



# Agenda

--- REGULAR COUNCIL MEETING

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: JANUARY 26, 1984

Day: THURSDAY

Time: 7:30 P.M.

Place: COUNCIL CHAMBER

Approx.  
Time

Presented By

7:30

CALL TO ORDER  
ROLL CALL

1. Introductions.
2. Councilor Communications.
3. Executive Officer Communications.
4. Written Communications to Council on Non-Agenda Items.
5. Citizen Communications to Council on Non-Agenda Items.

7:45

6. CONSENT AGENDA

6.1 Minutes of the meeting of December 1, 1983.

Development Committee Recommendations:

- |     |  |                        |
|-----|--|------------------------|
| 6.2 | Resolution No. 84-441, for the purpose of recommending a continuance of the City of Tigard's request for acknowledgement of compliance with LCDC goals.                                      | Kafoury/Brown          |
| 6.3 | Resolution No. 84-442, for the purpose of amending the 1984 Unified Work Program.  | Williamson/<br>Cotugno |
| 6.4 | Resolution No. 84-443, for the purpose of adding projects to the Transportation Improvement Program, establishing a five-year project schedule and authorizing expenditure of FY 1984 funds. | Williamson/<br>Cotugno |
| 6.5 | Motion approving transmittal to the U.S. Department of Transportation the breakdown of Interstate Transfer Funding between Transit and Highway categories.                                   | Williamson/<br>Cotugno |

Coordinating Committee Recommendations:

- |     |   |                          |
|-----|---|--------------------------|
| 6.6 | Approval of Three-Year Contract for Inspection Services at the St. Johns Landfill.                            | Kirkpatrick/<br>Wietting |
| 6.7 | Resolution No. 84-445, for the purpose of appointing an Agent of Record for Casualty and Liability Insurance. | Kirkpatrick/<br>Sims     |

Approx.  
Time

Presented By

7. RESOLUTIONS

7:50 7.1 Public Hearing on Resolution No. 84-444, for the purpose of approving Long-Range Financial Policies for the Metropolitan Service District.

Kirkpatrick/  
Gustafson

8. ORDINANCES

8:20 8.1 Consideration of Ordinance No. 84-168, relating to the FY 1983-84 Budget and Appropriations Schedule, and amending Ordinance No. 83-153. (First Reading)

Kirkpatrick/  
Sims

9. OTHER ACTIONS

8:40 9.1 Recommendation of the Regional Development Committee to study regional parks under the Project Initiatives Program.

Kafoury/Barker

9:00 9.2 Committee Assignments.

Kirkpatrick

9:05 10. COMMITTEE REPORTS

9:15 ADJOURN



# Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: January 9, 1983

To: Ray Barker

From: Ed Stuhr *ES*

Regarding: Rate Review Committee Selection Process

This is in response to the Council's questions regarding the selection process for Rate Review Committee members. I only became involved toward the end, but the process was thoroughly documented and is easy to reconstruct.

The general process was designed to follow requirements of the Committee Bylaws and the Franchise Ordinance. The Bylaws say that the Executive Officer recommends candidates to the Council. The Franchise Ordinance states that candidates are appointed by the Council.

The procedure which was followed was this (expanded from the staff report):

1. In August, candidates were solicited from Metro Councilors, local jurisdictions, CPA societies, and former committee members. (See attached sample letter.)
2. On September 16, 1983, Terilyn Anderson wrote to those who were nominated (except those who had already sent resumes and indicated interest) to inform them of their nomination and to ask that they respond with the information about their qualifications if they were interested in serving (again, see attachment). A total of seventeen people responded positively. Among those are written responses from candidates suggested by Councilor's Bonner and Kafoury. I don't have a record of any response from Councilor Van Bergen's candidate. A letter was not sent to those who initially sent a resume because staff expected the process to be concluded quickly so a letter would be redundant.
3. I was then assigned to produce a staff recommendation. The qualifications submitted by each candidate were evaluated against those specified for each position by several staff members, including myself, other Solid Waste Department people, and a representative from accounting. No consideration was given to any

other factor--the name of the person who made the nomination was not part of the materials reviewed. (I had to rule out my own nominee because David Chen met the qualifications better.)

4. The top candidates were then recommended to the Regional Services Committee at their November 8th meeting--they were first contacted to confirm that they were still interested.
5. From November 8, to January 5, the Regional Services Committee and the full Council deliberated over whether to appoint the recommended candidates, to use their discretion to appoint some other candidates or whether to appoint anyone at all.
6. Now that the Council has acted, I have called the new members and will write to all those who were not selected.

I would suggest that in the future, evaluation of candidates for advisory committees should be done by a group which has at least one member from both staff and Council. Even though the Rate Review Committee Bylaws indicate that recommendations are to come from the Executive Officer, a member of the Council could have attended as an observer.

b1



## METROPOLITAN SERVICE DISTRICT

Providing Zoo, Transportation, Solid Waste and  
other Regional Services

August 8, 1983

Rick Gustafson  
Executive Officer

Metro Council

Cindy Banzer  
Presiding Officer  
District 9

Bob Oleson  
Deputy Presiding  
Officer  
District 1

Richard Waker  
District 2

Charlie Williamson  
District 3

Corky Kirkpatrick  
District 4

Jack Deines  
District 5

George Van Bergen  
District 6

Sharron Kelley  
District 7

Ernie Bonner  
District 8

Bruce Etlinger  
District 10

Marge Kafoury  
District 11

Gary Hansen  
District 12

The Honorable Cindy Banzer  
Metro Councilor  
527 S. W. Hall Street  
Portland, Oregon 97201

Dear Councilor Banzer:

You were recommended as a person who could help find qualified candidates for a five-member committee on solid waste rates. The committee advises the Metro Council on rate issues, including appropriate rates charged at solid waste facilities that are franchised or operated by Metro. Members are appointed by the Council and serve a two-year term. Meetings take place as needed; since January the committee has met six times. The committee's current project is to investigate the use of variable disposal rates to encourage recycling.

We are recruiting for the following four positions:

- A local government administrator with experience in government finance, budgeting and/or rate regulation.
- One Certified Public Accountant with experience in the solid waste industry or public utility regulation.
- One Certified Public Accountant with experience in cost accounting and program auditing.
- One public member.

527 SW Hall St.  
Portland, OR  
97201  
503/221-1646

If you know a person who fits one of the above descriptions, is not affiliated with the solid waste industry, and would like to serve on the committee, we would appreciate learning his/her name, address and phone number, and receiving a copy of his/her resume, if available. Please contact us by August 26, 1983, so that we may confirm new members in September.

Thank you for your assistance.

Sincerely,

Terilyn Anderson, Environmental Planner

gl/9164B/D5



## METROPOLITAN SERVICE DISTRICT

Providing Zoo, Transportation, Solid Waste and  
other Regional Services

September 16, 1983

Rick Gustafson  
Executive Officer

### Metro Council

Cindy Banzer  
Presiding Officer  
District 9

Bob Oleson  
Deputy Presiding  
Officer  
District 1

Richard Waker  
District 2

Charlie Williamson  
District 3

Corky Kirkpatrick  
District 4

Jack Deines  
District 5

George Van Bergen  
District 6

Sharon Kelley  
District 7

Ernie Bonner  
District 8

Bruce Etlinger  
District 10

Marge Kafoury  
District 11

Gary Hansen  
District 12

0009C/D3 - Merge List for 9297B/D1

Dear :

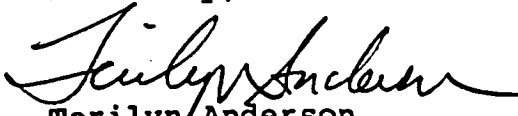
You have been recommended to serve on Metro's five-member Solid Waste Rate Review Committee. The Committee advises the Metro Council on rate issues, including appropriate rates charged at solid waste facilities that are franchised or operated by Metro. Members are appointed by the Council and serve a two-year term. Meetings take place in the evening as needed; since January the Committee has met seven times.

If you would like to serve on the Committee, please fill out the enclosed Qualification Summary form and return it to Metro by September 27, 1983.

Metro will consider all nominees for each position and the Council will appoint two new CPA members and one local government administrator this fall. One public member will be appointed in December 1984 and another one in November 1985.

If you have any questions, please call me at 221-1646.

Sincerely,

  
Terilyn Anderson  
Environmental Planner

TA/gl  
9297B/D1

527 SW Hall St.  
Portland, OR  
97201  
503/221-1646

January 24, 1984



Mr. Rick Gustafson  
Metropolitan Service District  
527 S.W. Hall Street  
Portland, OR 97201

RE: Personal Services Agreement - Steven Skorney

Dear Mr. Gustafson:

In July, 1983, the City of Tigard became the recipient of the benefits from a personal services agreement between METRO and Steven Skorney, a planning intern. It was agreed that Steve would assist the City by researching planning department files to determine compliance of applicants with conditions placed by the City upon land use approvals. In addition, he was to assist staff in evaluating departmental proposals such as zone changes, site design reviews, etc.

Due to a change in department staffing, I extended Steve's employment well beyond the period covered by METRO. In fact, I hired Steve as an Assistant Planner to carry out current planning functions. During his employment with the City, Steve has provided technical assistance to developers, reviewed planning applications, prepared staff reports, made recommendations, and presented staff reports to the Planning Commission. His responsibilities involved reviews of zoning changes, subdivisions, minor land partitions, sign code exceptions, conditional uses, site design reviews, planned developments, and sensitive lands applications. In each area, Steve was required to learn the applicable standards and procedures involved, apply them, and make a professional recommendation. In all of his work, Steve exhibited the ability to quickly learn and apply a complicated set of requirements. He performed his job admirably as evidenced by the City's willingness to extend his employment from 20 hours per week for a four-month period to a 40-hour week through January.

The contribution made by METRO both financially and in introducing Steve to the City has been of great value to Tigard. I would like to acknowledge that Tigard is grateful for the opportunity which METRO gave to us to participate in the intern program. I expect that Steve has similar feelings as the program gave him the opportunity to gain experience in dealing with developers in current planning activities.

Sincerely,

William A. Monahan  
Director of Planning  
and Development

(WAM:pm/0289P)

CC: Mel Hule 12755 S.W. ASH P.O. BOX 23397 TIGARD, OREGON 97223 PH: 639-4171

Submitted  
1-26-84

CITY OF



# Wilsonville

P.O. Box 220 / Wilsonville, Oregon 97070  
503 / 682-1011

January 17, 1984

Mr. Rick Gustafson, Executive Officer  
Metropolitan Service District  
527 SW Hall  
Portland, OR 97201

Dear Rick:

You asked for comments on the long-range financial policies for Metro.

It is clear from my personal knowledge, and from the report you are providing to the Metro Council, that Metro is potentially about to have some serious problems, particularly in the Planning and General Fund areas.

Solid waste would appear to be self-funding and the zoo would appear to be reasonably fluid. You still have the spectre of "Son of 3", coupled with the possible assessed value limitation as well as the individual income limitation. If all should, by some means, be enacted, and I believe there is a good chance they might, then all local governmental institutions will have some weighty problems.

I believe that your most major problem will be to develop a funding source for the general government and support services section. I doubt you will receive any major support for the legislative authorization of mandated contributions to Metro. This requirement, in the past, has created a large amount of animosity. I also believe you could receive some challenges as to the interfund transfers to general fund from funds dedicated for the zoo, and solid waste.

These are the points I hear now, and have heard over the existence of Metro.

In regard to a possible agreement with local governments for funding local assistance and coordination, the capability of this will be directly related to the sales tax and companion measure, and more important, what happens to "Son of Three".

Until these answers are known I believe Metro's ability to enact the strategy proposed in your memo will be extremely difficult, if not impossible.



Mr. Rick Gustafson, Executive Officer  
January 17, 1984  
Page 2

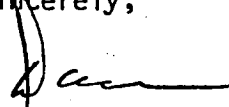
If all the measures should pass at the polls and all the limitations become fact, the probability of Metro being included in the \$15 per \$1,000 of valuation seems remote at best. Existing tax levying bodies - i.e., schools, cities, counties, special districts, the Port of Portland, - will all be trying to maximize their take from the pie and some will be left out, or significantly reduced.

It is unfortunate that your current funding sources ran out at this most critical time. I believe your only prayer is for a continuation of the economic upturn, a continued reduction in unemployment, and a minimal inflation.

I know that Metro is a new and innovative experiment in local government coordination. I also know that Metro was born in controversy and the battle cry was to eliminate CRAG. Your task will be to show how Metro has helped the Metropolitan Area, and why funding Metro is important to all the people in the Metro area.

This will be a formidable task.

Sincerely,



Daniel O. Potter  
City Administrator

DOP/fr



# Agenda

--- REGULAR COUNCIL MEETING

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: JANUARY 26, 1984

Day: THURSDAY

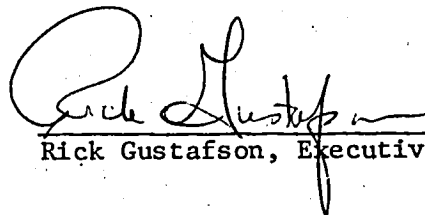
Time: 7:30 P.M.

Place: COUNCIL CHAMBER

## C O N S E N T   A G E N D A

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

- 6.1 Minutes of the meeting of December 1, 1983.
- 6.2 Resolution No. 84-441, for the purpose of recommending a continuance of the City of Tigard's request for acknowledgement of compliance with LCDC goals.
- 6.3 Resolution No. 84-442, for the purpose of amending the 1984 Unified Work Program.
- 6.4 Resolution No. 84-443, for the purpose of adding projects to the Transportation Improvement Program, establishing a five-year project schedule and authorizing expenditure of FY 1984 funds.
- 6.5 Motion approving transmittal to the U.S. Department of Transportation the breakdown of Interstate Transfer Funding between Transit and Highway categories.
- 6.6 Approval of Three-Year Contract for Inspection Services at the St. Johns Landfill.
- 6.7 Resolution No. 84-445, for the purpose of appointing an Agent of Record for Casualty and Liability Insurance.



Rick Gustafson, Executive Officer

MINUTES OF THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICTREGULAR MEETING  
DECEMBER 1, 1983

Councilors Present: Councilors Banzer, Bonner, Deines,  
Etlinger, Hansen, Kafoury, Kelley,  
Kirkpatrick, Oleson, Van Bergen, Waker,  
and Williamson.

Staff Present: Donald Carlson, Ray Barker, Dan LaGrande,  
Ed Stuhr, Doug Drennen.

Testifiers: George Hubel.

A regular meeting of the Council of the Metropolitan Service District was called to order at 7:35 p.m. by Deputy Presiding Officer Bob Oleson.

1. Introductions.

There were no introductions.

2. Councilor Communications.

There were no Councilor Communications.

3. Executive Officer Communications.

There were no Executive Officer Communications.

4. Written Communications to Council on Non-Agenda Items.

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

5. Citizen Communications to Council on Non-Agenda Items.

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

6.1 Reconsideration of Ordinance No. 83-163, relating to Solid Waste Disposal Charges and User Fees; amending Metro Code Sections 5.02.020, 5.02.025 and 5.02.050; and declaring an emergency.

Motion: Councilor Kirkpatrick moved reconsideration of the motion to adopt Ordinance No. 83-163, as amended, which had failed at the November 22, 1983 Council meeting.

Councilor Kafoury seconded the motion.

Vote: The vote on the motion for reconsideration resulted in:

Ayes: Councilors Bonner, Etlinger, Hansen, Kafoury, Kelley, Kirkpatrick, Oleson, Van Bergen, Waker, and Williamson.

Nays: Councilor Deines.

Absent: Councilor Banzer.

Motion carried.

Councilor Hansen said he was prepared to change his no vote on the ordinance. He said he was not happy about increasing the rates at St. Johns to accommodate one private landfill owner, but felt it was important to get the rates set before the end of the year. He suggested that the Services Committee set up a thorough system of review for the 1985 rates.

Councilor Waker said he had voted against the ordinance because of the last two sentences in Sections 1b and 2d. He said it was not clear to him what an "acceptable recyclable material" was and asked for a definition.

Councilor Hansen responded that "acceptable recyclable materials" would be those materials for which there was accommodation for at Metro facilities--paper, glass and tin. He said yard debris would not be acceptable because at the present time a minimum charge was assessed to store and transport the debris to processing centers.

Councilor Deines asked if staff had generated the figures he requested on the amount of material going into CTRC since it opened. Ed Stuhr, Solid Waste Department, distributed a hand-out indicating the waste flow at CTRC since April 1983 (attached to the agenda of the meeting). Councilor Deines stated he still saw no reason for increasing the convenience charge rate at CTRC based on the premise that it would control the flow of waste.

Deputy Presiding Officer Oleson then asked for public testimony.

George Hubel, 8704 S.W. Terwilliger Blvd., 97219, Chair, Rate Review Committee, testified that a great deal of time and effort had been spent by the Rate Review Committee on the rates and urged Council adoption.

Councilor Van Bergen asked what happened to the material brought into CTCRC which was not transferred to St. Johns. Mr. Drennen responded that that material was recyclable material and that they were marketed by Genstar with Metro receiving 25% of the revenue. Councilor Van Bergen asked several questions about the revenue--how it was computed and how it was managed. He said at some point he wanted to know more about Genstar and in light of Genstar's proposal regarding the Washington County Transfer Station, he also wanted to know more about the Washington County Refuse Disposal Association.

Vote: The vote on the motion to adopt Ordinance No. 83-163, amended to change the base disposal rate to \$9.80 per ton, and to change the language in the last two sentences of Sections 1(b) and 2(d) to read as follows: "The minimum charge for private trips shall be waived for any person delivering one-half cubic yard or more of acceptable recyclable materials. Such persons shall be charged for the actual amount of waste delivered at the extra yardage rate", resulted in:

Ayes: Councilors Bonner, Etlinger, Hansen, Kafoury, Kelley, Kirkpatrick, Oleson, Van Bergen, Waker, and Williamson.

Nays: Councilor Deines.

Absent: Councilor Banzer.

Motion carried, ordinance adopted.

