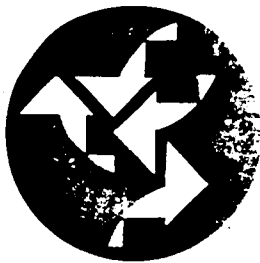
3. That the Transportation Improvement Program (TIP) be amended to reflect the recommendations.

ADOPTED by the Council of the Metropolitan Service District
this 28th day of January, 1982.



Presiding Officer

BP/srb
4863B/283
01/15/82



REVISED

STAFF REPORT No. 77

Date: JANUARY 7, 1982

Title: ANALYSIS, RECOMMENDATIONS, AND EFFECT
ON THE ADOPTED TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) OF ADJUSTMENTS TO THE
INTERSTATE TRANSFER PROGRAM

Transportation Department
Metropolitan Service District

STAFF REPORT NO. 77

Analysis, Recommendations, and Effect on the Adopted Transportation Improvement Program (TIP) of Adjustments to the Interstate Transfer Program

I. BACKGROUND:

A review of the history of the Mt. Hood and I-505 transfer programs has disclosed several gaps in documentation and inconsistencies in project authorizations. Most of the problems occurred during the December 1978 - December 1979 period, when the I-505 withdrawal was in progress. The problems are mainly the result of misinterpretations of CRAG/Metro resolutions in the sequence of funding authorizations and/or a lack of clarity on how funds were to be authorized. They generally affect the base line authorization of I-505 funds to the various categories and projects.

Five basic problems were uncovered and consisted of:

- Relationship between FAU/FAP replacement funding and the City of Portland Reserve.
- Lack of escalation to Westside I-505 repayment funds.
- Incorrect funding authorization for the I-505 Alternative project.
- Inconsistent escalation of Mt. Hood and I-505 Metro system planning funds.
- Lack of specificity of the cost management system with respect to ODOT and Tri-Met authorization to transfer funding between projects.

II. PROBLEM 1: Relationship between FAU/FAP replacement funding and the City of Portland Reserve.

ANALYSIS:

CRAG Resolution BD 781213 allocated the I-505 withdrawal funds including the following two categories:

- Category E - FAU/FAP Replacement - \$20 million; and
- Category F - Portland Reserve - \$50 million.

In addition, the resolution established the intent that "the full amount of FAU and FAP funding that was transferred out of this metropolitan area (\$34,526,000) would be replaced with I-505 withdrawal funding with the assumption that the \$20 million allocation would escalate to \$34,526,000 over the

life of the program. This intent was provided through a guarantee that if the \$20 million allocated to Category E did not escalate to the full replacement amount of \$34,526,000, the shortage would be made up by reducing Category F - Portland Reserve.

This relationship could be administered in one of two ways and the CRAG resolution was not clear in which way to follow:

- A. The \$20 million FAU/FAP allocation could be allowed to escalate with the National Construction Cost Index with an adjustment at the end of the Interstate Transfer program to correct any discrepancy between the actual escalated value and the commitment to \$34,526,000; or
- B. A transfer of \$14,526,000 from Category F - Portland Reserve to Category E - FAU/FAP Replacement could take place at the beginning of the Interstate Transfer program, thereby providing the assured \$34,526,000 allocation. Under this method, the \$34,526,000 FAU/FAP allocation would be frozen and future escalation with the National Construction Cost Index would be accrued to the Portland Reserve.

RECOMMENDATION:

Endorse Option B as the technique to administer the intent of the resolution.

EFFECT ON ADOPTED TIP:

None--this has been the technique employed by CRAG/Metro staff since adoption of the resolution.

- III. A. PROBLEM 2: Lack of escalation to I-505 funds allocated to Westside Corridor.

ANALYSIS:

Metro Resolution No. 79-24 authorized the use of \$14 million of Westside Corridor Mt. Hood withdrawal funds to be "borrowed" for use on FAU/FAP replacement projects that would have otherwise been built with I-505 funds. This was adopted to allow these projects to proceed in advance of final federal approval of the I-505 withdrawal. Under the provisions of this resolution, the Westside Corridor should have been allocated \$14 million of I-505 funds plus any escalation that would have accrued with the Construction Cost Index. Similarly, the \$14 million of Mt. Hood funds authorized for FAU/FAP projects would have been a fixed allocation with escalation accruing to the Portland Reserve (per the method described under Problem 1). In actual administration of the resolution, the Mt. Hood FAU/FAP escalation was

accrued to the Portland Reserve but the I-505 Westside Corridor escalation was also accrued to the Portland Reserve rather than accruing to the Westside Corridor.

RECOMMENDATION:

Endorse an adjustment to project authorizations as presented in the adopted TIP to accrue Westside Corridor I-505 escalation to the Westside Corridor.

B. PROBLEM 3: Funding Estimate for the I-505 Alternative project.

ANALYSIS:

The original resolution which distributed I-505 transfer funds (#781213) authorized \$46 million in federal funds for the construction of the I-505 alternative. This included construction of the ramps to the Fremont Bridge, now known as the I-405 extension. The Portland City Council conditioned its request for transfer on the "region reserving ample funds to complete the final plans (the alternative to I-505), including all cost escalation." It was subsequently decided that the bridge ramps of I-405 extension should be constructed with Interstate funding. Accordingly, that portion was never withdrawn from the Interstate system.

In June 1979, ODOT submitted a revised cost of the alternative to I-505 to the TIP. ODOT, however, showed the federal cost of the Interstate Transfer funded I-505 Alternative of \$22,108,000 instead of \$22,933,000, or more than \$800,000 short.

RECOMMENDATION:

Endorsement of the TIP baseline for the I-505 program to be increased to show a balance of \$22,933,000 in Category A (I-505 Alternative) to reflect the correct June 30, 1979 cost estimate, with the necessary funds made up by proration of the unobligated balances in Categories B through F. Further, endorsement of the following commitment:

I-505 COMMITMENT

In accordance with the City of Portland's condition that ample funds be available for the I-505 Alternative, should the cost of the I-505 Alternative exceed the current TIP authorized amount of \$25,466,975 (subject to future adjustments by the Composite Construction Cost Index) and such cost increases are not attributed to changes in the original design, then it is the intention to fully implement the I-505 Alternative using funds from other projects in the I-505 Interstate Transfer Program.

However, in accordance with the Oregon Transportation Commission's conditions, this intent to fully fund the I-505 Alternative will not jeopardize the viability of Highway 217/Sunset, 190th/Powell and Highway 212 projects. If cost increases to the I-505 Alternative are attributed to changes in the original design, then revisions to the TIP authorization will be subject to review by the Joint Policy Advisory Committee on Transportation.

EFFECT ON ADOPTED TIP:

Category/Description		Escalation of Baseline Through 12/31/80	Current TIP Base for 12/31/80	Adjustments Needed to TIP Base 12/21/80
A.	I-505 Freeway Alternatives	\$25,466,975	\$24,843,118	+623,857
B.	Transportation Improvements NW Portland	14,436,430	14,608,971	-172,541
C.	Banfield Transitway	16,657,420	16,856,505	-199,085
D.	Regional Highway Projects	23,320,387	23,599,106	-278,719
E.	FAU/FAP Replacement Projects	20,421,223 2,372,790	20,421,223 4,406,337	0 -2,033,547
F.	Regional Transit/Highway Projects - (Portland Reserve)	39,393,685	39,613,550	-219,865
G.	Westside Repayment	16,449,724	14,253,973	+2,195,751
H.	Metro Planning	724,224 84,149	724,224 0	0 +84,149
Total		\$159,327,007	\$159,327,007	0

- C. PROBLEM 4: Inconsistent escalation of Mt. Hood and I-505 Metro System Planning funds.

ANALYSIS:

In November 1979, the region received notification that UMTA would allow the expenditure of transfer funds for Metro systems planning at the maximum rate of \$300,000 per year. Board resolution #790193 established a \$1.8 million fund for Metro systems planning. Although the resolution and minutes of the meeting make no mention of the source of the authority for this funding, the intent of the allocation was that it be drawn equally from all unobligated Mt. Hood funds, and all I-505 authorizations. The

TIP was adjusted by Metro staff accordingly.

When the amount was originally calculated, \$165 million was used as the authorization level for I-505 and \$252.3 million was used as the total of Mt. Hood authorizations. This, then, translated into an I-505 share of \$724,224 and a Mt. Hood share of \$1,075,776.

The authorizations were placed in I-505 Category E - FAU/FAP Replacement with all escalation credited to the City of Portland and in Mt. Hood Category A - Regional Transitways, which retained its escalation. Because the UMTA and the board set a funding level at \$300,000 per year, the funds set aside for Metro systems planning should not be allowed to escalate or de-escalate. Considering the source of the authority, any growth in the original \$1.8 million or its remainder after obligations should be credited to the region as a whole.

RECOMMENDATION:

Formally approve the apportionment of the \$1.8 million between the Mt. Hood and I-505 programs. This would avoid re-calculating the entire Mt. Hood program, project by project. It would also document the source of authorization. The \$724,224 should be drawn proportionately from I-505 Categories A through G and deposited in Category H - Metro Planning. Any escalation or de-escalation should go to or come from a regional reserve carried in Category H. If this had been established at the time, \$86,138 of escalation since that time would have accrued to a "Regional Reserve" rather than to the Portland Reserve. A similar Category IX should be established for the \$1,075,776 drawn from the Mt. Hood program for Metro Planning. This latter amount has escalated to \$1,316,575 as of December 30, 1980, and the difference of \$240,981 should be applied to a Category IX Regional Reserve.

EFFECT ON ADOPTED TIP:

Additional categories noted above to accommodate Metro Planning and appropriate reserves (see III B., Problem 3).

- IV. PROBLEM 5: Lack of specificity of the cost management system with respect to ODOT and Tri-Met as sponsoring jurisdictions.

ANALYSIS:

The same resolution which established the Metro Systems Planning fund (#790103) also established a process for managing the Interstate Transfer accounts. This process gives added flexibility to jurisdictions sponsoring projects by allowing jurisdictions to fund cost increases on a "priority committed

project" by transferring funds from other committed projects it sponsors within the same county. Once it has reviewed the request, Metro staff is allowed to handle the shift of funds between projects administratively. The management process also allows excess funds resulting from project under-runs to be shifted to a regional reserve or "at the discretion of the sponsoring jurisdiction, to another committed project in the same county."

RECOMMENDATION:

The cost management system should be further defined to specify ODOT and Tri-Met as project sponsors having the ability to shift funds between projects in accordance with the adopted cost overrun process. Under such a condition, ODOT or Tri-Met would submit to Metro a request to transfer funds along with a technical justification for the transfer including a statement of the viability of the project from which funds are being transferred. Metro staff would administratively adjust the funding authorization of the affected projects.

An additional change to the Cost Management System is recommended to deal with excess funds resulting from cost underruns. These funds should be distributed as follows:

- Excess Interstate Transfer authorization resulting from cost underruns for the Banfield, I-505 Alternative, McLoughlin Blvd., Westside Corridor and Powell Blvd. projects would be added to a Regional Reserve to fund cost overruns on the other projects in this category. However, any surplus funds (from underruns) desired for retention on one of the above projects or the use of any Regional Reserve funding for a revised project scope is subject to review by JPACT.
- All other excess authorization resulting from cost underruns would be available to the sponsoring jurisdiction to fund other projects and reserves already in the Interstate Transfer program in accordance with the adopted Cost Overrun Process.

This recommendation does not affect previously committed project transfers. The following transferred authorizations (in December 31, 1980 dollars except as noted) should be returned to the original project in the event the recipient project is completed with excess authorization:

Hwy. 217/Sunset	-\$105,145
Oswego Cr. Br.	105,145
Hwy. 217/Sunset	-27,163
Oswego Cr. Br.	27,163

SW Barnes Rd.	-300,000
Nyberg Rd.	300,000
72nd Ave.	-48,305
Hwy. 212	48,305
72nd Ave.	-44,081
OC Bypass	44,081
Oswego Cr. Br.	-385,330
Hwy. 212	385,330
Hwy. 212 East	-5,661,268
(in September 30, 1980 dollars)	
Banfield	2,374,809
OC Bypass	1,358,391
Hwy. 212	406,567
Oswego Cr. Br.	289,727
Boones Fy. Rd.	415,774
MCL Blvd. Res.	816,000

EFFECT ON ADOPTED TIP:

None.

V. SUMMARY OF THE I-505 BASELINE:

A recalculation of the I-505 baseline appears as Attachment B. While several interpretations are possible, this one presents the sequence of adjustments made in accordance with the recommendations presented in this report. The recalculated baseline is in chronological order of events depicting the original estimate of \$165,000,000 and proposed adjustments necessary to comply with the intent of Resolution #781213. Other adjustments, noted in this report, lead up to a finalized baseline as of December 31, 1979. This baseline is then escalated through December 31, 1980 and compared to the adopted TIP which contains project authorizations in December 31, 1980 dollars. Any differences are identified as adjustments to the TIP adopted in September 1980 (in 12/31/80 dollars) to bring it into compliance with the recommended baseline.