(See after agenda item 8 for discussion on agenda item 7.1)

7.2 Future Funding -- Recommendations of the Council Coordinating Committee.

Councilor Kirkpatrick reported on the Council Coordinating Committee's recommendations on Future Funding.

Motion: Councilor Kirkpatrick moved that the Council adopt the Council Coordinating Committee's recommendations regarding Future Funding, as follows:

1. That Metro seek a three-year serial levy for the Zoo on the May 1984 ballot.
2. That the Council accept the Executive Officer's recommendation to pursue a stable funding base for the Metropolitan Service District with the 1985 legislature.

Councilor Kafoury seconded the motion.

Vote: The vote on the motion resulted in:

Ayes: Councilors Bonner, Etlinger, Hansen, Kafoury, Kelley, Kirkpatrick, Oleson, Van Bergen, and Waker.

Nays: Councilors Deines and Williamson.

Absent: Councilor Banzer.

Motion carried.

### 7.3 Project Initiatives Program--Drainage Report.

Councilor Kafoury said Task 1 of the Project Initiatives Program (PIP) for Drainage had been completed by Mr. Barker and the Regional Development Committee was recommending that the Council direct the Council Assistant to proceed with Task 2 of the PIP work program. She said Task 2 would entail an analysis of Metro's ability to solve or mitigate problems or recommend actions that the Council should consider out of information gathered in Task 1.

Ray Barker, Council Assistant, presented the findings, conclusions and recommendations contained in his report, "Project Initiatives Program--Drainage Report", November 1983 (a copy of the report is attached to the agenda of the meeting).

Councilor Oleson commented that the conclusions were fairly conservative and that he was bothered by the jurisdictions' contemplation that Metro should play a passive role. He said he would like to have a discussion of options for generating funds to address the problems. Mr. Barker said during Task 2 the issues raised by Councilor Oleson could be addressed.

Motion: Councilor Kafoury moved that the Council direct the Council Assistant to undertake Task 2 of the drainage study for the Project Initiatives Program.

Councilor Kirkpatrick seconded the motion.

Councilor Bonner indicated that the report presumed they were going to limit their role to planning and coordination. He said the Council should indicate it was Metro's role to look across the whole region and determine what a regional drainage system should look like, what it would cost, and then go to the voters and ask them if they wanted it or not. He said their role was to draw a clear picture of the situation for the voters and present it to them for funding.

Councilor Etlinger said he would like to see in Task 2 a strong emphasis on creative financing for solving the drainage problems.

Councilor Deines said he didn't understand why some of the Council felt they needed to run out and do something they hadn't been asked to do.

Councilor Waker said that drainage was a problem of under-investment in a part of the infrastructure system and that people might want to invest in it if a properly thought out opportunity to do so was presented to them. He said they needed to continue work on developing options and a mechanism to get to the point where people could decide.

Mr. Barker said that the Development Services Department was doing an infrastructure survey which would include infrastructure costs.

Vote: The vote on the motion to proceed with Task 2 of the Project Initiatives Program on Drainage resulted in:

Ayes: Councilors Deines, Etlinger, Hansen, Kafoury, Kelley, Kirkpatrick, Oleson, Van Bergen, Waker and Williamson.

Nays: Councilor Bonner.

Absent: Councilor Banzer.

Motion carried.

7.4 Discussion of Metro Mission, including 18-month work plan and 5-year work plan.

Donald Carlson, Deputy Executive Officer, reported that there had been two chair meetings and a conclusion reached to proceed with the drafting of a RFP for a facilitator to conduct four Council/Executive Officer/Staff workshops. He said the four workshops would cover the Metro Mission, the short-range objectives of Metro, preparation for the 1985 legislative session, and the interrelationship between the Council and staff.

Councilor Kirkpatrick requested that the RFP be presented at the next Coordinating Committee meeting. She also asked that Councilors submit names of facilitators they knew to Mr. Carlson.

8. Committee Reports.

Councilor Kafoury announced that there would be no Development Committee meeting in December. She said the only item on the agenda would have been the Tigard Comp Plan. She said the staff report on the Tigard Plan would be distributed to Committee members prior to the Council meeting on December 20. Councilor Kirkpatrick requested that since she represented Tigard that she also receive a copy of the staff report when distributed to Development Committee members.

Councilor Hansen said there were two Services Committee meetings scheduled in December--the regular meeting on December 6 and a special meeting on December 7 to discuss the Washington County Transfer Station.

Councilor Williamson said there would be no JPACT meeting in December.

7.1 Ratification of appointments to Council Task Force on Metro/Tri-Met.

Presiding Officer Banzer said she was requesting ratification of the following appointments to the Council Task Force on Metro/Tri-Met:

Councilor Waker, Chair  
Councilor Bonner  
Councilor Kelley  
Councilor Kirkpatrick  
Councilor Banzer



Motion: Councilor Oleson moved ratification of the appointments to the Council Task Force. Councilor Etlinger seconded the motion.

Councilor Williamson and Deines expressed concern that the appointments to the Task Force did not reflect the different positions of the Council on the issue.

Councilor Kirkpatrick said that when a task force is appointed there should be a charge given to them and asked that the appointments be postponed until a written charge was submitted to the Council.

Presiding Officer Banzer said she had not overlooked the necessity to give a mission to the task force. She said Councilor Waker had expressed an interest in being involved in the development of the areas to be addressed by the Task Force and that she was recommending that during the next few weeks a draft of a mission could be developed and brought to the Council.

Motion to Amend: Councilor Etlinger moved to amend the main motion to add Councilor Williamson to the Task Force. Councilor Kirkpatrick seconded.

Presiding Officer Banzer said it was awkward to have a Task Force made up of half the Council and which was of an even number. She indicated that the Task Force would be looking at options and any recommendations would come to the Council for review.

Motion to Table: Councilor Kafoury moved to table the motion to ratify and the motion to amend to add Councilor Williamson to the Task Force until a written charge for the Task Force was presented to the Council. Councilor Kirkpatrick seconded the motion.

Vote: The vote on the motion to table resulted in:

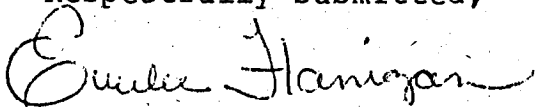
Ayes: Councilors Deines, Kafoury, Kelley, Kirkpatrick, Waker, and Williamson.  
Nays: Councilors Banzer, Hansen, and Oleson.  
Absent: Councilors Bonner and Van Bergen.  
Abstention: Councilor Etlinger.

Motion to Table carried.

Council Minutes  
December 1, 1983  
Page 8

There being no further business, the meeting adjourned at 9:00 p.m.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Everlee Flanigan".

Everlee Flanigan  
Clerk of the Council

0565C/313

STAFF REPORT

Agenda Item No. 6.2

Meeting Date January 26, 1984

CONSIDERATION OF A RESOLUTION RECOMMENDING  
A CONTINUANCE OF THE CITY OF TIGARD'S REQUEST  
FOR ACKNOWLEDGMENT OF COMPLIANCE WITH LCDC GOALS

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Date: January 10, 1984

Presented by: Mark Brown

FACTUAL BACKGROUND AND ANALYSIS

Metro staff reviewed the Draft Tigard Comprehensive Plan in October 1983 and provided the City with comments. The City adopted its plan on November 9, 1983, and submitted it to LCDC on November 18, 1983, requesting acknowledgment. Based on a final review of the plan documents with the Metro Plan Review Manual, staff finds that there are acknowledgment issues of major regional concern with Goals No. 2 and 10 and, therefore, recommends LCDC grant a continuance. The Acknowledgment Review (Exhibit "A") includes recommendations for resolving both goal problems. If these issues are resolved prior to the LCDC hearing, staff will, with Regional Development Committee concurrence, support acknowledgment on behalf of the Council.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of this Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

The Regional Development Committee unanimously recommends approval of Resolution No. 84-441 as amended.

MB/srb  
0328C/366  
01/12/84

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT.

FOR THE PURPOSE OF RECOMMENDING	)	RESOLUTION NO. 84-441
A CONTINUANCE OF THE CITY OF	)	
TIGARD'S REQUEST FOR ACKNOWLEDGMENT	)	Introduced by the Regional
OF COMPLIANCE WITH LCDC GOALS	)	Development Committee

WHEREAS, Metro is the designated planning coordination body under ORS 260.385; and

WHEREAS, Under ORS 197.255 the Council is required to advise LCDC and local jurisdictions preparing Comprehensive Plans whether or not such plans are in conformity with the Statewide Planning Goals; and

WHEREAS, The city of Tigard is now requesting that LCDC acknowledge its Comprehensive Plan as complying with the Statewide Planning Goals; and

WHEREAS, LCDC Goal 2 requires that local land use plans be consistent with regional plans; and

WHEREAS, The city of Tigard's Comprehensive Plan has been evaluated for compliance with LCDC Goals and regional plans adopted by Metro in accordance with the criteria and procedures contained in the "Metro Plan Review Manual," as summarized in the Staff Report attached as Exhibit "A"; and

WHEREAS, Metro finds that the city of Tigard's Comprehensive Plan does not comply with LCDC Goals No. 2 and 10; now, therefore,

BE IT RESOLVED,

1. That the Metro Council recommends to LCDC that the city of Tigard be granted a continuance of their request for

acknowledgment unless the City satisfactorily responds to the Goal No. 2 and Goal No. 10 issues raised in Exhibit "A" at which time the Metro Council will support acknowledgment of Tigard's Comprehensive Plan.

2. That the Executive Officer forward copies of this Resolution and Staff Report attached hereto as Exhibit "A" to LCDC, the city of Tigard and to the appropriate agencies.

3. That, subsequent to adoption by the Council of any goals and objectives or functional plans after January 1984, the Council will again review Tigard's plan for consistency with regional plans and notify the city of Tigard of any changes that may be needed at that time.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1984.

\_\_\_\_\_  
Presiding Officer

MB/srb  
0328C/366  
01/12/84

## EXHIBIT "A"

### CITY OF TIGARD ACKNOWLEDGMENT REVIEW

#### Background

Tigard's Comprehensive Plan is comprised of three documents:

- Vol. 1 - Resource Document
- Vol. 2 - Findings, Policies and Implementation, Strategies
- Vol. 3 - Community Development Code

Tigard's planning area includes certain urban unincorporated areas in Washington County. By urban planning area agreement with the County, the Tigard Comprehensive Plan is the plan by which land use decisions will be made in these areas. The County retains legal jurisdiction over development proposals for the area outside the city limits.

#### Goal No. 1: Citizen Involvement

The City's citizen involvement process was established in 1973 with the formation of the Neighborhood Planning Organizations (NPO). Between 1974 and 1979 the seven NPOs were actively involved in the preparation of their neighborhood plans. Beginning in 1981, the City undertook the preparation of a community-wide comprehensive plan combining the various NPO plans. The Committee for Citizen Involvement (CCI) in this process was comprised of NPO chairpersons, Planning Commission chairperson, a Council member, a Park Board member and City staff. The City has adopted policies and strategies for an ongoing citizen involvement process revolving around the CCI and NPOs.

Conclusion: There are no acknowledgment issues of major regional concern with Goal No. 1.

#### Goal No. 2: Land Use Planning

Goal No. 2 requires that the City's comprehensive plan be coordinated with the plans of Washington County and Metro. To comply with the regional aspects of Goal No. 2, the City must have a valid Urban Planning Area Agreement (UPAA) with Washington County and must recognize Metro's authority to require "re-opening" of the City's plan to conform to adopted regional functional plans, i.e., the Regional Transportation Plan (RTP). The City and the County have a valid UPAA and the City's comprehensive plan contains Metro's required "opening language."

As the City's plan is an "active plan," the City and the County must both adopt a plan(s) for the urban unincorporated portion of the City's planning area. At the present time, the County has not adopted the City's plan or developed a plan of its own for this area.

Conclusion: Until the City and the County have adopted a valid plan(s) for the active planning area, the City's plan cannot be found to be in compliance with Goal No. 2. A reasonable course of action at this point would be for the County to adopt the City's plan for the unincorporated area, and implement that plan with County zoning. If the County makes a written commitment to proceed in this manner, the Metro Council would consider this action to be sufficient to find the City's plan in compliance with Goal No. 2.

Goal No. 3: Agricultural Lands

Not applicable.

Goal No. 4: Forest Lands

Not applicable; forested areas are considered as part of Goal No. 5.

Goal No. 5: Open Space, Scenic and Historic Areas and Natural Resources

Goal No. 5 requires that a certain process be followed as specified in OAR 660-16-00. That process involves the identification of significant resources and the consideration of economic, social, environmental and energy consequences where conflicting uses have been identified. The ultimate policy choices that must be made are to protect the resource site, allow conflicting uses, or limit conflicting uses. This process has been presented in the City's Resource Document.

Through this process, the City has determined that three historic structures are "significant": the Windmill, John F. Tigard House, and Durham Elementary School. In keeping with the procedures under OAR 660-16-00 and the recommendations in the Resource Document, the Historic overlay district designation should be placed on these properties. The City has other historic structures that are still under consideration and have not yet been determined to be significant. The City has indicated that they intend to proceed with the Historic overlay designation for all properties at the same time once the other structures are analyzed. This intention is not expressed as a plan policy or strategy. As a result, the plan document does not fully express the City's intent, but this is not an acknowledgment issue of major regional concern.

Conclusion: There are no acknowledgment issues of major regional concern.

Goal No. 6: Air, Water and Land Resource Quality

DEQ and Metro share responsibility for air quality planning in the region and have jointly prepared the State Implementation Plan (SIP) for the Portland area. The City's plan includes policies and strategies to coordinate with the state and Metro in efforts aimed at reducing air pollution.

Metro is the lead agency for "208" water quality planning in the region. The City's plan includes policies to comply with applicable water quality standards and to cooperate with Metro in the improvement of water quality.

The plan also includes findings, policies and strategies recognizing the regional nature of solid waste disposal, and Metro's authority to prepare and implement a solid waste management plan.

Conclusion: There are no acknowledgment issues of major regional concern.

#### Goal No. 7: Natural Hazards

The City's Resource Document includes an identification of the physical limitations and natural hazards affecting development in the planning area. In turn, the plan contains policies and implementing strategies for areas containing physical limitations and natural hazards. The Community Development Code regulates development in these areas through the provisions of the "Sensitive Lands" overlay district.

Conclusion: There are no acknowledgment issues of major regional concern.

#### Goal No. 8: Recreation

The City's plan has established a park and recreation standard of 10 acres per 1,000 population. At the present time, the City has approximately 12 acres of park land per 1,000 population. To meet the park and recreation needs of the City to the year 2000, the City utilizes a system development charge to acquire and develop park land. In addition, the Planned Development overlay district is required of all properties containing "Sensitive Lands." This district establishes certain standards for private or shared recreation areas which are required.

Conclusion: There are no acknowledgment issues of major regional concern.

#### Goal No. 9: Economy

The City has estimated that the increase in employment within the planning area between 1980 and 2000 will be 11,500 jobs. To accommodate this growth in employment, the plan designates 270 vacant buildable acres for commercial development and 224 acres for industrial development. These properties are attractive because of their close proximity to the transportation network, similar land uses and the availability of public facilities. The comprehensive plan contains policies and strategies promoting coordinated economic development of these areas.

Conclusion: There are no acknowledgment issues of major regional concern.



### Goal No. 10: Housing

Goal No. 10 requires a demonstration that sufficient buildable residential land has been designated under clear and objective approval standards to meet projected housing needs. Within the Metro area the OAR's stipulate that Tigard must provide for new construction to be at least 50 percent attached single family or multi-family, and a minimum overall density of 10 dwelling units per net buildable acre.

The plan permits outright in the residential zones an overall density of 9.0 dwelling units per net buildable acre. To achieve 10.0 units per net buildable acre the City relies upon the development of 1,260 dwelling units in the professional office and central business district (CBD) zones, and redevelopment in the CBD and Tigard Triangle areas to achieve 383 units. This development is expected to occur at 40 dwelling units per acre. Residential use is permitted by right above the first floor in these areas. As a result, the City can statistically argue that it has provided for an overall density of 10.0 dwelling units per net acre with a 41 percent single family, 59 percent multi-family housing split on new construction. However, the City's plan documents do not contain findings to support the reasonableness of expecting the sort of residential/commercial mixed use envisioned in the plan. Without this documentation, staff cannot attest to the City's ability to meet the housing rule.

Conclusion: The City's Plan provides the opportunity for sufficient housing to meet the housing mix and density provisions of the OARs. However, the reasonableness of expecting mixed use development with 40 dwelling units per acre in the CBD and Tigard Triangle must be demonstrated. It is recommended that the City prepare additional findings to support the expectation of achieving the 40 dwelling units per acre needed to meet the housing rule. This is an acknowledgment issue of major regional concern. Upon receipt of adequate supporting information, Metro will call a special meeting of the RDC to determine if the City's plan is in compliance with Goal No. 10.

### Goal No. 11: Public Facilities and Services

The City has inventoried the existing public facilities and services, and examined the service capabilities within the planning area. In addition, the City has adopted policies and implementing measures providing for the orderly and efficient arrangement of facilities and services.

The service capability analysis does not extend to the sewage treatment facility at Durham. The City has a plan policy to develop a "comprehensive sewer plan" which will identify future capacity needs of the sewer system.

Conclusion: There are no acknowledgment issues of a major regional concern. Metro emphasizes the need to complete the "comprehensive sewer plan" in a timely manner in coordination with the Unified Sewerage Agency.

## Goal No. 12: Transportation

Metro's RTP sets forth regional transportation goals and objectives, and recommends improvements to the year 2000. Local jurisdictions must demonstrate consistency with the RTP by December 31, 1983. Metro reviewed the draft plan in October 1983 and noted several areas of inconsistency between the RTP and the City's transportation plan as follows:

- The regional transitways identified in the RTP that affect Tigard should be included in the Tigard plan.
- The regional transit trunk routes serving Tigard identified in the RTP should be specified in the Tigard plan.
- Other streets suitable for subregional transit trunk routes and local transit service should be identified in the Tigard plan as a guide to Tri-Met.
- Pacific Highway should be designated as an "RTP-Principal Arterial."
- The proposed Tigard plan should commit to working with Metro and the affected jurisdictions to resolve the issues surrounding the need for an alignment of potential Major Arterial connections between I-5 and Pacific Highway and Pacific Highway and Murray Boulevard and recognize that amendments to the Tigard plan may be necessary to accommodate the results of that study.
- The Minor Arterial designations attributed to the RTP are premature pending the inclusion of a Minor Arterial and Collector System in the RTP.