AC/le
4819B/220

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
QUARTERLY REPORT FOR QUARTER ENDING 31-DEC-80
17-Sep-81

ATTACHMENT A

PHASE4
CATEGORY REPORT WITH FY82 UPDATES
OBLIGATED 1981 1982 1983 1984 1985 POST 1985 AUTHORIZED

PAGE 2

ADJUSTMENT BALANCE

MT HOOD CATEGORY I-REGIONAL TRANSITWAYS-CONTINUED

223 51 METRO SYSTEMS PLANNING	PROJECT ADJUSTED 08/29
PE 300,006 0 0 0 0 0	0 300,006
RESRV 0 132,078 243,068 243,068 287,547 110,990	0 1,016,751
TOTAL 300,006 132,078 243,068 243,068 287,547 110,990	0 1,316,757

-1,316,757

224 51 PE/AIR QUALITY MONITORING-MCLOUGHLIN CORRIDOR

PE 17,000 0 0 0 0 0	PROJECT ADJUSTED 08/26
RESRV 0 0 0 0 0 0	0 17,000
TOTAL 17,000 0 0 0 0 0	8,040 8,040
	8,040 25,040

225 51 WESTSIDE TRANSITWAY-PHASE II/DEIS STUDY-299003

PE 2,117,766 0 0 0 0 0	PROJECT ADJUSTED 08/29
RESRV 0 0 0 0 0 0	0 2,117,766
TOTAL 2,117,766 0 0 0 0 0	554,842 554,842
	554,842 2,672,608

226 51 DEVELOPMENT OF TIGARD TRANSIT CENTER

R/W 0 0 480,000 0 0 0	PROJECT ADJUSTED 08/22
CONST 0 0 322,378 0 0 0	0 480,000
TOTAL 0 0 802,378 0 0 0	0 322,378
	0 802,378

227 51 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY

PE 0 153,000 0 0 0 0	PROJECT ADJUSTED 08/26
R/W 0 0 200,000 0 0 0	0 153,000
CONST 0 0 0 1,546,078 0 0	0 200,000
TOTAL 0 153,000 200,000 1,546,078 0 0	0 1,546,078
	0 1,899,078

228 51 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217

PE 53,091 0 0 0 0 0	PROJECT ADJUSTED 08/26
R/W 0 660,025 383,350 0 0 0	0 53,091
CONST 0 0 1,073,229 0 0 0	0 1,043,375
TOTAL 53,091 660,025 1,456,579 0 0 0	0 1,073,229
	0 2,169,695

229 51 HWY43(STATE ST CORRIDOR)TSM-TERWILLIGER TO LADD

PE 25,548 17,000 25,000 0 0 0	PROJECT ADJUSTED 08/26
R/W 53,550 0 0 284,836 0 0	0 25,548
CONST 0 0 0 0 0 0	0 338,386
TOTAL 79,098 17,000 25,000 284,836 0 0	0 0
	0 405,934

230 51 BEAVERTON HILLSDALE HWY SIGNAL INTERTIE-LOMBARD TO SW 91ST AVE

PE 0 10,000 0 0 0 0	PROJECT ADJUSTED 06/08
CONST 0 0 91,720 0 0 0	0 10,000
TOTAL 0 10,000 91,720 0 0 0	0 91,720
	0 101,720

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
QUARTERLY REPORT FOR QUARTER ENDING 31-DEC-80
17-Sep-81

ATTACHMENT A

PHASE4
CATEGORY REPORT WITH FY82 UPDATES
OBLIGATED 1981 1982 1983 1984 1985

PAGE 2

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	ADJUSTMENT	BALANCE
MT HOOD CATEGORY I-REGIONAL TRANSITWAYS-CONTINUED										
223 51 METRO SYSTEMS PLANNING								PROJECT ADJUSTED 08/29		
PE	300,006	0	0	0	0	0	0	0	300,006	
RESRV	0	132,078	243,068	243,068	287,547	110,990	0	0	1,016,751	
TOTAL	300,006	132,078	243,068	243,068	287,547	110,990	0	0	1,316,757	-1,316,757
224 51 PE/AIR QUALITY MONITORING-MCLOUGHLIN CORRIDOR								PROJECT ADJUSTED 08/26		
PE	17,000	0	0	0	0	0	0	0	17,000	
RESRV	0	0	0	0	0	0	8,040	8,040	8,040	
TOTAL	17,000	0	0	0	0	0	8,040	25,040	25,040	
225 51 WESTSIDE TRANSITWAY-PHASE II/DEIS STUDY-299003								PROJECT ADJUSTED 08/29		
PE	2,117,766	0	0	0	0	0	0	0	2,117,766	
RESRV	0	0	0	0	0	0	554,842	554,842	554,842	
TOTAL	2,117,766	0	0	0	0	0	554,842	2,672,608	2,672,608	
226 51 DEVELOPMENT OF TIGARD TRANSIT CENTER								PROJECT ADJUSTED 08/22		
R/W	0	0	480,000	0	0	0	0	0	480,000	
CONST	0	0	322,378	0	0	0	0	0	322,378	
TOTAL	0	0	802,378	0	0	0	0	0	802,378	
227 51 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY								PROJECT ADJUSTED 08/26		
PE	0	153,000	0	0	0	0	0	0	153,000	
R/W	0	0	200,000	0	0	0	0	0	200,000	
CONST	0	0	0	1,546,078	0	0	0	0	1,546,078	
TOTAL	0	153,000	200,000	1,546,078	0	0	0	0	1,899,078	
228 51 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217								PROJECT ADJUSTED 08/26		
PE	53,091	0	0	0	0	0	0	0	53,091	
R/W	0	660,025	383,350	0	0	0	0	0	1,043,375	
CONST	0	0	1,073,229	0	0	0	0	0	1,073,229	
TOTAL	53,091	660,025	1,456,579	0	0	0	0	0	2,169,695	
229 51 HWY43(STATE ST CORRIDOR)TSM-TERWILLIGER TO LADD								PROJECT ADJUSTED 08/26		
PE	25,548	17,000	25,000	0	0	0	0	0	67,548	
R/W	53,550	0	0	284,836	0	0	0	0	338,386	
CONST	0	0	0	0	0	0	0	0	0	
TOTAL	79,098	17,000	25,000	284,836	0	0	0	0	405,934	
230 51 BEAVERTON HILLSDALE HWY SIGNAL INTERTIE-LOMBARD TO SW 91ST AVE								PROJECT ADJUSTED 06/08		
PE	0	10,000	0	0	0	0	0	0	10,000	
CONST	0	0	91,720	0	0	0	0	0	91,720	
TOTAL	0	10,000	91,720	0	0	0	0	0	101,720	

PORTLAND AREA SERVICE DISTRICT
 FEDERAL-STATE-LOCAL INFRASTRUCTURE PROGRAM
 QUARTERLY REPORT FOR QUARTER ENDING 31-DEC-80
 17-Sep-81

PHASE 1
 CATEGORY REPORT WITH FY82 UPDATES
 OBLIGATED 1981 1982 1983 1984 1985 POST 1985 AUTHORIZED

PAGE 6

MT HOOD CATEGORY I-REGIONAL TRANSITWAYS-CONTINUED

259 51 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE 1
 CONST 0 0 0 1,397,000 0 0

PROJECT ADJUSTED 08/26
 0 1,397,000

260 51 MILWAUKIE TRANSIT CENTER SIGNALS
 PE 0 0 10,000 0 0 0

PROJECT ADJUSTED 08/22
 0 10,000

TOTAL MT HOOD CATEGORY I-REGIONAL TRANSITWAYS

PE	10,035,033	6,826,434	2,138,500	4,751,836	150,450	30,000	0	23,932,253
R/W	9,902,550	10,916,058	9,247,602	2,014,336	1,312,000	0	0	33,392,546
CONST	0	12,064,262	56,524,722	22,327,645	1,854,000	19,965,479	146,525	112,882,657
CAP	0	0	0	847,280	0	0	0	847,280
OPRTG	0	0	72,346	72,346	72,346	72,346	72,344	361,728
RESRV	0	132,078	5,243,068	15,243,068	15,287,547	15,110,990	8,179,229	59,193,979
TOTAL	19,937,583	29,938,832	73,226,242	45,256,511	18,676,343	35,178,835	8,398,098	230,612,443

ADJUSTMENT 6/2/81

-1,314,757 129,295,686

MT HOOD CATEGORY IX - METRO PLANNING AND RESERVE

NEW METRO SYSTEMS PLANNING

1,075,776 1,075,776

NEW REGION RESERVE

240,981 240,981

TOTAL CATEGORY IX

1,316,757 1,316,757

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
QUARTERLY REPORT FOR QUARTER ENDING 31 DEC-80
17-Sep-81

PAGE 21

PHASE 1
CATEGORY REPORT WITH FY82 UPDATES
OBLIGATED 1981

	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	ADJUSTMENT	BALANCE
1505 CATEGORY A-1505 FREEWAY ALTERNATIVES									
369 21 RECONSTRUCTION OF YEON/VAUGHN/NICOLA/ WARDWAY AND ST HELENS RD							PROJECT ADJUSTED 08/26		
PE	0	739,500	0	0	0	0	0	739,500	
R/W	0	0	2,350,250	0	0	0	0	2,350,250	
CONST	0	0	5,144,200	15,002,500	0	0	0	20,146,700	
RESRV	0	0	0	0	0	1,606,668	1,606,668	1,606,668	
TOTAL	0	739,500	7,494,450	15,002,500	0	0	1,606,668	24,843,118	
TOTAL 1505 CATEGORY A-1505 FREEWAY ALTERNATIVES									
PE	0	739,500	0	0	0	0	0	739,500	
R/W	0	0	2,350,250	0	0	0	0	2,350,250	
CONST	0	0	5,144,200	15,002,500	0	0	0	20,146,700	
RESRV	0	0	0	0	0	1,606,668	1,606,668	1,606,668	
TOTAL	0	739,500	7,494,450	15,002,500	0	0	1,606,668	24,843,118	+623,857 25,466,975

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
QUARTERLY REPORT FOR QUARTER ENDING 31-DEC-80
17-Sep-81

PHASE 4
CATEGORY REPORT WITH FY82 UPDATES
OBLIGATED

PAGE 22

	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	ADJUSTMENT	Balance
1505 CATEGORY B-TRANSPORTATION IMPROVEMENTS-NORTHWEST PORTLAND									
370 72 ST HELENS ROAD RECONSTRUCTION-WEST CITY LIMITS TO NW KITTRIDGE A							PROJECT ADJUSTED 08/26		
PE	0	221,468	0	0	0	0	0	221,468	
R/W	0	0	1,751,680	0	0	0	0	1,751,680	
CONST	0	0	0	1,493,019	0	0	0	1,493,019	
TOTAL	0	221,468	1,751,680	1,493,019	0	0	0	3,466,167	-40,938 3,425,229
371 72 TRANSPORTATION IMPROVEMENTS IN NORTHWEST PORTLAND									
PE	0	26,469	138,000	0	0	0	PROJECT ADJUSTED 09/10	0	164,469
R/W	0	0	20,000	0	0	0	0	0	20,000
CONST	0	0	294,000	0	0	0	0	0	294,000
RESRV	0	0	0	0	0	0	4,791,782	4,791,782	
TOTAL	0	26,469	452,000	0	0	0	4,791,782	5,270,251	-62,245 5,208,006
372 72 W BURNSIDE ROAD/TICHER DRIVE INTERSECTION IMPROVEMENT									
PE	0	20,825	0	0	0	0	PROJECT ADJUSTED 07/29	0	20,825
R/W	0	106,250	0	0	0	0	0	0	106,250
CONST	0	0	292,830	0	0	0	0	0	292,830
TOTAL	0	127,075	292,830	0	0	0	0	419,905	-4960 414,945
373 72 NORTHWEST PORTLAND TRANSPORTATION STUDY									
PE	0	25,500	0	0	0	0	PROJECT ADJUSTED 08/29	0	25,500
									-301 25,199
374 72 NW FRONT AVENUE RECONSTRUCTION-NW GLISAN TO NW 26TH AVE									
PE	0	170,000	0	0	0	0	PROJECT ADJUSTED 09/10	0	170,000
R/W	0	0	0	0	0	0	0	0	0
CONST	0	0	3,016,000	2,090,148	0	0	0	5,106,148	
TOTAL	0	170,000	3,016,000	2,090,148	0	0	0	5,276,148	-62,315 5,213,833
375 72 WEST BURNSIDE TSM									
PE	0	0	7,000	0	0	0	PROJECT ADJUSTED 08/29	0	7,000
CONST	0	0	59,000	0	0	0	0	0	59,000
TOTAL	0	0	66,000	0	0	0	0	66,000	-779 65,221
376 72 NORTHWEST RIDESHARE									
PE	0	0	9,000	0	0	0	PROJECT ADJUSTED 08/29	0	9,000
CONST	0	0	76,000	0	0	0	0	0	76,000
TOTAL	0	0	85,000	0	0	0	0	85,000	-1,003 83,997
TOTAL 1505 CATEGORY B-TRANSPORTATION IMPROVEMENTS-NORTHWEST PORTLAND									
PE	0	464,262	154,000	0	0	0	0	618,262	
R/W	0	106,250	1,771,680	0	0	0	0	1,877,930	
CONST	0	0	3,737,830	3,583,167	0	0	0	7,320,997	
RESRV	0	0	0	0	0	0	4,791,782	4,791,782	
TOTAL	0	570,512	5,663,510	3,583,167	0	0	4,791,782	14,608,971	-172,541 14,436,430