The City has indicated that they will work with Metro and the County to resolve these inconsistencies.

Conclusion: While the inconsistencies between the RTP and the City's plan remain, the City has indicated in writing that it will work with Metro to resolve these differences. Metro does not object to acknowledgment of Goal No. 12, but emphasizes the need to work with Metro on a solution to these inconsistencies.

## Goal No. 13: Energy Conservation

There are no acknowledgment issues of major regional concern.

## Goal No. 14: Urbanization

There are no acknowledgment issues of major regional concern.

MB/srb  
0328C/366  
01/12/84

CONSIDERATION OF RESOLUTION NO.84-442 FOR  
THE PURPOSE OF AMENDING THE FY 1984 UNIFIED  
WORK PROGRAM

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Date: December 22, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Recommend adoption of the attached resolution amending the FY 1984 Unified Work Program (UWP) to combine the tasks and budgets of two work elements: 1) Phase I Alternatives Analysis Southern/Bi-State Corridors, and 2) Phase I Alternatives Analysis Barbur Corridor/Westside Branches. This amendment would also shift more of Metro's budget to Materials and Services to fund Data Processing associated with the Bi-State LRT study.

TPAC and JPACT have reviewed this amendment and unanimously recommend approval of the Resolution.

Policy Impact

This action will allow completion of the Southern Corridor/Bi-State studies this year and will delay Barbur/Westside work accordingly. Only start-up activities for the Barbur/Westside study (TAC formation, alternative definition, etc.) will be scheduled for this fiscal year.

Budget Impact

This amendment would consolidate available resources devoted to Phase I Alternatives Analysis/LRT studies within the existing UWP and will not affect other programs. In addition, a discretionary (e)(4) grant of \$65,000 for Barbur LRT engineering consultants is dropped due to the late startup. The amendment is needed to continue funding both Tri-Met and Metro Milwaukie/Bi-State project tasks.

Background

In FY 1983, the Regional LRT System Plan Scope of Work was approved, defining corridors to undergo Phase I Alternatives Analysis and phasing them for study. The Southern Corridor (Milwaukie) and the Bi-State Corridor were set as Study Phase 1, Barbur/Westside extensions as Study Phase 2 to be initiated after

Study Phase 1, and Clackamas County extensions as Study Phase 3. The adopted UWP implements this overall strategy and recognizes that budget adjustments between Study Phases 1 and 2 may be necessary.

Study Phase 1 corridors (Milwaukie/Bi-State) have taken longer than anticipated because:

- Both the Southern Corridor and Bi-State studies bore the burden of developing new travel-forecasting packages which detailed zone structure and networks for the Eastside subarea and the Bi-State subarea. Developing these new systems took longer than anticipated. At the time the UWP was drafted, it was anticipated that Southern Corridor forecasts would be complete by July 1983. Instead they were not completed until the end of September.
- Delays in contracting with the engineering consultant assisting Tri-Met and the traffic consultant assisting in impact assessment have delayed engineering/capital costing and impact assessment phases of the work, stretching out the project schedule.
- Southern Corridor conceptual engineering at Tri-Met has taken longer than anticipated, due to the number of alignments and competing work elements.

Technical work on the Southern Corridor is nearly complete and Bi-State model calibration is also complete. Both traffic and structural engineering contracts are underway.

Delaying the schedule for the Barbur/Westside Branches phase of study will allow the Southwest Corridor Study to develop the travel-forecasting tools to be used and to develop a working relationship with the jurisdictions involved prior to initiating the transitway study.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of the attached resolution.

#### COMMITTEE CONSIDERATION AND RECOMMENDATION

On January 9, 1984, the Regional Development Committee recommended Council adoption of Resolution No. 84-442.

AC/NM/gl  
0416C/366  
01/12/84

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE  
FY 1984 UNIFIED WORK PROGRAM

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)  
)  
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)

RESOLUTION NO. 84-442

Introduced by the Joint  
Policy Advisory Committee  
on Transportation

WHEREAS, The FY 1984 Unified Work Program (UWP) was adopted  
May 26, 1983 by Resolution No. 83-404; and

WHEREAS, Changes to the UWP must be approved by the Metro  
Council and the Intermodal Planning Group; and

WHEREAS, The FY 1984 UWP must be revised to accurately  
reflect task priorities and project schedules; now, therefore,

BE IT RESOLVED,

1. That the Metro Council hereby approve the amendments  
to the FY 1984 UWP as shown in Exhibits "A," "B" and "C."
2. That staff is authorized to submit this resolution  
with its exhibits and necessary grant amendments to the Urban Mass  
Transportation Administration for approval.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1984.

\_\_\_\_\_  
Presiding Officer

NM/gl  
0416C/366  
01/12/84

EXHIBIT "A"

PHASE I ALTERNATIVES ANALYSIS - SOUTHERN/BI-STATE/BARBUR CORRIDORS

Program Objectives:

1. Complete the technical analysis for the Phase I Alternatives Analysis in the Central Portland area, Southern Corridor and Bi-State Corridor.
2. Determine whether to proceed with a Phase II Alternatives Analysis; produce a report describing promising alternatives.
3. Amend the Regional Transportation Plan (RTP) to include any feasible transitway corridors and initiate a Phase II Alternatives Analysis/Draft Environmental Impact Statement (DEIS) accordingly.
4. Adopt the McLoughlin Boulevard highway and transit improvement program, staging plan and financing strategy.
5. Allocate the McLoughlin Boulevard Interstate Transfer Reserve.
6. Begin the technical analysis for the Phase I Alternatives Analysis in the Barbur Corridor and for extensions to Hillsboro, Tualatin and between Beaverton and Tigard.

Relation to Previous Work:

The Regional Light Rail Transit (LRT) System Plan Scope of Work (approved in FY 83) serves as an overall guide for the Regional LRT System Plan project phases. This Scope of Work provides a context for following the federal process for a Phase I and Phase II Alternatives Analysis. The first geographic area of analysis, which is comprised of the Southern Corridor, the Bi-State Corridor (I-5 North and I-205 North) and the Central Portland study area, was begun in FY 83. All of the technical work is scheduled for completion prior to FY 85. A supportive consulting engineering effort was also begun in FY 84, in accordance with the Regional LRT System Plan Scope of Work.

The Barbur Corridor/Westside Branches is the second geographic area identified for evaluation in the "Regional LRT System Plan Scope of Work," adopted in FY 83. All work in this area will be built upon the results of the Westside Corridor Project DEIS (March 1982) and Preferred Alternatives Report (January 1983).

Products:

1. McLoughlin Corridor Highway/Transit Staging Plan and Financing Strategy.

2. Phase I Alternatives Analysis recommendations and resulting amendments to RTP.
3. Phase I Alternatives Analysis "Promising Alternatives" report, documenting analysis.
4. Decision on whether to proceed with a Phase II Alternatives Analysis in any of these corridors.
5. Allocation of McLoughlin Corridor Interstate Transfer Reserve.

**Responsibilities:**

Metro is responsible for the overall conduct of the study, coordination of the Oregon decisions, Oregon public involvement, technical analysis associated with travel forecasts, impact analysis and cost-effectiveness evaluation.

Tri-Met is responsible for definition of alternatives including engineering analysis, capital costing and operating costing.

The Regional Planning Council of Clark County (RPC) is responsible for coordinating Washington decisions and development of alternatives within Washington (including highway network coding, transit route design and population/employment forecasts).

Portland will provide input on impact analyses and provide technical supervision of traffic impact analyses in Portland.

Expenses:

Metro: Personnel	\$157,527
M & S	62,300
	<u>\$219,827</u>
Tri-Met: Personnel	\$ 93,080
M & S	133,000
	<u>\$226,080</u>
Portland: Personnel	\$ 10,000
TOTAL	<u>\$455,907</u>

Revenues:

FY 83 (e) (4)	4,528
Metro Match	799
FY 84 (e) (4)	158,100
Metro Match	13,950
Tri-Met Match	13,950
Phase I Alt. Anal. (e) (4)	170,000
Tri-Met Match	28,500
(in-kind)	
Portland Match	1,500
Section 9A	51,664
Tri-Met Match	12,916
TOTAL	<u>\$455,907</u>

AC/srb  
0416C/366  
12/13/83

EXHIBIT "B"

FY 84 e(4)  
Grant Amendment  
OR-29-9009

	<u>Approved</u>	<u>+ -</u>	<u>Proposed</u>
1. Phase I Altern./Analysis So. Corr./Bi-State Corr.	\$ 57,000	- 57,000	0
2. Phase II Altern./Analysis Barbur/Westside	129,000	-129,000	0
3. Westside Corridor	117,647	0	\$117,647
4. Southwest Corridor	12,500	0	12,500
5. Transp. Improvement Prog.	36,813	0	36,813
6. Phase I Altern./Analysis* So./Bi-State/Barbur	0	+186,000	186,000
	<u>\$352,960</u>	<u>0</u>	<u>\$352,960</u>

\*Combining the two separate segments of the Phase I Alternatives Analysis into one task.

Project Financing

UMTA (85%)	\$300,016
Local (15%)	<u>52,944</u>
	\$352,960

KT:lmk  
12-8-83



**EXHIBIT "C"**

**FY 84 FUNDING SUMMARY**

federal funding

	FY84 PL/ODOT	FY84 SEC 8	SEC 8 DISCTRY	FY84 e(4)	CARRYOVER							EPA 175 OR-19-0005	WESTSIDE SEC 105 OR-29-9004	FMMA HPR/ODOT SEC 9A	LOCAL MATCH	TOTAL
					FY83 SEC 8 OR-09-0032	FY82 SEC 8 OR-09-0029	FY80 SEC 8 OR-09-0020	FY83 e(4) OR-23-9001	FY82 e(4) OR-29-9007	FY83 e(4) DISCTRY						
<b>Phase I AA Southern/Bi-State/Barbur</b>																
Metro				158,100					4,528		28,500				33,728	224,856
Tri-Met											133,000		51,664		16,387	221,051
Portland											8,500				1,500	10,000
McLoughlin - Clackamas County									8,091						1,428	9,519
<b>Westside Corridor</b>																
Metro				100,000								35,942			23,990	159,932
Tri-Met													35,955		8,989	44,944
Southwest Corridor/Metro	34,000	29,432		10,625											9,233	83,290
RTP Refinement/Metro	38,100	29,600			15,081	422									11,276	94,479
Elderly & Handicapped Plan/Metro					22,320										5,580	27,900
Elderly & Handicapped Plan/Tri-Met														16,000	4,000	20,000
Technical Assistance/Metro	29,100															29,100
Coordination & Management/Metro	32,500	47,600													11,900	92,000
Data Monitoring/Metro	14,900	28,080													96,417	139,417
Travel Forecast/Metro	20,552	14,000			14,392										7,098	56,042
Travel Forecast/Tri-Met						4,000									1,000	5,000
Model Refinement Disc/Metro			24,000												6,000	30,000
<b>Air Quality Program</b>																
Metro											1,000	5,000			0	8,000
Portland											10,710				0	10,710
Transp. Imp. Program/Metro		51,288		31,291											18,344	100,923
Transp. Financing/Metro									81,971						14,465	96,436
Energy Contingency/Tri-Met						4,000									1,000	5,000
Transit Development/Tri-Met							16,989								4,248	21,237
Computer Purchase/Metro	47,868													28,224	22,418	98,510
ODOT Planning Assistance															145,000	145,000
<b>Subtotal</b>	<b>217,020</b>	<b>200,000</b>	<b>24,000</b>	<b>300,016</b>	<b>51,793</b>	<b>8,422</b>	<b>16,989</b>	<b>86,499</b>	<b>8,091</b>	<b>170,000</b>	<b>13,730</b>	<b>5,000</b>	<b>35,942</b>		<b>145,000</b>	

Note: Amounts shown are federal share  
except PL and HPR. PL is \$184,467  
with match \$32,553 at 85/15 ratio.

Rev. 7-25-83  
12-8-83

TDP Update/Tri-Met	15,326	3,831	19,157
Capital Dev. Plan/Tri-Met	34,189	8,547	42,736
TSEP/Tri-Met	156,110	39,028	195,138
Transit Perf. Analy./Tri-Met	42,600	10,650	53,250
Labor Mgmt. & Prod. Analy./Tri-Met	10,160	2,540	12,700
Mgmt. Info. Sys. Dev./Tri-Met	52,640	13,160	65,800
MMIA/Tri-Met	43,896	10,974	54,870
Network Sim. & Analy./Tri-Met	16,960	4,240	21,200
On-Board O-D Survey/Tri-Met	2,240	560	2,800
CE TIP Analy. & Eval./Tri-Met	67,616	16,904	84,520
Transit Ctr. & TSM Dev./Tri-Met	17,792	4,448	22,240
Service Dev./Planning/Tri-Met	41,396	10,349	51,745
Financial Forecast/Tri-Met	9,640	2,410	12,050
Private Sector Partic./Tri-Met	4,000	1,000	5,000
Civil Rights/Tri-Met	6,939	1,735	8,674
Program Administration/Tri-Met	4,000	1,000	5,000

657,347                      450,397                      2,390,246

CONSIDERATION OF RESOLUTION NO. 84-443 FOR THE  
PURPOSE OF ADDING PROJECTS TO THE TRANSPORTATION  
IMPROVEMENT PROGRAM, ESTABLISHING A FIVE-YEAR  
PROJECT SCHEDULE AND AUTHORIZING EXPENDITURE OF  
FY 1984 FUNDS

Date: December 12, 1983

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

1. Adopt this resolution authorizing use of some \$38+ million of available FY 1983 and FY 1984 Interstate Transfer funding.

2. Concurrent to the above 1984 funding allocation, authorize several projects to be added to the Regional Transportation Plan (RTP) establishing the "need" for the project, the Federal-Aid Urban (FAU) System identifying that the facility currently functions as at least a collector facility or will within five years and the Transportation Improvement Program (TIP) identifying Interstate Transfer funding as the appropriate category of funds to be used. The following project additions are required:

Attachment #	Project	Amendments Necessary		
		RTP	FAU System	TIP
1	Airport Way			X
2	Rivergate Dr.-Slough Bridge Approaches			X
3	Rivergate Dr. Widening			X
4	Rivergate-Slough Bridge Widening			X
5	Everett-Front Connector			X
6	Highway 43 @ Hood & McKillican			X
7	Beavercreek Rd. Realignment	X		X
8	13th/Gertz Improvement and Extension: Vancouver Way to Columbia Slough Columbia Slough to Columbia Boulevard	X	X	X
9	I-505 Traffic Management Program	X		X

3. In response to Resolution No. 81-247, a five-year project schedule is established by this resolution to provide a guide for

seeking federal funds and prioritizing staff efforts to complete project development.

4. The priority criteria established in Resolution No. 81-247 are proposed to be revised as follows:

- In prioritizing Category II projects, in addition to the specified criteria, consideration will be given to completion of the three county and Portland programs on as uniform a schedule as possible, but without counting the four major State Highway projects (Oregon City Bypass, Highway 212, Highway 217/Sunset, 190th/Powell).
- In prioritizing Category II projects, the criteria calling for priority consideration of projects funded with a higher local match ratio than necessary is recommended to be dropped.

TPAC and JPACT have reviewed this data and recommend approval of the Resolution.

#### Background and Analysis

1. The resolution authorizes some \$38+ million of available Interstate Transfer funding to be spent. This amount will be drawn from the \$33.5 million of FY 1984 funding recently appropriated by Congress and the \$20 million of carryover FY 1983 funding not allocated last year. With this action, nearly \$15 million will continue to carry over to FY 1985. This allocation also takes into consideration adjustments to the FY 1983 allocation adopted last year to reflect cost overruns and underruns. In addition, a "reserve" is established for each county area and Portland to manage future cost overruns and underruns.

2. In order to spend available Interstate Transfer funds, a number of projects must be added to the RTP, FAU System and/or TIP. Project descriptions and justifications for each are included as attachments to the resolution.

3. A five-year schedule for completion of the Interstate Transfer program is included to provide a basis for pursuing annual appropriations of discretionary Interstate Transfer funding and to serve as a guide to the Oregon Department of Transportation (ODOT) to process project development. All project schedules as depicted are generally based upon as "fast" a schedule as practical and delays on individual projects are likely if problems occur during project development or right-of-way acquisition. Annual updates to the program schedule together with annual authorization to spend will be necessary.

4. Several amendments to the currently adopted priority criteria are reflected in this resolution:

a. In prioritizing Category II projects, there should be a recognition (in addition to the other criteria) that each program should be completed on as uniform a schedule as possible. Under a condition of funding shortfall, an area that has already completed a lower share of their program than another area should receive priority consideration. This, however, should be weighed against the merits of the projects in question based upon the other criteria. On the basis of this addition, consideration would be given to those jurisdictions that are lagging behind the current regionwide average of 68 percent complete.

b. Not counted toward the above criteria are the four major State Highway projects: Oregon City Bypass, Highway 213, Highway 217/Sunset and 190th/Powell. These projects are significantly different in scope and size than the rest of the Category II programs and were recognized in the original freeway withdrawals as being priorities.

c. Recommended to be dropped from the criteria is consideration of projects funded with higher than the required local match ratio. The criteria was originally included to provide an incentive to local jurisdictions to raise more local funds, thereby providing the greatest improvement with the available federal funds. However, it is apparent that very few jurisdictions have the ability to raise extra local match and the criteria, therefore, penalizes those that are unable.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of the attached Resolution.

#### COMMITTEE CONSIDERATION AND RECOMMENDATION

On January 9, 1984, the Regional Development Committee recommended Council adoption of Resolution No. 84-443.

AC/gl  
8880B/373  
01/12/84

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADDING PROJECTS )  
TO THE TRANSPORTATION IMPROVEMENT )  
PROGRAM, ESTABLISHING A FIVE-YEAR )  
PROJECT SCHEDULE AND AUTHORIZING )  
EXPENDITURE OF FY 1984 FUNDS )

RESOLUTION NO. 84-443

Introduced by the Joint  
Policy Advisory Committee  
on Transportation

WHEREAS, The Transportation Improvement Program (TIP) was adopted by Resolution No. 83-430; and

WHEREAS, Procedures and policies for developing a multi-year program were adopted by Resolution No. 81-247; and

WHEREAS, FY 1983 Interstate Transfer funds in the amount of \$20 million remain available and FY 1984 funds in the amount of \$33.5 million have been appropriated by Congress; and

WHEREAS, Roads and highways to be improved with federal funds must be included in the Federal-Aid Urban (FAU) System as amended by Resolution No. 83-392; now, therefore,

BE IT RESOLVED,

1. That the following projects, as described in Attachments 1, 2, 3, 4, 5, 6 and 7 are already included in the Regional Transportation Plan (RTP) and are hereby added to the TIP for use with Interstate Transfer funding:

- Airport Way - I-84 to I-205;
- Rivergate Drive - Slough Bridge approaches;
- Rivergate Drive widening - Slough Bridge to Marine Drive;
- Rivergate Drive Slough Bridge widening;
- Everett-Front Connector - west end of Steel Bridge;
- I-505 Traffic Management Program and

RESOLUTION NO. 84-443

- Projects addressing an existing or known, near-term (three years) capacity deficiency (v/c program) will be scheduled before future capacity deficiencies for a logical roadway segment.
- Projects necessary to sustain existing or create new permanent jobs will be programmed before others.
- Projects supporting transit service as defined in the Transit Development Program will be programmed before others.
- All other factors being equal, projects on Principal and Major Arterials will be programmed before others.
- Critical Category II projects will be programmed consistent with the schedule established for Category I projects.
- Projects addressing deferred maintenance or structural inadequacy or to protect an existing investment will be programmed before others.
- Other pertinent factors, including, but not limited to:
  - safety
  - air quality
  - energy conservation.

6. That the FY 1984 element of the attached program (Attachment 10) is hereby authorized to be expended for the projects specified in the TIP and that the funds can be transferred between authorized projects and phases to respond to cost overruns, underruns and schedule changes.

ADOPTED by the Council of the Metropolitan Service District  
 this \_\_\_\_\_ day of \_\_\_\_\_, 1984.

\_\_\_\_\_  
 Presiding Officer

AC/gl  
 8880B/373  
 01/12/84

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND METROPOLITAN AREA

**PROJECT DESCRIPTION**

RESPONSIBILITY (AGENCY) City of Portland  
 LIMITS I-205 to 181st LENGTH 4.1 miles  
 DESCRIPTION This project will provide an arterial roadway connecting Airport Way at I-205 with 181st at Sandy. This will provide an important east-west access for a large area of vacant, industrially zoned land. This arterial facility is an important step in providing the infrastructure required to develop this area to its potential.  
 Concept Program - New Projects (highway) #203

PROJECT NAME Airport Way  
 ID No FAU 9940  
 APPLICANT City of Portland

**SCHEDULE**

TO ODOT \_\_\_\_\_  
 PE OK'D \_\_\_\_\_ EIS OK'D \_\_\_\_\_  
 CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_  
 HEARING \_\_\_\_\_ COMPL'T \_\_\_\_\_

**RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN**  
 LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT \_\_\_\_\_

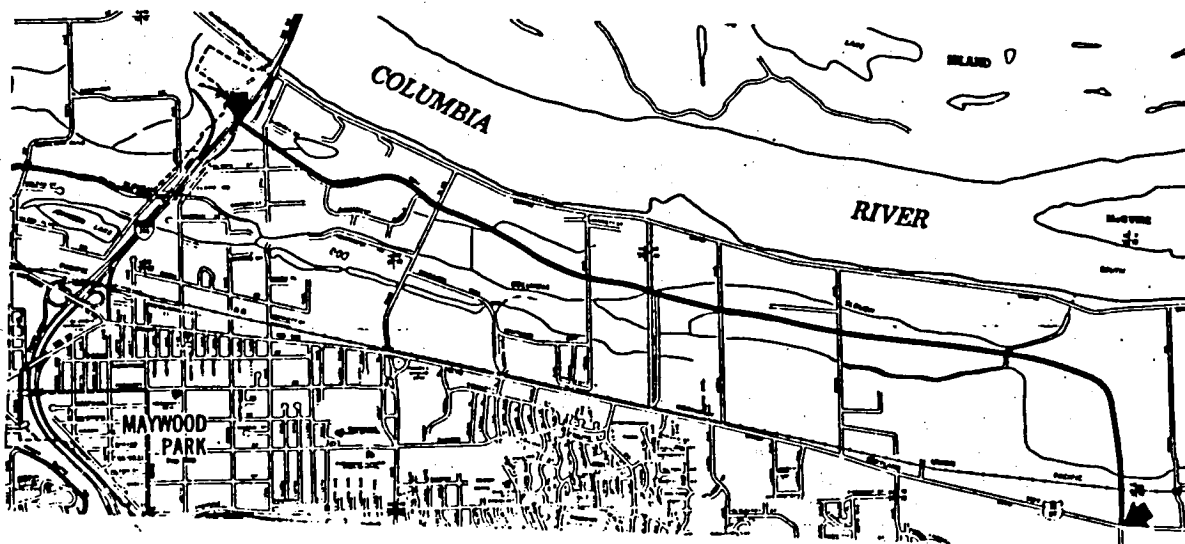
**FUNDING PLAN BY FISCAL YEAR (\$000)**

	FY 84	FY 85	FY 86	FY 87	Post 87	TOTAL
TOTAL	118	353	249	2,224	6,056	9,000
FEDERAL	100	300	212	1,890	5,148	7,650
STATE						
LOCAL	18	53	37	334	908	1,350

**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

PRELIM ENGINEERING \$ 720  
 CONSTRUCTION 8,280  
 RIGHT OF WAY \_\_\_\_\_  
 TRAFFIC CONTROL \_\_\_\_\_  
 ILLUMIN, SIGNS, \_\_\_\_\_  
 LANDSCAPING, ETC \_\_\_\_\_  
 STRUCTURES \_\_\_\_\_  
 RAILROAD CROSSINGS \_\_\_\_\_  
 \_\_\_\_\_  
 TOTAL \$ 9,000

**LOCATION MAP**



**SOURCE OF FUNDS (%)**

FEDERAL  
 FAUS (PORTLAND) \_\_\_\_\_  
 FAUS (OREGON REGION) \_\_\_\_\_  
 FAUS (WASH REGION) \_\_\_\_\_  
 UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 FED AID PRIMARY \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 SUBSTITUTION 85  
 NON FEDERAL  
 STATE \_\_\_\_\_ LOCAL 15

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

**PROJECT DESCRIPTION**

RESPONSIBILITY (AGENCY) City of Portland  
 LIMITS Marine Drive to Lombard Street LENGTH 0.5 mile  
 DESCRIPTION This project will construct approaches to the Rivergate Slough Bridge connecting with Rivergate Dr. to the north and Lombard St. to the south. The facility will have two lanes with curbs, lighting and drainage and bike lanes. This will provide direct access between the northern and southern portions of the Rivergate Industrial district.  
 Concept Program - New Projects (highway) #2

PROJECT NAME Rivergate Drive  
 ID No FAU 9958  
 APPLICANT City of Portland

**SCHEDULE**

TO ODOT \_\_\_\_\_  
 PE OK'D \_\_\_\_\_ EIS OK'D \_\_\_\_\_  
 CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_  
 HEARING \_\_\_\_\_ COMPL'T \_\_\_\_\_

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN  
 LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT \_\_\_\_\_

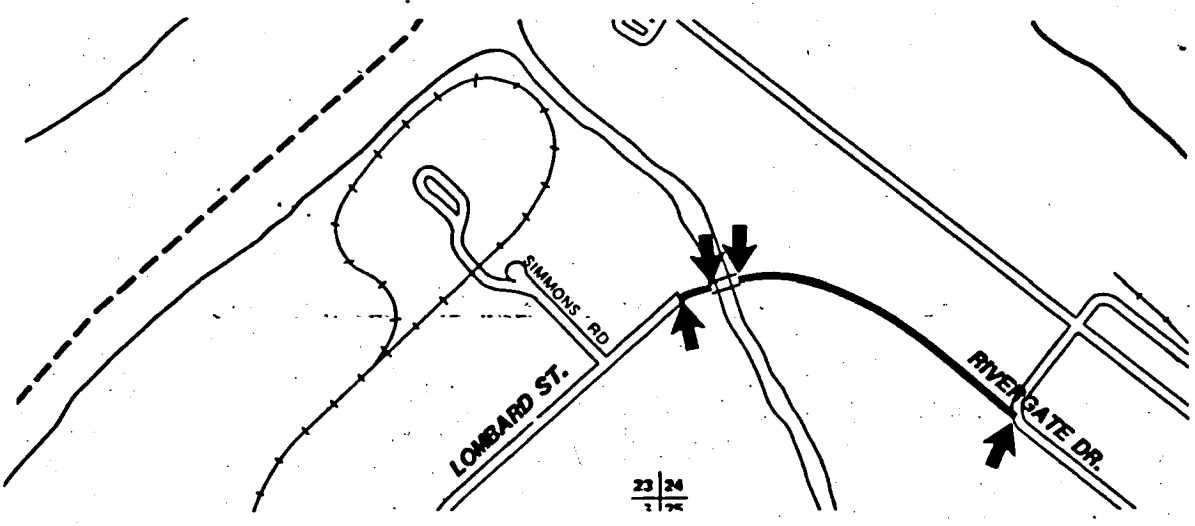
**FUNDING PLAN BY FISCAL YEAR (\$000)**

	FY 82	FY 83	FY 84	FY 85	FY 86	TOTAL
TOTAL			1,100			1,100
FEDERAL			935			935
STATE						
LOCAL			165			165

**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

PRELIM ENGINEERING	\$ 24
CONSTRUCTION	1,076
RIGHT OF WAY	
TRAFFIC CONTROL	
ILLUMIN, SIGNS, LANDSCAPING, ETC	
STRUCTURES	
RAILROAD CROSSINGS	
<b>TOTAL</b>	<b>\$ 1,100</b>

**LOCATION MAP**



**SOURCE OF FUNDS (%)**

<b>FEDERAL</b>	
FAUS (PORTLAND)	
FAUS (OREGON REGION)	
FAUS (WASH REGION)	
UMTA CAPITAL	UMTA OPRTG
INTERSTATE	
FED AID PRIMARY	
INTERSTATE	
SUBSTITUTION	85
<b>NON FEDERAL</b>	
STATE	LOCAL 15

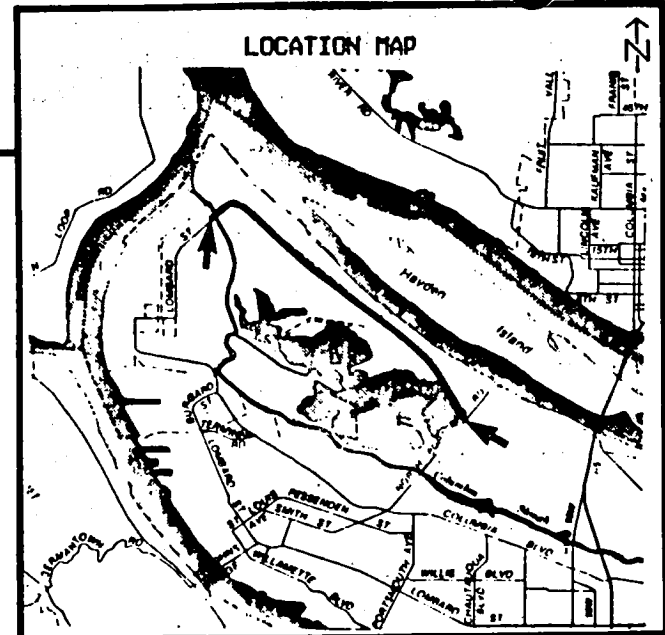


EFFECTIVE 01-OCT-83

METROPOLITAN SERVICE DISTRICT  
PORTLAND URBANIZED AREA  
TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEARS 1984 TO POST 1987

PROJECT NAME : N RIVERGATE DRIVE-LOMBARD TO PORTLAND ROAD  
PROJECT SPONSOR : CITY OF PORTLAND  
FEDERAL AID ROUTE: FAU9958  
FUNCTIONAL CLASS : MINOR ARTERIAL  
LENGTH IN MILES : 4.0

CURRENT AUTHORIZATION	FAIX	TOTAL
LOCAL MATCH	170,000	170,000
STATE MATCH	30,000	30,000
TOTAL COST	0	0
	200,000	200,000



OBLIGATED	FUNDING PLAN BY FISCAL YEAR						POST 1987	AUTHORIZED	CURR EXCESS
	1983	1984	1985	1986	1987				
FAIX	0	0	0	0	0	0	0	0	0
PE	0	0	0	0	0	0	170,000	170,000	0
RESRV	0	0	0	0	0	0	0	170,000	0
TOTAL	0	0	0	0	0	0	0	170,000	0

NOTE: SPECIFIC WORK PHASES TO BE LATER ALLOCATED

## PROJECT DESCRIPTION

RIVERGATE DRIVE WILL BE EXPANDED TO FOUR LANES TO SERVE THE INDUSTRIAL AND PORT RELATED FACILITIES IN THE NORTH RIVERGATE AREA AND TO PROVIDE IMPROVED ACCESS FROM I-5 TO RIVERGATE. THE EXISTING TWO LANES OF RIVERGATE DRIVE WILL SERVE AS THE EASTBOUND LANES, A NEW TWO LANE SEGMENT WILL BE BUILT TO SERVE AS THE WESTBOUND LANES. THE FINAL RESULT WILL BE A BOULEVARD WITH A MEDIAN PLANTING STRIP AND LEFT TURN LANES.

THE WESTBOUND LANES. THE FINAL RESULT WILL BE A BOULEVARD WITH A MEDIAN PLANTING STRIP AND LEFT TURN LANES.

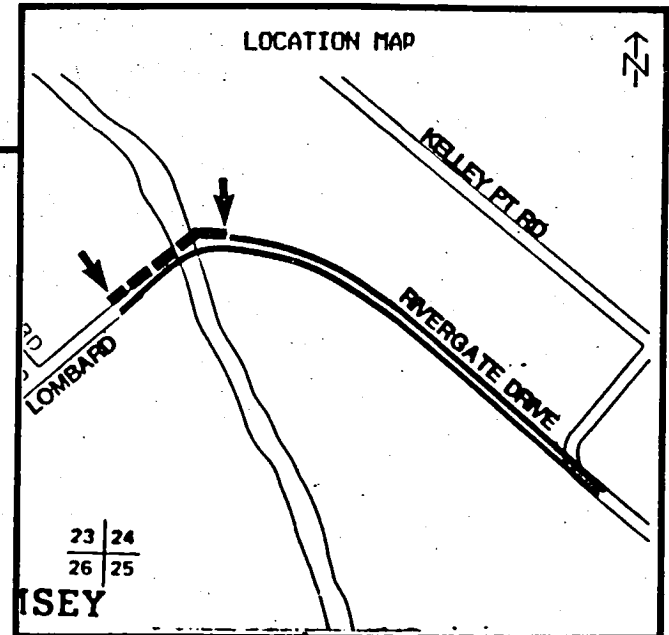
THE WESTBOUND LANES. THE FINAL RESULT WILL BE A BOULEVARD WITH A MEDIAN PLANTING STRIP AND LEFT TURN LANES.

EFFECTIVE 01-OCT-83

METROPOLITAN SERVICE DISTRICT  
 PORTLAND URBANIZED AREA  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 FISCAL YEARS 1984 TO POST 1987

PROJECT NAME : N RIVERGATE SLOUGH BRIDGE-LOMBARD TO RIVERGATE DRIVE  
 PROJECT SPONSOR : CITY OF PORTLAND  
 FEDERAL AID ROUTE : FAU9958  
 FUNCTIONAL CLASS : MINOR ARTERIAL  
 LENGTH IN MILES : 0.2

CURRENT AUTHORIZATION	FAIX	TOTAL
LOCAL MATCH	85,000	85,000
STATE MATCH	15,000	15,000
TOTAL COST	0	0
	100,000	100,000



	OBLIGATED	FUNDING PLAN BY FISCAL YEAR					POST 1987	AUTHORIZED	CURR EXCESS
		1983	1984	1985	1986	1987			
FAIX	0	0	0	0	0	0	0	0	0
PE	0	0	0	0	0	0	85,000	85,000	0
RESRV	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	85,000	85,000	0

NOTE: SPECTIFIC WORK PHASES TO BE LATER ALLOCATED

PROJECT DESCRIPTION

THIS IS A COMPANION PROJECT TO THE RIVERGATE PROJECT. THIS PROJECT WILL CONSTRUCT THE EASTERLY OF TWO SPANS OVER THE COLUMBIA SLOUGH.

THIS WILL PROVIDE THE FINAL LINK IN A FULL FOUR-LANE ARTERIAL CONNECTION FROM NORTH PORTLAND ROAD TO LOMBARD STREET.

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland  
 LIMITS NW Glisan to NW Couch LENGTH 0.2 mile  
 DESCRIPTION This project will relocate Front Avenue southbound to the east of the existing Steel Bridge off-ramp to Front Avenue. A connection to the newly located Front Avenue from NW 1st and Everett will be built and will provide access to both north and southbound lanes of Front Avenue. In addition, Davis Street will be extended to provide access from Front Avenue southbound.