GENERAL INVESTIGATIVE REPORT
TRANSPORTATION IMPROVEMENT PROGRAM
QUARTERLY REPORT FOR QUARTER ENDING 31-DEC-80
17-Sep-81

PHASE4
CATEGORY REPORT WITH FY82 UPDATES
OBLIGATED 1981 1982 1983 1984 1985

PAGE 23

1505 CATEGORY C-ALLOCATION TO THE BANFIELD TRANSITWAY

377 73 BANFIELD TRANSITWAY ALLOCATION

CONST 0 0 15,272,803 0 0 0

PROJECT ADJUSTED 08/27

0 15,272,803

ADJUSTMENT Balance

-180,381

15,092,422

378 73 BANFIELD LRT STATION AREA PLANNING PROGRAM

PE 0 1,028,069 536,158 0 0 0

PROJECT ADJUSTED 09/02

0 1,564,227

RESRV 0 0 0 0 0 0

19,475 19,475

TOTAL 0 1,028,069 536,158 0 0 0

19,475 1,583,702

-18,704

1,564,998

TOTAL 1505 CATEGORY C-ALLOCATION TO THE BANFIELD TRANSITWAY

PE 0 1,028,069 536,158 0 0 0

0 1,564,227

CONST 0 0 15,272,803 0 0 0

0 15,272,803

RESRV 0 0 0 0 0 0

19,475 19,475

TOTAL 0 1,028,069 15,808,961 0 0 0

19,475 16,856,505

-199,085

16,657,420

PHASE 1
CATEGORY REPORT WITH FY82 UPDATES
OBLIGATED 1981

ADJUSTMENT

BRIDGE

PROJECT ADJUSTED 08/26

0	0
0	969,746
0	11,917,000
1,341,219	1,341,219
1,341,219	14,227,965

-168,042

14,059,923

PROJECT ADJUSTED 08/26

0	163,795
0	544,000
0	1,727,033
0	0
0	2,434,828

-28,756

2,406,072

PROJECT ADJUSTED 08/25

0	2,134,946
0	4,682,574
0	6,817,520

- 80,519

4,737,001

PROJECT ADJUSTED 06/04

0	18,829
0	18,607
0	67,709
0	105,145

- 1,241

103,904

PROJECT ADJUSTED 08/26

13,648 13,648

- 161

13,487

PE	0	172,169	10,455	0
R/N	0	2,153,553	1,513,746	0
CONST	0	67,709	8,282,574	10,044,033
RESRV	0	0	0	0
TOTAL	0	2,392,431	9,806,775	10,044,033

0	182,624
0	3,667,299
0	18,394,316
1,354,867	1,354,867
1,354,867	23,599,106

-278,719

23,320,387

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
QUARTERLY REPORT FOR QUARTER ENDING 31-DEC-80
17-Sep-81

PHASE4
CATEGORY REPORT WITH FY82 UPDATES
OBLIGATED 1981 1982 1983 1984 1985

PAGE 25

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	ADJUSTMENT	BALANCE
1505 CATEGORY E-FAU AND FAP REPLACEMENT FUND PROJECTS										
384 75 N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE										
CONST	0	0	3,473,694	0	0	0		PROJECT ADJUSTED 08/29 0 3,473,694	0	NC
385 75 BURNSIDE ST-STARK TO 223RD AVE										
R/W	0	0	200,000	0	0	0		PROJECT ADJUSTED 08/29 0 200,000		
CONST	0	0	1,169,795	0	0	0		0 1,169,795		
TOTAL	0	0	1,369,795	0	0	0		0 1,369,795	0	NC
386 75 SUNNYSIDE ROAD-STEVENSON ROAD TO 122ND										
R/W	0	148,750	0	0	0	0		PROJECT ADJUSTED 08/26 0 148,750		
CONST	0	0	0	654,500	0	0		0 654,500		
RESRV	0	0	0	0	0	0	50,628	50,628		
TOTAL	0	148,750	0	654,500	0	0	50,628	853,878	0	NC
387 75 SW NYBERG ROAD-SW 89TH AVE TO 15-UNIT #2										
R/W	0	0	0	0	0	0		PROJECT ADJUSTED 08/26 0 0		
CONST	0	1,561,844	0	0	0	0		0 1,561,844		
TOTAL	0	1,561,844	0	0	0	0		0 1,561,844	0	NC
388 75 NW 165TH-WALKER ROAD TO SUNSET HIGHWAY-PHASE I										
CONST	0	844,736	0	0	0	0		0 844,736	0	NC
389 75 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I										
R/W	0	0	210,400	0	0	0		PROJECT ADJUSTED 08/26 0 210,400		
CONST	0	0	0	265,001	0	0		0 265,001		
TOTAL	0	0	210,400	265,001	0	0		0 475,401	0	NC
390 75 OSWEGO CREEK BRIDGE(OR43)--BRIDGE REPLACEMENT AND NEW BIKEWAY										
PE	0	44,156	0	0	0	0		PROJECT ADJUSTED 02/13 0 44,156		
R/W	0	34,943	0	0	0	0		0 34,943		
CONST	0	1,756,457	0	0	0	0		0 1,756,457		
TOTAL	0	1,835,556	0	0	0	0		0 1,835,556	0	NC
391 75 BEAVERTON TUALATIN HIGHWAY--FANNO CREEK BRIDGE WIDENING										
PE	0	14,188	0	0	0	0		0 14,188		
CONST	0	79,671	0	0	0	0		0 79,671		
TOTAL	0	93,859	0	0	0	0		0 93,859	0	NC
392 75 OSWEGO HIGHWAY(OR43) AT CEDAR OAKS-LEFT TURN REFUGES										
PE	0	0	0	0	0	0		PROJECT ADJUSTED 08/26 0 0		
CONST	0	34,437	0	0	0	0		0 34,437		
RESRV	0	0	0	0	0	0	3,468	3,468		
TOTAL	0	34,437	0	0	0	0	3,468	37,905	0	NC

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
QUARTERLY REPORT FOR QUARTER ENDING 31-DEC-80
17-Sep-81

PAGE 26

PHASE I
CATEGORY REPORT WITH FY82 UPDATES
OBLIGATED 1981 1982 1983 1984 1985 POST 1985 AUTHORIZED

1505 CATEGORY E-FAU AND FAP REPLACEMENT FUND PROJECTS-CONTINUED

393 75 SW JENKINS/158TH-MURRAY BLVD TO SUNSET HIGHWAY

CONST	0	1,941,884	0	0	0	0	0	PROJECT ADJUSTED 08/22	0	1,941,884	0	NC
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394 75 TRI-MET RIDESHARE PROGRAM

OPRTC	0	219,645	0	0	0	0	0	0	219,645	0	NC
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395 75 REPAYMENT OF BORROWED WESTSIDE CORRIDOR FUNDS

RESRV	0	0	0	0	0	0	14,253,973	14,253,973	-14,253,973	0	NC
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396 75 FAU REPLACEMENT CONTINGENCY-1505-CITY OF PORTLAND