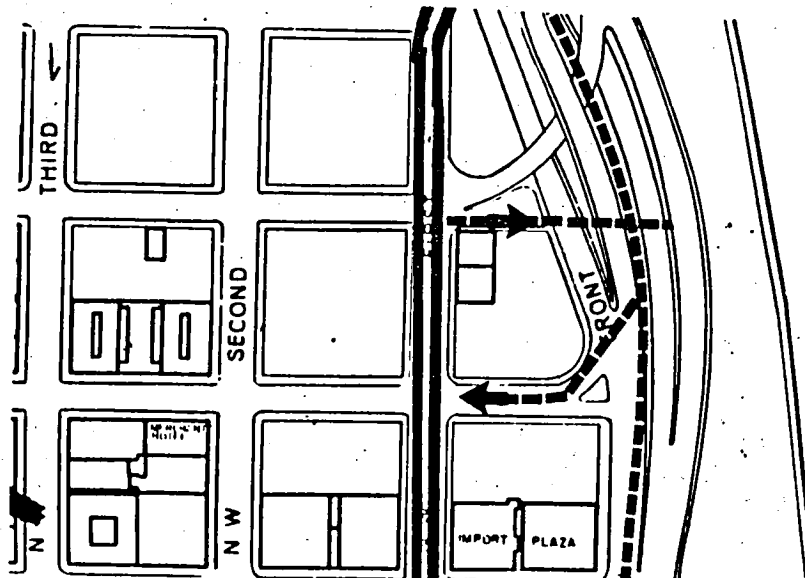
Concept Program - Active Projects (highway) #102

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN  
 LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT \_\_\_\_\_

## FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 82	FY 83	FY 84	FY 85	FY 86	TOTAL
TOTAL			1,786			1,786
FEDERAL			1,518			1,518
STATE						
LOCAL			268			268

## LOCATION MAP



PROJECT NAME Everett-Front Connector  
 ID No FAU 9300  
 APPLICANT City of Portland

## SCHEDULE

TO ODOT \_\_\_\_\_  
 PE OK'D \_\_\_\_\_ EIS OK'D \_\_\_\_\_  
 CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_  
 HEARING \_\_\_\_\_ COMPL'T \_\_\_\_\_

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ \_\_\_\_\_  
 CONSTRUCTION 1,786  
 RIGHT OF WAY \_\_\_\_\_  
 TRAFFIC CONTROL \_\_\_\_\_  
 ILLUMIN, SIGNS, LANDSCAPING, ETC \_\_\_\_\_  
 STRUCTURES \_\_\_\_\_  
 RAILROAD CROSSINGS \_\_\_\_\_  
 \_\_\_\_\_  
 TOTAL \$ 1,786

## SOURCE OF FUNDS (%)

FEDERAL  
 FAUS (PORTLAND) \_\_\_\_\_  
 FAUS (OREGON REGION) \_\_\_\_\_  
 FAUS (WASH REGION) \_\_\_\_\_  
 UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 FED AID PRIMARY \_\_\_\_\_  
 INTERSTATE SUBSTITUTION 85  
 \_\_\_\_\_  
 NON FEDERAL  
 STATE \_\_\_\_\_ LOCAL 15  
 \_\_\_\_\_

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

**PROJECT DESCRIPTION**

RESPONSIBILITY (AGENCY) City of Portland/ ODOT  
 LIMITS NW Kittridge, St. Helens Rd., Willamette R., Burnside, 25th, 14th  
 DESCRIPTION  
A Transportation Systems Management project consisting of a Traffic Management Committee, Traffic Monitoring, Rideshare and Public Info. Programs and construction projects to reduce the negative construction impacts of the I-505 projects on industrial traffic access, businesses and residential neighborhoods.

PROJECT NAME Northwest Transportation Systems Management Program  
 ID No \_\_\_\_\_  
 APPLICANT City of Portland

**SCHEDULE**

TO ODOT \_\_\_\_\_  
 PE OK'D \_\_\_\_\_ EIS OK'D \_\_\_\_\_  
 CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_  
 HEARING \_\_\_\_\_ COMPL'T \_\_\_\_\_

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN  
 LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT X

**FUNDING PLAN BY FISCAL YEAR (\$000)**

	FY 83	FY 84	FY 85	FY 86	FY 87	TOTAL
TOTAL		62,500	93,750	56,250	37,500	250,000
FEDERAL		53,125	79,688	47,812	31,875	212,500
STATE		4,687	7,031	4,219	2,812	18,750
LOCAL		4,688	7,031	4,219	2,813	18,750
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

PRELIM ENGINEERING \$ 62,500  
 CONSTRUCTION 187,500  
 RIGHT OF WAY \_\_\_\_\_  
 TRAFFIC CONTROL \_\_\_\_\_  
 ILLUMIN, SIGNS, \_\_\_\_\_  
 LANDSCAPING, ETC \_\_\_\_\_  
 STRUCTURES \_\_\_\_\_  
 RAILROAD CROSSINGS \_\_\_\_\_  
 \_\_\_\_\_  
 TOTAL \$ 250,000

LOCATION MAP (general)



**SOURCE OF FUNDS (%)**

FEDERAL  
 FAUS (PORTLAND) \_\_\_\_\_  
 FAUS (OREGON REGION) \_\_\_\_\_  
 FAUS (WASH REGION) \_\_\_\_\_  
 UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 FED AID PRIMARY \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 SUBSTITUTION \_\_\_\_\_ 85%  
 \_\_\_\_\_  
 NON FEDERAL  
 STATE \_\_\_\_\_ LOCAL \*15%  
 \_\_\_\_\_

\*Split between state/city

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Oregon Department of Transportation (ODOT)  
 LIMITS N/A LENGTH 0.1 mile  
 DESCRIPTION This project will widen Highway 43 at its intersection with McKillican/Hood Avenue to include left-turn lanes in both the northbound and southbound directions. Work will include left-turn channelization, new curbs and sidewalks and reconstruction of the bicycle lane at this intersection.

Concept Program - New Projects (highway) #239

PROJECT NAME Highway 43 @ McKillican/Hood Avenue  
 ID No FAU 9565  
 APPLICANT ODOT

## SCHEDULE

TO ODOT \_\_\_\_\_  
 PE OK'D \_\_\_\_\_ EIS OK'D \_\_\_\_\_  
 CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_  
 HEARING \_\_\_\_\_ COMPL'T \_\_\_\_\_

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN  
 LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT \_\_\_\_\_

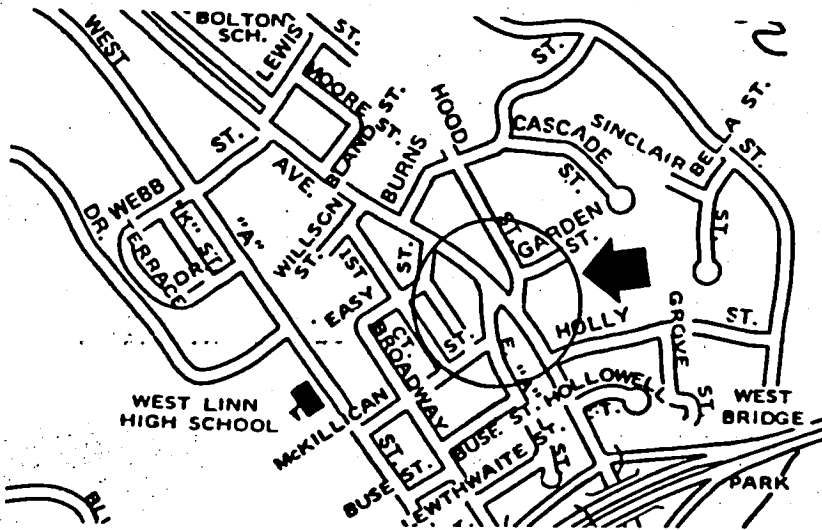
## FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 82	FY 83	FY 84	FY 85	FY 86	TOTAL
TOTAL			200			200
FEDERAL			170			170
STATE			30			30
LOCAL						

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ \_\_\_\_\_  
 CONSTRUCTION \_\_\_\_\_ 200  
 RIGHT OF WAY \_\_\_\_\_  
 TRAFFIC CONTROL \_\_\_\_\_  
 ILLUMIN, SIGNS, LANDSCAPING, ETC \_\_\_\_\_  
 STRUCTURES \_\_\_\_\_  
 RAILROAD CROSSINGS \_\_\_\_\_  
 \_\_\_\_\_  
 TOTAL \$ \_\_\_\_\_ 200

## LOCATION MAP



## SOURCE OF FUNDS (%)

FEDERAL  
 FAUS (PORTLAND) \_\_\_\_\_  
 FAUS (OREGON REGION) \_\_\_\_\_  
 FAUS (WASH REGION) \_\_\_\_\_  
 UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 FED AID PRIMARY \_\_\_\_\_  
 INTERSTATE SUBSTITUTION \_\_\_\_\_ 85  
 NON FEDERAL  
 STATE 15 LOCAL \_\_\_\_\_

## ATTACHMENT 8a

### BEAVERCREEK ROAD EXTENSION

#### Proposed Project Description

This addition to the RTP consists of minor improvements to Beaver Creek Road between the Oregon City Bypass and a point east of Highway 213. From this point westward, Beaver Creek Road will be extended approximately 3,100 feet in a 60-80 foot right-of-way. All right-of-way on the county and Randall properties will be dedicated to the city. Right-of-way will have to be purchased from the Care Center, Danielson's, and Clairmont Club properties.

Figure 1 depicts alternative alignments. One alternative alignment would be to bring the new road to the west to intersect with Warner-Milne at the Kaen Road intersection. This would require additional work on Kaen to realign intersections with the new road and Library Court. It may also require that another road be constructed connecting Warner-Milne and the new road, running between the Carpenter's Hall and the apartments, to provide a second access point to the property from Warner-Milne.

The roadway improvement will consist of at least one travel lane in each direction, a center left-turn lane, and a planter and sidewalk on the north side of the street. Right-turn lanes will be added at the Molalla Avenue intersection. A storm drainage system will have to be incorporated into the roadway design. Also, since the road will be a low lying area, the existing drainage ditch will have to be placed in a culvert under the roadway. A sound barrier for the Care Center will be provided as part of the project. The abandoned part of the existing Beaver Creek right-of-way could be:

1) completely vacated, 2) partially vacated and used as the right turn lane onto Molalla Avenue, or 3) used as a local access street with no through traffic.

#### Objectives of the Project

The principal objectives of the project are to:

1. Provide direct and improved access to existing and planned commercial, office and industrial development in the Red Soils area;
2. Improve north/south traffic flow along Molalla Avenue (Highway 213); and
3. Improve east/west traffic flow through the area.

#### Degree to Which the Project Meets the Objectives

The proposed improvement would meet the stated objectives by ameliorating several problems that currently exist as follows:

OREGON

Warner-milne Rd.

To I-205

Proposed Extension  
CITY

Beavercreek  
Road

O.C. Bypass

Maple Lane

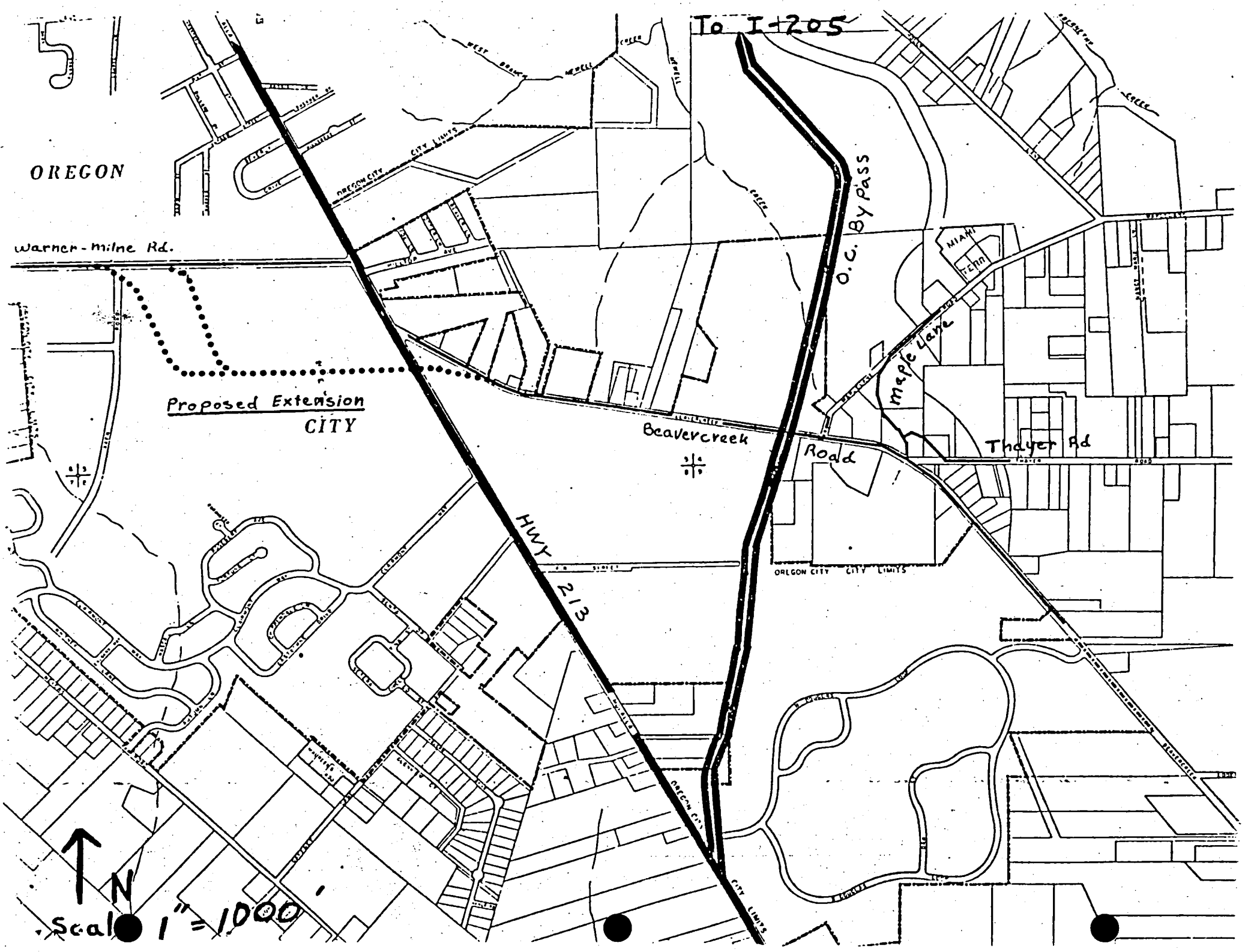
Thayer Rd

HWY 213

OREGON CITY CITY LIMITS



Scale 1" = 1000'



1. Currently, access to the existing commercial development is limited and circuitous, especially from the proposed Oregon City Bypass interchange with Beaver Creek Road. Adequate access to the developable acreage surrounding the existing development is virtually nonexistent. The proposed project would provide improved access from the bypass to both the existing and planned development on the Red Soils property.
2. Currently, north/south movements along Highway 213 adjacent to the Red Soils acreage are impeded by both the conflicting east/west movements that must use this section of Highway 213 as a connection between Beaver Creek and Warner-Milne Roads as well as the congestion related to weaving and left-turn movement conflict with through traffic caused by the proximity of the Beaver Creek and Warner-Milne intersections with Highway 213. This section currently carries about 26,000 AWD although this volume will drop greatly with the opening of the bypass. The proposed improvement would address these problems by eliminating the need for east/west traffic to use Highway 213 and provide increased separation between the intersections.
3. As noted above, current east/west travel through the Red Soils area must travel north/south on Highway 213 and then turn left to continue onto either Warner-Milne or Beaver Creek Roads. The proposed improvement would eliminate: a) the Highway 213 leg of the east/west movement altogether; b) the need to make a left-turn in the west to east direction; and c) relocate to a point near Kaen Road the left turn onto Warner-Milne Road required in the east to west direction. These changes would significantly improve the east/west accessibility and traffic flow through the area.

#### Impact of the Project on the Balance of the System

The proposed project would have the following beneficial effects on the regional system in the Red Soils area:

1. Improve access from the Oregon City Bypass (a regional Principal route) to the principal existing and planned retail shopping opportunity in the hilltop area of Oregon City; and
2. Improve north/south traffic flows on Highway 213 (a regional Major Arterial) by removing conflicting east-west traffic and lengthening the distance between major intersections.



Impact of the Project on Other RTP Objectives

The proposed improvement would further the following other RTP objectives:

1. Improve access to existing jobs and shopping opportunities;
2. Improve access to markets for retail developments;
3. By improving north/south and east/west travel flows, reduce energy consumption and vehicle emissions compared to a no-build condition; and
4. Improve access to vacant, developable land and facilitate economic development.

AC/srb  
8880B/349  
12/13/83

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

ATTACHMENT 3 b  
 PORTLAND  
 METROPOLITAN AREA

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Clackamas County  
 LIMITS Beavercreek Road to Warner-Milne Road LENGTH 0.6 mile  
 DESCRIPTION This project will extend Beavercreek Road to the west through a new intersection with Highway 213 and then angle north to Warner-Milne Road. This new roadway will consist of at least one lane in each direction with a center left-turn lane, sidewalks and drainage facilities. This will provide access to the Oregon City bypass and will open a large amount of vacant land to potential development.