RESRV	0	0	0	0	0	0	PROJECT ADJUSTED 08/29	400,341	400,341	0	NC
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397 75 RESERVE RESIDUAL-1505-CITY OF PORTLAND

RESRV	0	0	0	0	0	0	297,256	297,256	0	NC
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398 75 METRO SYSTEMS PLANNING-1505

RESRV	0	95,733	56,932	56,932	12,453	189,010	PROJECT ADJUSTED 09/02	240,914	651,974	-651,974	0	NC
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399 75 TRINET RIDESHARE RESERVE

RESRV	0	0	135,000	135,000	135,000	135,000	48,600	588,600	0	NC
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400 75 TRAFFIC SIGNAL REPLACEMENT-CITY OF PORTLAND

FE	0	0	0	0	0	0	0	0	0	0	NC
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CONST	0	80,470	742,000	500,000	500,000	500,000	500,000	2,822,470	0	NC
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TOTAL	0	80,470	742,000	500,000	500,000	500,000	500,000	2,822,470	0	NC
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401 75 15 NORTH RIDESHARE PROGRAM

FE	0	86,400	0	0	0	0	0	86,400	0	NC
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402 75 ARTERIAL STREET OVERLAY PROGRAM

CONST	0	840,000	0	0	0	0	0	840,000	0	NC
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403 75 ARTERIAL STREET OVERLAY PROGRAM-PHASE II

FE	0	21,250	0	0	0	0	0	21,250	0	NC
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CONST	0	702,400	0	508,850	0	0	0	1,211,250	0	NC
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TOTAL	0	723,650	0	508,850	0	0	0	1,232,500	0	NC
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404 75 230TH AVE IMPROVEMENT-UP REXNG TO HALSEY ST

CONST	0	59,883	0	0	0	0	0	59,883	0	NC
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405 75 FAU REPLACEMENT RESERVE(1505)-REALLOCATED TO CITY OF PORTLAND

RESRV	0	0	0	0	0	0	PROJECT ADJUSTED 09/01	94,652	94,652	0	NC
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ANALYST: BMINCK

POPULATION SERVICE DISTRICT
 POPULATION IMPROVEMENT PROGRAM
 CONSOLIDATED REPORT FOR QUARTER ENDING 31-DEC-80
 17-Sep-81

PAGE 27

PHASE 1
 CATEGORY REPORT WITH FY82 UPDATES
 OBLIGATION 1981

	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	ADJUSTMENT	BALANCE
1505 CATEGORY E-FAU AND FAP REPLACEMENT FUND PROJECTS-CONTINUED									
406 75 WESTSIDE CORRIDOR RELATED HIGHWAY PROJECTS-FRWA FUNDED									
PE	0	59,500	0	0	0	PROJECT ADJUSTED 08/07	0	59,500	-59,500
407 75 PORTLAND/VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE									
PE	0	12,750	0	0	0	PROJECT ADJUSTED 05/07	0	12,750	-12,750
408 75 SELLWOOD BRIDGE WEST APPROACHES - CONSTRUCTION									
CONST	0	31,112	0	0	0	PROJECT ADJUSTED 07/15	0	31,112	0
409 75 ARTERIAL STREET OVERLAY PROGRAM-PHASE III									
PE	0	0	21,250	0	0	PROJECT ADJUSTED 09/01	0	21,250	
CONST	0	0	1,213,750	726,150	1,235,000	1,235,000	5,644,900		
TOTAL	0	0	1,235,000	726,150	1,235,000	1,235,000	5,666,150	-2,033,547	9,632,603
TOTAL 1505 CATEGORY E-FAU AND FAP REPLACEMENT FUND PROJECTS									
PE	0	238,244	21,250	0	0	0	259,494		
R/W	0	183,693	410,400	0	0	0	594,093		
CONST	0	7,932,894	6,599,239	2,654,501	1,735,000	1,735,000	22,391,634		
OPRTG	0	219,645	0	0	0	0	219,645		
RESRV	0	95,733	191,932	191,932	147,453	324,010	16,340,891		
TOTAL	0	8,670,209	7,222,821	2,846,433	1,882,453	2,059,010	39,805,757	-17,011,744	22,794,013

21

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
QUARTERLY REPORT FOR QUARTER ENDING 31-DEC-80
17-SEP-81

PHASE 4
CATEGORY REPORT WITH FY82 UPDATES
OBLIGATED

PAGE 28

ADJUSTMENT *Banner*

1505 CATEGORY F-REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS-CITY OF PORTLAND

410 76 CITY OF PORTLAND REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS

	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED		
RESRV	0	0	0	0	0	0			

PROJECT ADJUSTED 09/01

1,167,657	1,167,657	-219,865	947,792
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411 76 TRIMET RIDESHARE RESERVE-CITY OF PORTLAND SHARE

RESRV	0	0	122,339	122,339	122,339	122,339			
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PROJECT ADJUSTED 08/26

159,445	648,799	0	NC
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412 76 MARINE DRIVE WIDENING TO FOUR LANES-15 TO RIVERGATE

PE	0	0	0	150,000	0	0			
R/W	0	0	0	0	400,000	0			
CONST	0	0	0	0	0	0			
TOTAL	0	0	0	150,000	400,000	0			

PROJECT ADJUSTED 08/29

0	150,000	0	
0	400,000	0	
3,496,000	3,496,000	0	NC
3,496,000	4,046,000	0	

413 76 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES-NE 60TH AVE TO 1205

PE	0	0	0	0	100,000	0			
R/W	0	0	0	0	0	100,000			
CONST	0	0	0	0	0	0			
TOTAL	0	0	0	0	100,000	100,000			

PROJECT ADJUSTED 08/29

0	100,000	0	
0	100,000	0	
1,345,000	1,345,000	0	NC
1,345,000	1,545,000	0	

414 76 NE LOMBARD/COLUMBIA BLVD CONNECTION VIA NE 60TH AVE

PE	0	0	0	125,000	0	0			
R/W	0	0	0	0	125,000	0			
CONST	0	0	0	0	0	2,743,000			
TOTAL	0	0	0	125,000	125,000	2,743,000			

PROJECT ADJUSTED 09/01

0	125,000	0	
0	125,000	0	
0	2,743,000	0	NC
0	2,993,000	0	

415 76 COLUMBIA BLVD/COLUMBIA WAY/N PORTLAND RD INTERSECTION IMPRVMT

PE	0	55,250	0	0	0	0			
R/W	0	0	0	0	0	0			
CONST	0	190,000	0	0	0	0			
TOTAL	0	245,250	0	0	0	0			

PROJECT ADJUSTED 08/29

0	55,250	0	
0	0	0	
0	190,000	0	NC
0	245,250	0	

416 76 HOLLYWOOD DISTRICT IMPROVEMENTS-NE SANDY BLVD-37TH TO 47TH

PE	0	161,000	0	0	0	0			
R/W	0	0	100,000	0	0	0			
CONST	0	0	0	1,907,400	0	0			
TOTAL	0	161,000	100,000	1,907,400	0	0			

PROJECT ADJUSTED 09/10

0	161,000	0	
0	100,000	0	
0	1,907,400	0	NC
0	2,168,400	0	

417 76 COMMERCIAL ARTERIAL STREET LIGHT CONVERSION-CITY WIDE

PE	0	67,150	0	0	0	0			
CONST	0	1,088,000	0	0	0	0			
TOTAL	0	1,155,150	0	0	0	0			

PROJECT ADJUSTED 08/29

0	67,150	0	
0	1,088,000	0	
0	1,155,150	0	NC

418 76 POWELL BUTTE/MT SCOTT STUDY AREA-PROJECT DEVELOPMENT

PE	0	29,750	0	0	0	0			
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PROJECT ADJUSTED 08/29

0	29,750	0	NC
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PORTLAND METRO SERVICE DISTRICT
TRANSITATION IMPROVEMENT PROGRAM
QUARTERLY REPORT FOR QUARTER ENDING 31-DEC-80
17-Sep-81

PHASE 1

PAGE 29

CATEGORY REPORT WITH FY82 UPDATES

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	ADJUSTMENT	REMARKS
1505 CATEGORY F-REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS-CITY OF PORTLAND-CONTINUED										
112 76 UNION AVENUE(OR99E)-WEIDLER TO COLUMBIA BLVD-46								PROJECT ADJUSTED 09/01		
R/W	0	51,152	0	0	0	0	0	51,152		
CONST	0	2,897,317	0	0	0	0	0	2,897,317	0	NC
TOTAL	0	2,948,469	0	0	0	0	0	2,948,469	0	
420 76 BEAVERTON HILLSDALE HWY(OR10)-CAPITOL HWY TO SCHOLLS FY RD								PROJECT ADJUSTED 08/29		
R/W	0	0	340,000	0	0	0	0	340,000		
CONST	0	0	0	705,815	0	0	0	705,815	0	NC
TOTAL	0	0	340,000	705,815	0	0	0	1,045,815	0	
421 76 IS NORTH RIDESHARE PROGRAM-CITY SHARE								PROJECT ADJUSTED 08/26		
PE	0	8,600	0	0	0	0	0	8,600		
OPRTG	0	0	74,446	0	0	0	0	74,446		
TOTAL	0	8,600	74,446	0	0	0	0	83,046	0	NC
422 76 TERWILLIGER/BARBUR BLVD PE/RESERVE FOR R/W AND CONSTRUCTION								PROJECT ADJUSTED 08/29		
PE	0	35,003	250,000	0	0	0	0	305,003		
R/W	0	0	0	750,000	0	0	0	750,000		
CONST	0	0	0	5,900,000	650,000	2,695,000	0	9,245,000	0	NC
TOTAL	0	55,003	250,000	6,650,000	650,000	2,695,000	0	10,300,003	0	
423 76 GOING STREET NOISE MITIGATION PROJECT								PROJECT ADJUSTED 08/29		
R/W	0	228,055	0	0	0	0	0	228,055		
CONST	0	0	850,000	0	0	0	0	850,000		
TOTAL	0	228,055	850,000	0	0	0	0	1,078,055	0	NC
424 76 POWELL BLVD R/W & CONST-50TH AVE TO 1205-SECTION II								PROJECT ADJUSTED 08/29		
CONST	0	1,932,034	5,020,241	0	0	0	0	6,952,275	0	NC
425 76 PORTLAND/VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE								PROJECT ADJUSTED 05/07		
PE	0	59,500	0	0	0	0	0	59,500	0	NC
426 76 82ND AVE IMPROVEMENT PROGRAM-RUSSELL TO CRYSTAL SPRINGS BLVD								PROJECT ADJUSTED 08/29		
PE	0	0	81,000	14,000	0	0	0	95,000		
R/W	0	0	0	250,000	0	250,000	0	500,000		
CONST	0	0	246,000	0	427,000	0	427,000	1,100,000	0	NC
TOTAL	0	0	327,000	264,000	427,000	250,000	427,000	1,695,000	0	
427 76 TRAFFIC SIGNAL IMPROVEMENT-CITY OF PORTLAND								PROJECT ADJUSTED 08/29		
CONST	0	84,691	0	0	0	140,691	452,000	677,382	0	NC
428 76 TRANSIT TRANSFER PROJECT								PROJECT ADJUSTED 08/29		
CONST	0	0	0	0	0	275,000	500,000	775,000	0	NC
TOTAL 1505 CATEGORY F-REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS-CITY OF PORTLAND										
PE	0	436,253	331,000	289,000	100,000	0	0	1,156,253		
R/W	0	279,207	440,000	1,000,000	525,000	350,000	0	2,594,207		
CONST	0	6,192,041	6,116,241	8,513,215	1,077,000	5,853,691	6,220,000	33,972,188		
OPRTG	0	0	74,446	0	0	0	0	74,446		
RESRV	0	0	122,339	122,339	122,339	122,339	1,327,102	1,816,456		
TOTAL	0	6,707,501	7,084,026	9,924,554	1,824,339	6,326,030	7,547,102	39,613,550	-219,865	39,393,685

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	ADJUSTMENT	BALANCE
GRAND TOTAL										
FE	16,342,375	8,272,384	3,419,363	5,115,836	390,450	45,000	0	33,585,411		
R/W	17,475,321	17,447,057	17,286,316	3,409,500	1,837,000	450,000	0	59,905,193		
CONST	32,352,000	52,333,974	117,442,827	65,710,580	9,489,505	28,040,499	8,236,525	301,627,911		
CAP	0	0	0	1,694,561	0	0	0	1,694,561		
OPRTG	0	219,645	146,792	72,346	72,346	72,346	72,344	655,819		
RESRV	0	227,811	5,557,339	15,557,339	15,557,338	15,717,339	36,918,823	89,535,988		
OTHER	0	-35,578	0	0	0	0	0	-35,578		
TOTAL	75,176,698	58,465,295	143,859,634	92,568,161	27,346,639	44,325,184	45,227,692	486,969,305	-0-	486,969,305

ISOS CATEGORY G - WESTSIDE PAYBACK

NEW REPAYMENT OF BORROWED WESTSIDE CORRIDOR FUNDS

TOTAL CATEGORY G

16,449,724	16,449,724
16,449,724	16,449,724

ISOS CATEGORY H - METRO PLANNING AND CITY RESERVE

NEW METRO PLANNING

406 WESTSIDE CORRIDOR RELATED HIGHWAY PROJECTS

407 PORTLAND/VANCOUVER CORRIDOR ANALYSIS

NEW REGIONAL RESERVE

TOTAL CATEGORY H

651,974	}	724,224
59,500		
12,750		
84,149		84,149
808,373		808,373

ADJUSTMENT GROUP →

623857	+
172541	-
199085	-
278719	-
17011744	-
219865	-
16449724	+
808373	+
-0	T

Category/Description	Baseline Per	Adjustments to Category E		Actions Set Forth in Metro		Revised Baseline to Reflect
	CRA Resolution #781213, 12/21/78	to Ensure an Estimated \$34,526,000 Per Res #781213, 12/21/78		Resolution #79-24, 02/22/79		Reduced Scope of I-505 Alternative and Westside De-escalation Metro Resolution #79-55, 06/28/79
A. I-505 Freeway Alternatives	\$46,000,000	0	\$46,000,000		\$46,000,000	\$22,933,000
B. Transportation Improvements NW Portland	13,000,000	0	13,000,000		13,000,000	13,000,000
C. Banfield Transitway	15,000,000	0	15,000,000		15,000,000	15,000,000
D. Regional Highway Projects	21,000,000	0	21,000,000		21,000,000	21,000,000
E. FAU/FAP Replacement Projects	20,000,000	+14,526,000 =	34,526,000	-14,000,000	20,526,000	20,526,000
F. Regional Transit/Highway Projects - (Portland Reserve)	50,000,000	-14,526,000 =	35,474,000		35,474,000	35,474,000
G. Westside Repayment	0	0	0	+14,000,000	14,000,000 ¹	13,106,412 ²
H. Metro Planning	0	0	0		0	0
Total	\$165,000,000	0	\$165,000,000	0	\$165,000,000	\$141,039,412

Cost Management Process Revised and Establishment of Metro Systems Planning Fund Per Metro Resolution #79-103, 11/20/79			Withdrawal Complete, Categories Pro-rated to Federal Allocations As of 12/31/79	Escalation of Baseline Through 12/31/80	Current TIP Base for 12/31/80	Adjustments Needed to TIP Base 12/21/80
\$22,933,000	-117,064 =	\$22,815,936	\$25,641,795	\$25,466,975	\$24,843,118	+623,857
13,000,000	-66,360 =	12,933,640	14,535,531	14,436,430	14,608,971	-172,541
15,000,000	-76,569 =	14,923,431	16,771,767	16,657,420	16,856,505	-199,085
21,000,000	-107,197 =	20,892,803	23,480,473	23,320,387	23,599,106	-278,719
20,526,000	-104,777 =	20,421,223	20,421,223	20,421,223	20,421,223	0
			*2,529,262 ⁴	2,372,790	4,406,337	-2,033,547
35,474,000	-181,082 =	35,292,918	39,664,108	39,393,685	39,613,550	-219,865
13,943,256 ³	-71,175 =	13,872,081	16,562,645 ⁵	16,449,724 ⁷	14,253,973	+2,195,751
0	+724,224 =	724,224	724,224	724,224	724,224	0
			89,698 ⁶	84,149	0	+84,149
\$141,876,256	0 =	\$141,876,256	\$160,420,726	\$159,327,007	\$159,327,007	0

¹ Authorization in 09/30/78 dollars.

² Authorization in 03/31/79 dollars.

³ Authorization in 06/30/79 dollars.

⁴ Escalation of Category E Accrues to Portland Reserve.

⁵ Authorization in 12/31/79 dollars.

⁶ Escalation of Category H Accrues to Regional Reserve.

⁷ Authorization in 12/31/80 dollars.

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

TO: Metro Council
FROM: Executive Officer *W*
SUBJECT: Authorizing Adjustments in the Transportation Improvement Program (TIP) to the Interstate Transfer Program and Project Authorizations

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution which authorizes adjustments in the TIP to the Interstate Transfer Program and project authorizations based on findings and recommendations set forth in Staff Report #77.
- B. POLICY IMPACT: This action will remedy deficiencies in documentation and project authorizations in the
- Relationship between FAU/FAP replacement funding and the City of Portland Reserve.
 - Lack of escalation to Westside I-505 repayment funds.
 - Incorrect funding authorization for the "I-505 Alternative" project.
 - Inconsistent escalation of Mt. Hood and I-505 Metro funds.
 - Lack of specificity of the cost management system with respect to ODOT and Tri-Met authorization to transfer funding between projects.

TPAC and JPACT have reviewed these adjustments and recommend adoption of the Resolution with the understanding that amendments to the recommendation dealing with Problem 5 in Staff Report #77 would be expected as the next meeting.

- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments.

II. ANALYSIS:

- A. BACKGROUND: A review of the history of the Mt. Hood and I-505 transfer programs has disclosed the need to clarify and strengthen documentation and project authorizations. Most of the problems occurred during the December 1978 - December 1979 period, when the I-505 withdrawal was in progress. The problems are mainly the result of misinterpretations of CRAG/Metro resolutions in the

sequence of funding authorizations and/or a lack of clarity on how funds were to be authorized. They generally affect the baseline authorization of I-505 funds to the various categories and projects.

The findings and recommendations for corrective action are documented in Staff Report #77. The impact they will have on the I-505 portion of the Interstate Transfer Program and the adopted Transportation Improvement Program (TIP) can be summarized as follows:

Category/Description	Proposed TIP I-505 Base (12/31/80 \$)	Current TIP I-505 Base (12/31/80 \$)	Adjustments Needed to TIP Base (12/31/80 \$)
A. I-505 Freeway Alternatives	\$25,466,975	\$24,843,118	+623,857
B. Transportation Improvements NW Portland	14,436,430	14,608,971	-172,541
C. Banfield Transitway	16,657,420	16,856,505	-199,085
D. Regional Highway Projects	23,320,837	23,599,106	-278,719
E. FAU/FAP Replacement Projects	20,421,223 2,372,790	20,421,223 4,406,337	0 -2,033,547
F. Regional Transit/Highway Projects - (Portland Reserve)	39,393,685	39,613,550	-219,865
G. Westside Repayment	16,449,724	14,253,973	+2,195,751
H. Metro Planning	724,224 84,149	724,224 0	0 +84,149
Total	\$159,327,007	\$159,327,007	0

Staff Report #77 also recommends a minor adjustment to the Mt. Hood Program consisting of establishing a Category IX for Metro planning and a regional reserve. Currently, \$1,316,575 is carried in Category I for Metro planning; it is proposed that this amount be transferred to Category IX with \$1,075,776 for Metro planning and \$240,981 for a regional reserve with future escalation of the combined amounts accruing to the regional reserve.

- B. ALTERNATIVES CONSIDERED: To not correct the noted deficiencies would result in perpetuation of the problems and in not properly carrying out previous Council actions.
- C. CONCLUSION: Metro staff recommends adoption of the Resolution authorizing corrective action to the Interstate Transfer Program.