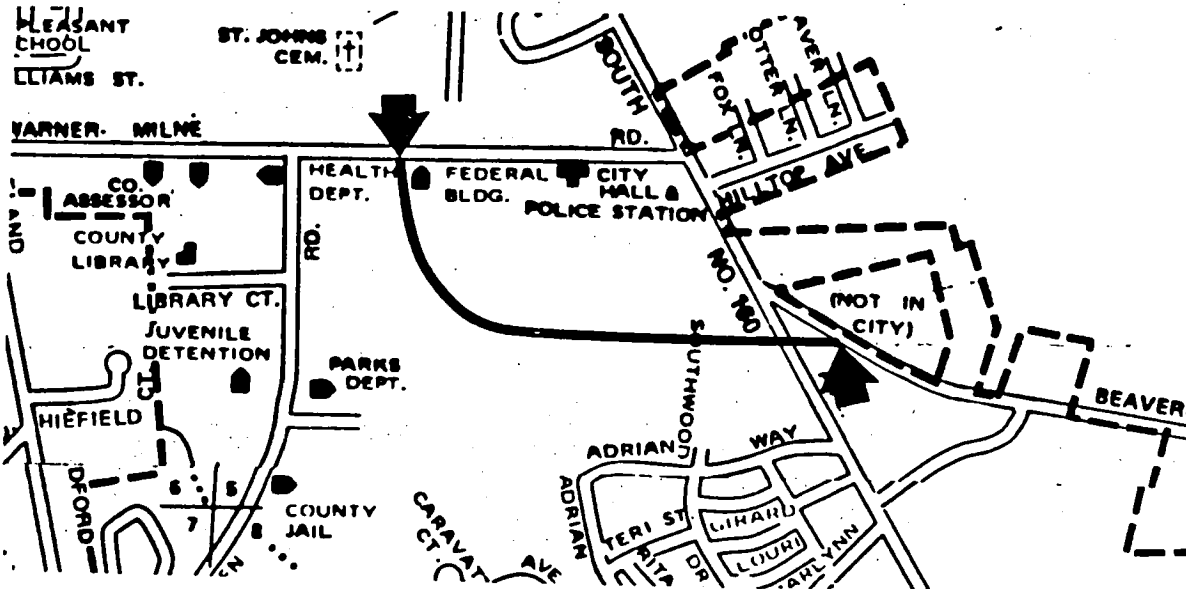
Concept Program - New Projects (highway) #205

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN  
 LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT \_\_\_\_\_

## FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 82	FY 83	FY 84	FY 85	FY 86	TOTAL
TOTAL	_____	_____	153	_____	_____	153
FEDERAL	_____	_____	130	_____	_____	130
STATE	_____	_____	_____	_____	_____	_____
LOCAL	_____	_____	23	_____	_____	23
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

## LOCATION MAP



PROJECT NAME Beavercreek Road Extension (Red Soils)  
 ID No FAU.9742  
 APPLICANT Clackamas County

## SCHEDULE

TO ODOT \_\_\_\_\_  
 PE OK'D \_\_\_\_\_ EIS OK'D \_\_\_\_\_  
 CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_  
 HEARING \_\_\_\_\_ COMPL'T \_\_\_\_\_

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 153  
 CONSTRUCTION \_\_\_\_\_  
 RIGHT OF WAY \_\_\_\_\_  
 TRAFFIC CONTROL \_\_\_\_\_  
 ILLUMIN, SIGNS, LANDSCAPING, ETC \_\_\_\_\_  
 STRUCTURES \_\_\_\_\_  
 RAILROAD CROSSINGS \_\_\_\_\_  
 \_\_\_\_\_  
 TOTAL \$ 153

## SOURCE OF FUNDS (%)

FEDERAL  
 FAUS (PORTLAND) \_\_\_\_\_  
 FAUS (OREGON REGION) \_\_\_\_\_  
 FAUS (WASH REGION) \_\_\_\_\_  
 UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 FED AID PRIMARY \_\_\_\_\_  
 INTERSTATE SUBSTITUTION 85  
 \_\_\_\_\_  
 NON FEDERAL  
 STATE \_\_\_\_\_ LOCAL 15  
 \_\_\_\_\_

## ATTACHMENT 9a

### 13TH AND GERTZ (VANCOUVER WAY-COLUMBIA BOULEVARD)

#### Proposed Project Description

This addition to the RTP consists of reconstruction to a two-lane industrial standard including: 1) upgrading Gertz Road from a point west of 9th 700 feet to a redesigned and improved intersection with Vancouver Way; 2) relocating 2,800 feet of roadway to the south the connection between Gertz Road and 13th and closing 13th at a point north of the new intersection; 3) upgrading 13th to the Columbia Slough; 4) constructing a new bridge over the Columbia Slough; and 5) constructing a connection from the new bridge to Columbia Boulevard via an alignment to be determined (see Figure 1). The project would be constructed in two phases with portions 1 through 3 listed above to be constructed within five years, and portions 4 and 5 (which traverse a potentially environmentally sensitive area and will likely require an Environmental Impact Statement (EIS)) at some point 11-20 years hence.

#### Objectives of the Project

The principal objectives of the project are to:

1. provide direct and improved access to 160 acres of developable industrially zoned land north of the Columbia Slough;
2. improve general circulation in the area by removing the barrier effect of the Columbia Slough and providing a north/south connection to Columbia Boulevard; and
3. reduce truck and other inappropriate industrial area traffic through the residential development surrounding the current Gertz Road/13th intersection and extending north along 13th.

#### Degree to Which the Project Meets the Objectives

The proposed improvement would meet the stated objectives by ameliorating several problems that currently exist:

1. Currently, there is no direct connection from the industrial area to Columbia Boulevard, the designated through truck route. In addition, access to the area from I-5 and I-205 is forced to use inadequate (Gertz Road) or inappropriate (13th) routes. The proposed project would provide a direct and improved collector level connection to Columbia Boulevard (and, via Columbia Boulevard, to I-205) as well as improve the Gertz Road facility to the intersection with Vancouver Way (already programmed for improvement) and, via Vancouver Way, to I-5.

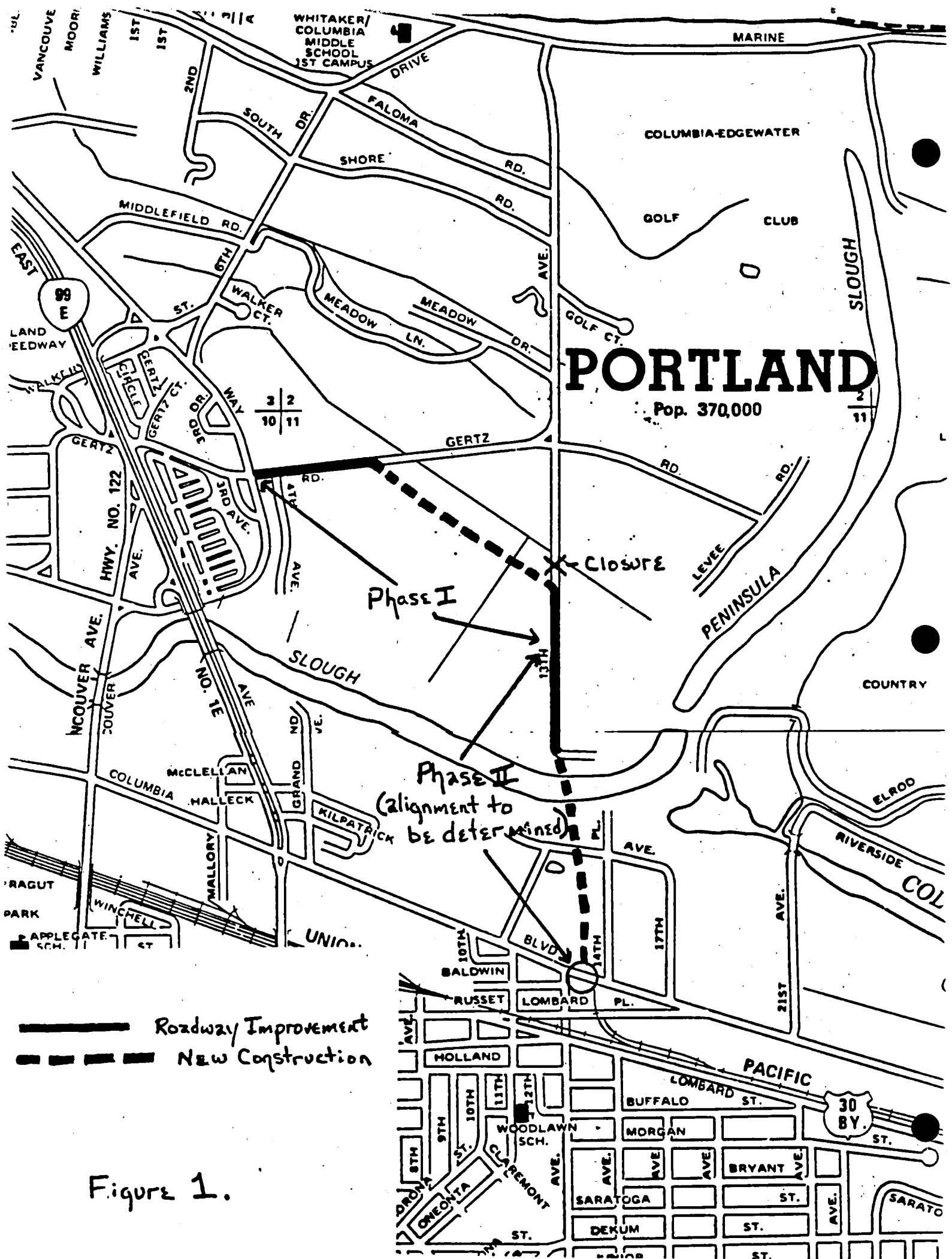


Figure 1.

2. Currently, the Columbia Slough presents a barrier to the development in the area and causes out-of-direction travel and poor circulation patterns. The second phase of the proposed improvement would remove the barrier by constructing a new bridge over the slough (subject to an EIS determination) and improve circulation by providing a continuous collector level route through the industrially zoned acreage connecting Columbia Boulevard and Vancouver Way.
3. Currently, traffic accessing the industrial acreage must pass through residential areas east of 9th on Gertz Road and south of the current intersection on 13th. By relocating the connection of Gertz and 13th to the south, and by disconnecting 13th north of the new intersection, the proposed project should greatly reduce inappropriate traffic through the neighborhood.

#### Impact of the Project on the Balance of the System

The proposed project would have the following beneficial effects on the street system in the area:

1. distribute traffic accessing the industrial area more evenly between Vancouver via Gertz and Columbia Boulevard via 13th; and
2. remove inappropriate traffic from 13th at Marine Drive.

#### Impact of the Project on Other RTP Objectives

The proposed improvement would further the following other RTP objectives:

1. improve access to developable industrial acreage and new jobs, thereby facilitating economic development; and
2. by reducing out of direction travel and improving circulation patterns in the area, reduce energy consumption and vehicle emissions compared to a no-build condition.

AC/srb  
8880B/349  
12/13/83

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

ATTACHMENT 9b  
 PORTLAND  
 METROPOLITAN AREA

## PROJECT DESCRIPTION

**RESPONSIBILITY (AGENCY)** City of Portland  
**LIMITS** Vancouver Way to NE 13th Avenue **LENGTH** 0.7 mile  
**DESCRIPTION** This project will provide access to industrially zoned land south of Gertz Road and at the same time will discourage industrial traffic through residential areas to the north. A portion of Gertz Road east of Vancouver Way will be improved and will be connected with NE 13th Avenue through construction of a new two-lane facility. NE 13th Avenue will be vacated between Gertz Road and its intersection with the new roadway.

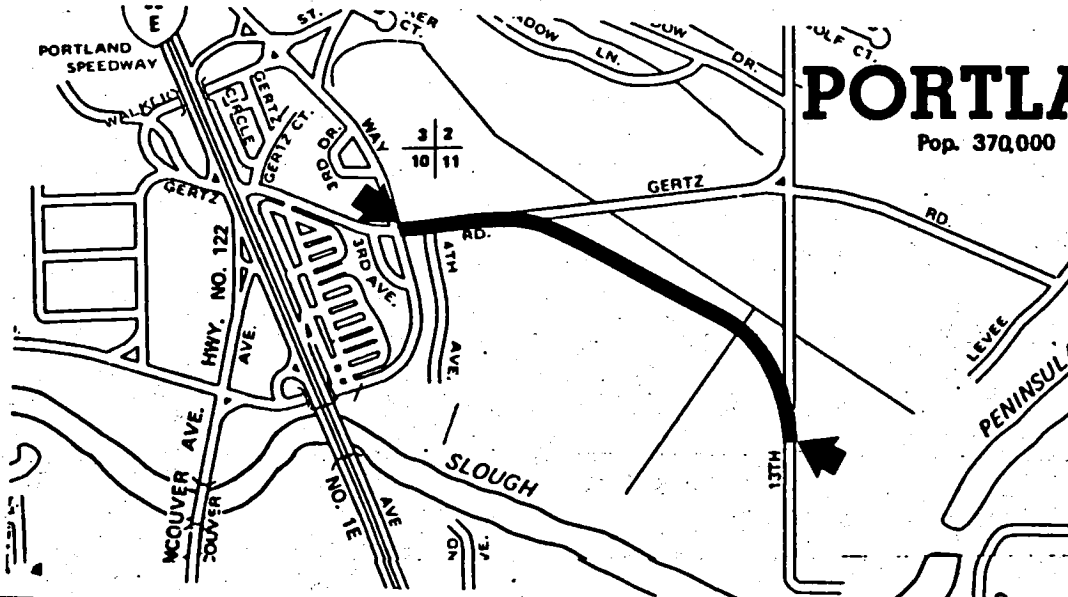
Concept Program - New Projects (highway) #220

**RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN**  
 LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT \_\_\_\_\_

## FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 82	FY 83	FY 84	FY 85	FY 86	TOTAL
<b>TOTAL</b>			92		809	901
<b>FEDERAL</b>			78		688	766
<b>STATE</b>						
<b>LOCAL</b>			14		121	135

## LOCATION MAP



**PROJECT NAME** 13th & Gertz - Ph.I Industrial Access Road  
**ID No** FAU 9961  
**APPLICANT** City of Portland

## SCHEDULE

**TO ODOT** \_\_\_\_\_  
**PE OK'D** \_\_\_\_\_ **EIS OK'D** \_\_\_\_\_  
**CAT'Y** \_\_\_\_\_ **BID LET** \_\_\_\_\_  
**HEARING** \_\_\_\_\_ **COMPL'T** \_\_\_\_\_

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

**PRELIM ENGINEERING** \$ 92  
**CONSTRUCTION** 809  
**RIGHT OF WAY** \_\_\_\_\_  
**TRAFFIC CONTROL** \_\_\_\_\_  
**ILLUMIN, SIGNS, LANDSCAPING, ETC** \_\_\_\_\_  
**STRUCTURES** \_\_\_\_\_  
**RAILROAD CROSSINGS** \_\_\_\_\_  
**TOTAL** \$ 901

## SOURCE OF FUNDS (%)

**FEDERAL**  
**FAUS (PORTLAND)** \_\_\_\_\_  
**FAUS (OREGON REGION)** \_\_\_\_\_  
**FAUS (WASH REGION)** \_\_\_\_\_  
**UMTA CAPITAL** \_\_\_\_\_ **UMTA OPRTG** \_\_\_\_\_  
**INTERSTATE** \_\_\_\_\_  
**FED AID PRIMARY** \_\_\_\_\_  
**INTERSTATE SUBSTITUTION** 85  
**NON FEDERAL**  
**STATE** \_\_\_\_\_ **LOCAL** 15

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
CATEGORY I PROJECTS (CONTINUED)									
***7 MCLOUGHLIN CORRIDOR-UNION/GRAND AVE VIADUCT TO SE RIVER ROAD*****127*237*238*235*236***** FAP26									77159
INTERSTATE TRANSFER FUNDS									
PE	437,425	0	0	0	0	0	0	437,425	
RESRV	0	0	0	0	0	0	24,772,612	24,772,612	
TOTAL	437,425	0	0	0	0	0	24,772,612	25,210,037	
***8 MCLOUGHLIN BLVD INTERSECTION AND SIGNAL IMPROVEMENTS*****147*245***** FAP26									80058
INTERSTATE TRANSFER FUNDS									
PE	115,070	30	0	0	0	0	0	115,100	
R/W	0	8,500	0	0	0	0	0	8,500	
CONST	0	857,462	0	0	0	0	0	857,462	
RESRV	0	0	0	0	0	0	-71,977	-71,977	
TOTAL	115,070	865,992	0	0	0	0	-71,977	909,085	
***9 POWELL BLVD R/W & CONSTRUCTION-ROSS ISLAND BRIDGE TO 52ND-SECT I*****162*276***** FAP24									80069
INTERSTATE TRANSFER FUNDS									
PE	172,027	0	0	0	0	0	0	172,027	
R/W	1,340,550	0	0	0	0	0	0	1,340,550	
CONST	3,617,962	0	0	0	0	0	0	3,617,962	
RESRV	0	0	0	0	0	0	51,071	51,071	
TOTAL	5,130,539	0	0	0	0	0	51,071	5,181,610	
***10 POWELL BLVD R/W & CONST-50TH AVE TO I205-SECTION I*****164*278*277*491***** FAP24									76012
INTERSTATE TRANSFER FUNDS									
PE	487,356	0	0	0	0	0	0	487,356	
R/W	6,266,675	0	0	0	0	0	0	6,266,675	
CONST	4,199,502	0	0	0	0	0	0	4,199,502	
RESRV	0	0	0	0	0	0	810,948	810,948	
TOTAL	10,953,533	0	0	0	0	0	810,948	11,764,480	
***11 SUNSET HIGHWAY OVERLAYS - CONSTRUCTION*****267*408***** FAP27									78086
INTERSTATE TRANSFER FUNDS									
CONST	1,422,729	0	0	0	0	0	0	1,422,729	

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES TIPSON.DAT	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
CATEGORY I PROJECTS									
***1 BANFIELD TRANSITWAY-HIGHWAY FUNDS*****115*224*223*****FAP68									80900
INTERSTATE TRANSFER FUNDS									
PE	5,192,931	0	0	0	0	0	0	5,192,931	
R/U	8,927,639	0	0	0	0	0	0	8,927,639	
CONST	12,526,885	-62,954	0	0	0	0	0	12,463,931	
TOTAL	26,647,455	-62,954	0	0	0	0	0	26,584,501	
***2 BANFIELD TRANSITWAY-TRANSIT FUNDS*****116*226*275*317*360*432*490*519*446*225*****FAP68									80900
INTERSTATE TRANSFER FUNDS									
PE	6,564,267	4,765,090	0	0	0	0	0	11,329,357	
R/U	11,139,228	0	0	0	0	0	0	11,139,228	
CONST	54,850,583	20,357,319	0	0	0	0	0	75,207,902	
RESRV	0	32,807,591	9,860,000	298,822	0	0	5,927,475	48,893,888	
TOTAL	72,554,078	57,930,000	9,860,000	298,822	0	0	5,927,475	146,570,375	
***3 WESTSIDE TRANSITWAY*****117*228*229*227*****FAP27									10013
INTERSTATE TRANSFER FUNDS									
PE	2,250,036	0	0	0	0	0	0	2,250,036	
***4 BANFIELD TRANSITWAY-METRO PLANNING*****118*422*521*****FAP68									
INTERSTATE TRANSFER FUNDS									
PE	300,000	0	0	0	0	0	0	300,000	
***5 TRI-MET TECHNICAL STUDY - 5 WORK ELEMENTS*****120*230*****N/A									
INTERSTATE TRANSFER FUNDS									
PE	428,000	0	0	0	0	0	0	428,000	
***6 METRO CORRIDOR PLANNING*****126*522*423*****N/A									80404
INTERSTATE TRANSFER FUNDS									
PE	527,756	300,000	0	0	0	0	0	827,756	
RESRV	0	0	300,000	299,994	0	0	0	599,994	
TOTAL	527,756	300,000	300,000	299,994	0	0	0	1,427,750	



METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES TIPSON.DAT	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
CATEGORY I PROJECTS (CONTINUED)									
**18 MCLOUGHLIN CORRIDOR TRANSIT ANALYSIS*****588*256***** FAP26									
INTERSTATE TRANSFER FUNDS									
PE	100,000	0	0	0	0	0	0	100,000	
RESRV	0	0	0	0	0	0	-1	-1	
TOTAL	100,000	0	0	0	0	0	-1	99,999	
**19 REGIONAL RESERVE*****625*525*424***** N/A									
INTERSTATE TRANSFER FUNDS									
RESRV	0	0	0	0	0	0	142,789	142,789	
**20 WESTSIDE RESERVE*****688*257*402*373*481*338***** FAP27									
INTERSTATE TRANSFER FUNDS									
RESRV	0	0	0	0	0	0	0	0	
**21 NW NICOLAI ST-NW 29TH TO NW 24TH*****731*427***** FAU9296 79038									
INTERSTATE TRANSFER FUNDS									
R/W	43,775	85,000	0	0	0	0	0	128,775	
CONST	1,613,754	0	0	0	0	0	0	1,613,754	
RESRV	0	0	0	0	0	0	126,090	126,090	
TOTAL	1,657,529	85,000	0	0	0	0	126,090	1,868,619	
**22 NW YEON AVE-NW ST HELENS RD TO NW NICOLAI*****733*428***** FAP1 79038									
INTERSTATE TRANSFER FUNDS									
R/W	2,125,000	0	0	0	0	0	0	2,125,000	
CONST	0	0	0	9,945,000	0	0	0	9,945,000	
RESRV	0	0	0	0	0	0	610,685	610,685	
TOTAL	2,125,000	0	0	9,945,000	0	0	610,685	12,680,685	
**23 NW ST HELENS RD-NW KITTRIDGE ST TO NW 29TH AVE*****734*429***** FAU9296 79038									
INTERSTATE TRANSFER FUNDS									
CONST	0	1,530,000	0	0	1,770,000	0	0	3,300,000	
RESRV	0	0	0	0	0	0	226,127	226,127	
TOTAL	0	1,530,000	0	0	1,770,000	0	226,127	3,526,127	

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES TIPSON.DAT	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED		
CATEGORY I PROJECTS (CONTINUED)										
**12 RECONSTRUCTION OF YEON/VAUGHN/NICOLAI/WARDWAY AND ST HELENS RD*****269*426*****									MISC	79038
INTERSTATE TRANSFER FUNDS										
PE	442,128	328,822	0	0	0	0	779,525 0	770,950		
RESRV	0	0	0	0	0	0	<del>992,025</del>	<del>992,025</del> 779,525		
TOTAL	442,128	328,822	0	0	0	0	<del>992,025</del>	1,762,975 1,550,475		
<i>12A I-405 Traffic Mgmt. Program 1983: \$212,500</i>										
**13 BANFIELD LRT STATION AREA PLANNING PROGRAM*****290*447*****									N/A	80900
INTERSTATE TRANSFER FUNDS										
PE	1,028,069	0	0	0	0	0	0	1,028,069		
RESRV	0	0	0	0	0	0	528,194	528,194		
TOTAL	1,028,069	0	0	0	0	0	528,194	1,556,264		
**14 TRI-MET RIDESHARE PROGRAM*****295*475*411*495*248*474*****									N/A	80303
INTERSTATE TRANSFER FUNDS										
OPRTC	337,788	87,912	0	68,143	53,995	0	0	547,838		
RESRV	201,857	552,087	0	250,232	215,125	0	0	1,219,302		
TOTAL	539,645	640,000	0	318,375	269,120	0	0	1,767,140		
**15 I5 NORTH RIDESHARE PROGRAM*****296*496*476*****									N/A	80043
INTERSTATE TRANSFER FUNDS										
PE	95,379	0	0	0	0	0	0	95,379		
OPRTC	69,621	0	0	0	0	0	0	69,621		
TOTAL	165,000	1	0	0	0	0	0	165,001		
**16 PORTLAND/VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE***44***310*523*502*****									N/A	80032
INTERSTATE TRANSFER FUNDS										
PE	72,311	0	0	0	0	0	0	72,311		
RESRV	0	0	0	0	0	0	-61	-61		
TOTAL	72,311	0	0	0	0	0	-61	72,250		
**17 WESTSIDE CORRIDOR RELATED HIGHWAY PROJECTS-FHWA FUNDED*****559*524*250*****									N/A	10013
INTERSTATE TRANSFER FUNDS										
PE	59,500	0	0	0	0	0	0	59,500		

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES TIPSON.DAT	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED
CATEGORY I PROJECTS (CONTINUED)								
**30 SUNSET LIGHT RAIL PROGRAM*****773*265***** FAP27	INTERSTATE TRANSFER FUNDS							
PE	0	500,000	0	0	0	0	0	500,000
**31 UNALLOCATED RESERVE-OREGON STATE HIGHWAY DIVISION*****792*414***** N/A	INTERSTATE TRANSFER FUNDS							
RESRV	0	0	0	0	0	0	57,777	57,777
**32 UNALLOCATED RESERVE-REGION*****795*415***** N/A	INTERSTATE TRANSFER FUNDS							
RESRV	0	0	0	0	0	0	53,153	53,153
**33 SUNSET HIGHWAY RAMP METERING*****827*266***** FAP27	INTERSTATE TRANSFER FUNDS							
CONST	0	0	0	748,000	0	0	0	770,000
				-770,000				
**34 OBLIGATIONAL AUTHORITY RESERVE-CATEGORY I*****832*416***** N/A	INTERSTATE TRANSFER FUNDS							
RESRV	0	2,673,418	0	0	0	0	-2,673,618	0
		2,439,118						
AGENCY TOTAL: CATEGORY I								
FEDERAL AID URBAN SYSTEM FUNDS								
TOTAL	0	0	0	0	0	0	0	0
INTERSTATE TRANSFER FUNDS								
PE	18,442,255	5,917,234	80,000	0	0	0	0	24,439,489
R/W	29,842,867	1,843,500	0	0	0	0	0	31,686,367
CONST	78,231,415	22,851,826	0	13,800,580	2,724,948	0	0	117,608,769
GPRTC	407,409	141,292	0	68,143	53,995	0	0	670,839
RESRV	201,857	36,033,298	10,160,000	849,048	215,125	0	49,207,306	96,666,633
TOTAL	127,125,803	66,787,149	10,240,000	14,717,771	2,994,068	0	49,207,306	271,072,096

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
-----									
CATEGORY I PROJECTS (CONTINUED)									
**24 VAUGHN ST/WARDWAY-NJ 29TH AVE TO NJ 24TH AVE*****735*430*****FAU9296									79038
INTERSTATE TRANSFER FUNDS									
CONST	0	0	0	0	954,948	0	0	954,948	
RESRV	0	0	0	0	0	0	129,180	129,180	
TOTAL	0	0	0	0	954,948	0	129,180	1,084,128	
**25 FRONT-YEON CONNECTION*****738*431*****FAU9300									79038
INTERSTATE TRANSFER FUNDS									
R/W	0	1,750,000	0	0	0	0	0	1,750,000	
CONST	0	0	0	3,085,580	0	0	0	3,085,580	
RESRV	0	0	0	0	0	0	404,372	404,372	
TOTAL	0	1,750,000	0	3,085,580	0	0	404,372	5,239,952	
**26 REGIONAL RESERVE*****755*374*445*302*513*341*520*448*260*****N/A									
INTERSTATE TRANSFER FUNDS									
RESRV	0	0	0	0	0	0	17,120,464	17,120,464	
**27 PHASE I ALTERNATIVES ANALYSIS*****765*425*****MISC									
INTERSTATE TRANSFER FUNDS									
PE	170,000	0	80,000	0	0	0	0	250,000	
**28 BANFIELD CORRIDOR RIDESHARE MARKETING PROGRAM*****770*263*****FAP68									10192
INTERSTATE TRANSFER FUNDS									
OPRTC	0	53,380	0	0	0	0	0	53,380	
**29 BANFIELD TRAFFIC MONITORING PROGRAM*****771*264*****FAP68									10183
INTERSTATE TRANSFER FUNDS									
PE	0	23,290	0	0	0	0	0	23,290	
CONST	0	170,000	0	0	0	0	0	170,000	
TOTAL	0	193,290	0	0	0	0	0	193,290	

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES TIPSON.DAT	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED		
<b>CITY OF PORTLAND PROJECTS</b>										
**35 N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE*****9*376*455*****									FAU9956	75019
INTERSTATE TRANSFER FUNDS										
R/W	172,805	158,695	0	0	0	0	0	331,500		
CONST	2,742,935	0	0	0	0	0	0	2,742,935		
TOTAL	2,915,740	158,695	0	0	0	0	0	3,074,435		
**36 BASIN AVENUE/GOING STREET PROJECT*****18*304*****									FAU9930	76088
INTERSTATE TRANSFER FUNDS										
R/W	271,150	0	0	0	0	0	0	271,150		
CONST	1,679,623	0	0	0	0	0	0	1,679,623		
RESRV	0	0	0	0	0	0	0	0		
TOTAL	1,950,773	0	0	0	0	0	0	1,950,774		
**37 N INTERSTATE AVE-GREELEY TO RUSSELL*****21*305*****									FAU9945	76009
INTERSTATE TRANSFER FUNDS										
CONST	0	85,267	0	0	0	0	0	85,267		
RESRV	0	0	0	0	0	0	-23,267	-23,267		
TOTAL	0	85,267	0	0	0	0	-23,267	62,000		
**38 NEW TRAFFIC SIGNALS-CITY OF PORTLAND*****22*377*****									MISC	
INTERSTATE TRANSFER FUNDS										
RESRV	0	0	0	0	0	0	123,620	123,620		
**39 TRAFFIC SIGNAL REPLACEMENT-CITY OF PORTLAND RESERVE ACCOUNT*****24*492*487*526*****									MISC	
INTERSTATE TRANSFER FUNDS										
PE	0	0	120,000	0	0	0	0	120,000		
RESRV	0	0	0	1,200,000	1,200,000	1,080,000	-3,273,334	206,666		
TOTAL	0	0	120,000	1,200,000	1,200,000	1,080,000	-3,273,334	326,666		
**40 TRAFFIC SIGNAL IMPROVEMENT-CITY OF PORTLAND*****25*273*378*498*****									MISC	
INTERSTATE TRANSFER FUNDS										
PE	0	0	0	100,000	100,000	100,000	100,000	400,000		
CONST	0	0	0	900,000	900,000	900,000	1,800,000	4,500,000		
RESRV	0	0	0	0	0	0	-4,415,794	-4,415,794		
TOTAL	0	0	0	1,000,000	1,000,000	1,000,000	-2,515,794	484,206		

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 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PAGE 7

PHASES TIPSON.DAT	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED
CATEGORY I PROJECTS (CONTINUED)								
I505 TRANSFER FUNDS								
TOTAL	0	0	0	0	0	0	0	0
AGENCY TOTAL: CATEGORY I								
PE	18,442,255	5,917,234	80,000	0	0	0	0	24,439,489
R/W	29,842,867	1,843,500	0	0	0	0	0	31,686,367
CONST	78,231,415	22,851,826	0	13,800,580	2,724,948	0	0	117,608,769
OPRTC	407,409	141,292	0	68,143	53,995	0	0	670,839
RESRV	201,857	36,033,298	10,160,000	849,048	215,125	0	49,207,306	96,666,633
TOTAL	127,125,803	66,787,149	10,240,000	14,717,771	2,994,068	0	49,207,306	271,072,096

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 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

PHASES TIPSON.DAT	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED		
CITY OF PORTLAND PROJECTS (CONTINUED)										
**47 M'LOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION*****153*246*****									N/A	80081
INTERSTATE TRANSFER FUNDS										
PE	19,000	0	0	0	55,000	0	0	74,000		
CONST	0	0	0	0	0	346,525	0	346,525		
RESRV	0	0	0	0	0	0	12,628	12,628		
TOTAL	19,000	0	0	0	55,000	346,525	12,628	433,153		
**48 M'LOUGHLIN BLVD(OR99E) PED UNDERPASS - 100 FT SO OF HAIG*****169*281*****									FAP26	77127
INTERSTATE TRANSFER FUNDS										
PE	36,820	0	0	0	0	0	0	36,820		
RESRV	0	0	0	0	0	0	217	217		
TOTAL	36,820	0	0	0	0	0	217	37,037		
**49 GRAND AVE(OR99E) AT MORRISON - 2 LEFT TURN LANES*****170*282*****									FAU9809	80084
INTERSTATE TRANSFER FUNDS										
PE	22,358	0	0	0	0	0	0	22,358		
CONST	145,180	0	0	0	0	0	0	145,180		
TOTAL	167,538	0	0	0	0	0	0	167,538		
**50 33RD AT BROADWAY - SB/NB LEFT TURN REFUGES*****173*283*284*****									FAU9823	77123
INTERSTATE TRANSFER FUNDS										
PE	25,245	0	0	0	0	0	0	25,245		
R/W	132,600	0	0	0	0	0	0	132,600		
CONST	121,603	0	0	0	0	0	0	121,603		
RESRV	0	0	0	0	0	0	0	0		
TOTAL	279,448	0	0	0	0	0	0	279,448		
**51 39TH AVE - SE GLENWOOD TO CRYSTAL SPRINGS BLVD - WIDENING*****175*285*****									FAU9699	77125
INTERSTATE TRANSFER FUNDS										
PE	46,450	0	0	0	0	0	0	46,450		
R/W	41	0	0	0	0	0	0	41		
CONST	494,434	0	0	0	0	0	0	494,434		
TOTAL	540,925	0	0	0	0	0	0	540,925		

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 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
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PHASE5  
 TIPSON.DAT

OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
CITY OF PORTLAND PROJECTS (CONTINUED)								
**41 SIGNAL COMPUTER CONTROL EXPANSION*****26*379*****MISC								77026
INTERSTATE TRANSFER FUNDS								
CONST 51,977	0	3,273	0	0	0	0	55,250	
**42 MACADAM AVE(OR43) PROJECT-ROSS ISL BRIDGE TO SELLWOOD BRIDGE**27*306*307*****FAU9565								78063
INTERSTATE TRANSFER FUNDS								
PE 198,370	0	0	0	0	0	0	198,370	
R/W 179,179	0	0	0	0	0	0	179,179	
CONST 3,910,000	1	0	0	0	0	0	3,910,001	
RESRV 0	0	0	0	0	0	-55	-55	
TOTAL 4,287,549	1	0	0	0	0	-55	4,287,495	
**43 HOLLYWOOD DISTRICT IMPROVEMENTS-NE SANDY BLVD-37TH TO 47TH**28*489*****FAU9326								79071
INTERSTATE TRANSFER FUNDS								
PE 198,889	0	0	0	0	0	0	198,889	
R/W 163,200	0	0	0	0	0	0	163,200	
CONST 0	0	2,432,400	0	0	0	0	2,432,400	
RESRV 0	0	0	0	0	0	-1,400	-1,400	
TOTAL 362,089	0	2,432,400	0	0	0	-1,400	2,793,089	
**44 NW FRONT AVE-NW 26TH AVE TO NW KITTRIDGE**29*308*****FAU9300								10031
INTERSTATE TRANSFER FUNDS								
CONST 522,074	0	0	0	0	0	0	522,074	
**45 SE HOLGATE BLVD-SE 17TH AVE TO SE 28TH AVE-BRIDGE AND APPROACHES**42*274*****FAU9793								76002
INTERSTATE TRANSFER FUNDS								
CONST 4,450,600	0	0	0	0	0	0	4,450,600	
**46 ARTERIAL STREET 3R PROGRAM**43*456*457*458*459*****MISC								10050
INTERSTATE TRANSFER FUNDS								
PE 58,042	117,219	45,050	0	0	0	0	220,311	
CONST 2,844,939	2,149,585	1,081,200	1,126,250	0	0	0	7,201,974	
RESRV 0	0	0	0	0	0	-30,344	-30,344	
TOTAL 2,902,981	2,266,804	1,126,250	1,126,250	0	0	-30,344	7,391,941	



METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

PHASES TIPSON.DAT	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
CITY OF PORTLAND PROJECTS (CONTINUED)									
**58 SE DIVISION CORRIDOR-DIVISION/CLINTON/HARRISON*****189*293*****								FAU9800	78069
INTERSTATE TRANSFER FUNDS									
PE	51,550	0	0	0	0	0	0	51,550	
RESRV	0	0	0	0	0	0	9,918	9,918	
TOTAL	51,550	0	0	0	0	0	9,918	61,468	
**59 39TH AVENUE CORRIDOR IMPROVEMENT-GLISAN TO HOLGATE*****191*294*295*****								FAU9699	78070
INTERSTATE TRANSFER FUNDS									
PE	76,892	0	328	0	0	0	0	77,220	
R/W	425,000	0	0	0	0	0	0	425,000	
CONST	1,158,908	0	0	15,171	0	0	0	1,174,079	
RESRV	0	0	0	0	0	0	1,080	1,080	
TOTAL	1,660,800	0	328	15,171	0	0	1,080	1,677,379	
**60 CONTINGENCY-CATEGORY II-CITY OF PORTLAND*****194*296*****								N/A	
INTERSTATE TRANSFER FUNDS									
RESRV	0	0	0	0	0	0	2,726,850	2,726,850	
**61 UNION AVENUE(OR99E)-WEIDLER TO COLUMBIA BLVD-N6*****195*322*492*****								FAU9809	74001
INTERSTATE TRANSFER FUNDS									
PE	267,944	0	0	0	0	0	0	267,944	
R/W	205,700	0	0	0	0	0	0	205,700	
CONST	6,539,794	-176,727	0	0	0	0	0	6,363,067	
RESRV	0	0	0	0	0	0	3,432	3,432	
TOTAL	7,013,438	-176,728	0	0	0	0	3,432	6,840,142	
**62 GOING STREET NOISE MITIGATION PROJECT*****198*323*493*****								FAU9945	78080
INTERSTATE TRANSFER FUNDS									
PE	287,720	5,049	0	0	0	0	0	292,769	
CONST	594,399	0	24,400	0	0	0	0	618,799	
RESRV	0	0	0	0	0	0	-11,881	-11,881	
TOTAL	882,119	5,049	24,400	0	0	0	-11,881	899,687	



METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
CITY OF PORTLAND PROJECTS (CONTINUED)								
**69 TRANSPORTATION IMPROVEMENTS IN NORTHWEST PORTLAND*****278*434***** MISC 79035								
INTERSTATE TRANSFER FUNDS								
RESRV	0	0	0	0	0	2,073,847	2,073,847	
**70 W BURNSIDE ROAD/TICHER DRIVE INTERSECTION IMPROVEMENT*****282*435***** FAU9326 79058								
INTERSTATE TRANSFER FUNDS								
PE	26,972	1,000	0	0	0	0	27,972	
R/W	69,820	0	0	0	0	0	69,820	
CONST	444,640	43,109	0	0	0	0	487,749	
RESRV	0	0	0	0	0	-21,949	-21,949	
TOTAL	541,432	44,109	0	0	0	-21,949	563,592	
**71 NORTHWEST PORTLAND TRANSPORTATION STUDY*****285*436***** N/A 79035								
INTERSTATE TRANSFER FUNDS								
PE	32,130	0	0	0	0	0	32,130	
**72 NW FRONT AVENUE RECONSTRUCTION-NW GLISAN TO NW 26TH AVE*****286*437***** FAU9300 80006								
INTERSTATE TRANSFER FUNDS								
PE	248,200	0	850	0	0	0	249,050	
R/W	0	120,700	0	0	0	0	120,700	
CONST	4,273,144	-229,045	0	0	0	0	4,044,099	
TOTAL	4,521,344	-108,344	850	0	0	0	4,413,850	
**73 MARINE DRIVE WIDENING TO FOUR LANES-IS TO RIVERGATE*****298*497***** FAU9962 79056								
INTERSTATE TRANSFER FUNDS								
PE	0	0	275,000	119,400	0	0	394,400	
CONST	0	0	0	0	4,535,600	0	4,535,600	
RESRV	0	0	0	0	0	-762,511	-762,511	
TOTAL	0	0	275,000	119,400	4,535,600	-762,511	4,167,489	
**74 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES-NE 60TH AVE TO I205*****301*336***** FAU9917 80011								
INTERSTATE TRANSFER FUNDS								
PE	89,080	0	48,365	0	0	0	137,445	
RESRV	0	0	0	0	0	1,864,896	1,864,896	
TOTAL	89,080	0	48,365	0	0	1,864,896	2,002,341	

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM  
QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
14-Dec-83

PHASES  
TIPSON.DAT

OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
<b>CITY OF PORTLAND PROJECTS (CONTINUED)</b>								
<b>**63 SW BROADWAY-SW 4TH TO SW 6TH*****200*324***** MISC 10092</b>								
INTERSTATE TRANSFER FUNDS								
PE	50,000	0	0	0	0	0	50,000	
CONST	0	703,800	0	0	0	0	703,800	
RESRV	0	0	0	0	0	-91,800	-91,800	
TOTAL	50,000	703,800	0	0	0	-91,800	662,000	
<b>**64 CONTINGENCY-CITY OF PORTLAND-CATEGORY III*****203*325***** N/A</b>								
INTERSTATE TRANSFER FUNDS								
RESRV	0	0	0	0	0	12,228	12,228	
<b>**65 NW 18TH/19TH AND NW 14TH/16TH COUPLETS*****239*367***** FAU9295 78067</b>								
INTERSTATE TRANSFER FUNDS								
PE	55,920	0	0	0	0	0	55,920	
CONST	384,680	0	0	0	0	0	384,680	
RESRV	0	0	0	0	0	334,558	334,558	
TOTAL	440,600	0	0	0	0	334,558	775,158	
<b>**66 BEAVERTON HILLSDALE HWY(OR10)-CAPITOL HWY TO SCHOLLS FY RD*****243*494*369***** FAU9228 78050</b>								
INTERSTATE TRANSFER FUNDS								
PE	179,095	57,715	0	0	0	0	236,810	
R/W	522,410	-8,160	0	0	0	0	514,250	
CONST	0	0	2,082,500	0	0	0	2,082,500	
RESRV	0	0	0	0	0	-577,490	-577,490	
TOTAL	701,505	49,555	2,082,500	0	0	-577,490	2,256,070	
<b>**67 FAU REPLACEMENT CONTINGENCY-CITY OF PORTLAND*****261*471*472*393***** N/A</b>								
INTERSTATE TRANSFER FUNDS								
RESRV	0	0	0	0	0	1,077,915	1,077,915	
<b>**68 ST HELENS ROAD RECONSTRUCTION-WEST CITY LIMITS TO NW KITTRIDGE A*****271*433***** FAP1 79067</b>								
INTERSTATE TRANSFER FUNDS								
PE	221,468	0	0	0	0	0	221,468	
R/W	0	0	0	1,751,750	1,142,608	0	2,894,358	
RESRV	0	0	0	0	0	401,024	401,024	
TOTAL	221,468	0	0	1,751,750	1,142,608	401,024	3,516,850	

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
CITY OF PORTLAND PROJECTS (CONTINUED)									
**80 SIGNAL MODIFICATION AT 10 LOCATIONS(LEFT TURN)-SE PORTLAND*****558*394***** MISC									79075
INTERSTATE TRANSFER FUNDS									
PE	2,082	0	0	0	0	0	0	2,082	
CONST	48,960	0	0	0	0	0	0	48,960	
TOTAL	51,042	0	0	0	0	0	0	51,042	
**81 EAST BURNSIDE-90TH TO 94TH*****599*297***** FAU9822									10077
INTERSTATE TRANSFER FUNDS									
PE	35,700	-1	0	0	0	0	0	35,699	
CONST	0	218,901	0	0	0	0	0	218,901	
TOTAL	35,700	218,901	0	0	0	0	0	254,601	
**82 NW 23RD AVE/BURNSIDE*****626*438***** FAU9326									10093
INTERSTATE TRANSFER FUNDS									
PE	60,200	39,800	40,397	0	0	0	0	140,397	
R/W	0	0	0	435,200	0	0	0	435,200	
CONST	0	0	-39,800	0	1,125,000	0	0	1,085,200	
RESRV	0	0	0	0	0	0	-542,027	-542,027	
TOTAL	60,200	39,800	597	435,200	1,125,000	0	-542,027	1,118,770	
**83 NW 21ST/22ND-THURMAN TO NICOLA*****630*439***** FAU9317									10126
INTERSTATE TRANSFER FUNDS									
PE	112,710	0	0	0	0	0	0	112,710	
R/W	0	0	0	20,000	0	0	0	20,000	
CONST	0	0	0	0	681,236	0	0	681,236	
RESRV	0	0	0	0	0	0	110,107	110,107	
TOTAL	112,710	0	0	20,000	681,236	0	110,107	924,053	
**84 NW INTERSECTION IMPROVEMENTS-22 LOCATIONS*****631*440***** MISC									10017
INTERSTATE TRANSFER FUNDS									
PE	33,000	0	0	0	0	0	0	33,000	
RESRV	0	0	0	0	0	0	324,592	324,592	
TOTAL	33,000	0	0	0	0	0	324,592	357,592	

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED
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CITY OF PORTLAND PROJECTS (CONTINUED)

**75 COLUMBIA BLVD/COLUMBIA WAY/N PORTLAND RD INTERSECTION IMPRVMT*****303*498***** FAU9956								79057
INTERSTATE TRANSFER FUNDS								
PE	12,436	0	0	0	0	0	12,436	
CONST	165,916	0	0	0	0	0	165,916	
RESRV	0	0	0	0	0	42,814	42,814	
TOTAL	178,352	0	0	0	0	42,814	221,166	
**76 COMMERCIAL ARTERIAL STREET LIGHT CONVERSION-CITY WIDEN*****307*499***** MISC								79041
INTERSTATE TRANSFER FUNDS								
PE	28,681	0	0	0	0	0	28,681	
CONST	1,088,000	0	0	0	0	0	1,088,000	
TOTAL	1,116,681	0	0	0	0	0	1,116,681	
**77 POWELL BUTTE/MT SCOTT STUDY AREA-PROJECT DEVELOPMENT*****308*500***** MISC								79081
INTERSTATE TRANSFER FUNDS								
PE	29,750	0	0	0	0	0	29,750	
**78 SU TERWILLIGER BLVD-BARBUR BLVD TO TAYLORS FERRY RD*****309*501*541***** FAU9361								80015
INTERSTATE TRANSFER FUNDS								
PE	55,000	24,046	177,654	0	0	0	256,700	
CONST	0	0	0	551,920	0	0	551,920	
RESRV	0	0	0	0	0	7,162,804	7,162,804	
TOTAL	55,000	24,046	177,654	0	551,920	7,162,804	7,971,424	
**79 82ND AVENUE-SISKIYOU TO BROADWAY*****551*503***** FAU9713								79049
INTERSTATE TRANSFER FUNDS								
PE	17,722	0	19,720	0	0	0	37,442	
CONST	0	0	236,300	0	0	0	236,300	
RESRV	0	0	0	0	0	-73,020	-73,020	
TOTAL	17,722	0	256,020	0	0	-73,020	200,722	

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED		
CITY OF PORTLAND PROJECTS (CONTINUED)										
**91 NE SANDY BLVD AT 50TH AND 70TH-NEW SIGNALS*****652*397*****									FAU9326	78120
INTERSTATE TRANSFER FUNDS										
CONST	44,724	0	0	0	0	0	0	44,724		
**92 COLUMBIA BLVD AT 47TH-NEW TRAFFIC SIGNAL*****653*398*****									FAU9956	80060
INTERSTATE TRANSFER FUNDS										
PE	2,550	0	0	0	0	0	0	2,550		
CONST	57,000	0	0	0	0	0	0	57,000		
RESRV	0	0	0	0	0	0	-8,713	-8,713		
TOTAL	59,550	0	0	0	0	0	-8,713	50,837		
**93 SW CAPITOL AT HUBER-NEW TRAFFIC SIGNAL*****655*399*****									FAU9407	10032
INTERSTATE TRANSFER FUNDS										
CONST	60,810	0	0	0	0	0	0	60,810		
**94 COLISEUM AREA TRAFFIC SIGNALS-SIGNAL IMPROVEMENT*****657*504*298*****									MISC	78119
INTERSTATE TRANSFER FUNDS										
CONST	390,000	1	0	0	0	0	0	390,001		
**95 CITYWIDE SIGNAL SYSTEM ANALYSIS*****660*299*337*505*479*****									MISC	80042
INTERSTATE TRANSFER FUNDS										
CONST	0	295,000	845,000	900,000	277,000	0	0	2,317,000		
RESRV	0	0	0	0	0	0	153,332	153,332		
TOTAL	0	295,000	845,000	900,000	277,000	0	153,332	2,470,332		
**96 CBD TRAFFIC SIGNAL REPLACEMENTS-21 LOCATIONS*****661*400*****									MISC	78028
INTERSTATE TRANSFER FUNDS										
CONST	771,500	0	0	0	0	0	0	771,500		
**97 INTERSTATE AT TILLAMOOK-SIGNAL REPLACEMENT*****663*401*****									FAU9361	80005
INTERSTATE TRANSFER FUNDS										
PE	2,040	0	0	0	0	0	0	2,040		
CONST	28,033	0	9,350	0	0	0	0	37,383		
RESRV	0	0	0	0	0	0	577	577		
TOTAL	30,073	0	9,350	0	0	0	577	40,000		

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM  
QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
14-Dec-83

PHASES  
TIPSON.DAT

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
CITY OF PORTLAND PROJECTS (CONTINUED)									
**85 NW EVERETT/GLISAN-NW 18TH TO WESTOVER ROAD*****633*441***** FAU9314									10097
INTERSTATE TRANSFER FUNDS									
CONST	0	0	0	61,336	0	0	0	61,336	
RESRV	0	0	0	0	0	0	17,947	17,947	
TOTAL	0	0	0	61,336	0	0	17,947	79,283	
**86 NW CIRCULATION IMPROVEMENTS-10 INTERSECTIONS*****641*442***** FAU9305									00060
INTERSTATE TRANSFER FUNDS									
PE	10,710	0	0	0	0	0	0	10,710	
CONST	0	0	0	63,017	0	0	0	63,017	
RESRV	0	0	0	0	0	0	6,102	6,102	
TOTAL	10,710	0	0	63,017	0	0	6,102	79,829	
**87 SIGNAL REPLACEMENT-34 LOCATIONS*****643*477***** MISC									10107
INTERSTATE TRANSFER FUNDS									
PE	54,825	0	0	0	0	0	0	54,825	
CONST	0	0	1,478,746	0	0	0	0	1,478,746	
RESRV	0	0	0	0	0	0	-156,171	-156,171	
TOTAL	54,825	0	1,478,746	0	0	0	-156,171	1,377,400	
**88 SIGNAL REPLACEMENT-16 LOCATIONS*****645*478***** MISC									80080
INTERSTATE TRANSFER FUNDS									
CONST	386,083	0	0	0	0	0	0	386,083	
**89 NEW SIGNALS-5 LOCATIONS-PORTLAND BLVD ET AL*****647*395***** MISC									78122
INTERSTATE TRANSFER FUNDS									
CONST	129,310	0	0	0	0	0	0	129,310	
**90 COLUMBIA BLVD (3) NEW TRAFFIC SIGNALS*****650*396***** FAU9956									78026
INTERSTATE TRANSFER FUNDS									
CONST	239,837	0	0	0	0	0	0	239,837	



METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
TIPSON.DAT

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
CITY OF PORTLAND PROJECTS (CONTINUED)									
*103 SW VERMONT STREET-30TH AVENUE TO OLESON ROAD*****726*340*30**258*356***** FAU9398 10133									
INTERSTATE TRANSFER FUNDS									
PE	158,950	0	74,980	0	0	0	0	233,930	
R/W	0	0	0	8,500	0	0	0	8,500	
CONST	0	0	0	892,500	143,385	0	0	1,035,885	
RESRV	0	0	0	0	0	0	-2,000	-2,000	
TOTAL	158,950	0	74,980	901,000	143,385	0	-2,000	1,276,315	
*104 MARQUAM RAMP STREET IMPROVEMENTS-SE WATER/YAMHILL/TAYLOR/CLAY*****727*301***** FAU9366 10132									
INTERSTATE TRANSFER FUNDS									
PE	37,400	0	0	0	0	0	0	37,400	
R/W	0	0	0	170,000	0	0	0	170,000	
CONST	0	0	0	0	476,000	0	0	476,000	
RESRV	0	0	0	0	0	0	100,786	100,786	
TOTAL	37,400	0	0	170,000	476,000	0	100,786	784,186	
*105 82ND AVENUE-DIVISION TO CRYSTAL SPRINGS-UNITS 1 & 2*****730*510***** FAU9713 79049									
INTERSTATE TRANSFER FUNDS									
PE	72,845	0	53,125	0	0	0	0	125,970	
R/W	0	0	0	446,250	957,950	0	0	1,404,200	
CONST	0	0	0	0	586,500	586,500	0	1,173,000	
RESRV	0	0	0	0	0	0	721,005	721,005	
TOTAL	72,845	0	53,125	446,250	1,544,450	586,500	721,005	3,424,175	
*106 CITY OF PORTLAND REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS*****749*511*409*410***** 0									
INTERSTATE TRANSFER FUNDS									
RESRV	0	0	0	0	0	0	1,516,841	1,516,841	
*107 SW BOSCH RD-BEAVERTON HILLSDALE HIGHWAY TO PATTON RD*****749*512***** FAU9407 10145									
INTERSTATE TRANSFER FUNDS									
PE	0	0	0	0	0	255,000	0	255,000	
R/W	0	0	0	0	0	0	85,000	85,000	
CONST	0	0	0	0	0	0	1,615,000	1,615,000	
RESRV	0	0	0	0	0	0	-1,955,000	-1,955,000	
TOTAL	0	0	0	0	0	255,000	-255,000	0	

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED		
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CITY OF PORTLAND PROJECTS (CONTINUED)										
*****										
##98 82ND AVE (6) SIGNAL REPLACEMENTS-SANDY TO WASHINGTON*****668*450*****									FAU9713	80061
INTERSTATE TRANSFER FUNDS										
PE	6,623	0	0	0	0	0	0	6,623		
CONST	209,790	1	0	0	0	0	0	209,791		
TOTAL	216,413	1	0	0	0	0	0	216,414		
*****										
##99 COLUMBIA BLVD-DELAWARE TO CHAUTAUQUA*****712*507*****									FAU9956	75019
INTERSTATE TRANSFER FUNDS										
PE	118,150	0	0	0	0	0	0	118,150		
CONST	0	0	0	1,193,400	0	0	0	1,193,400		
RESRV	0	0	0	0	0	0	434,450	434,450		
TOTAL	118,150	0	0	1,193,400	0	0	434,450	1,746,000		
*****										
##100 SE FOSIER RD IMPROVEMENTS-122ND TO JENNE RD*****714*508*339*****									FAU9776	10144
INTERSTATE TRANSFER FUNDS										
PE	0	195,000	0	75,000	0	0	0	270,000		
R/U	0	0	0	680,000	0	0	0	680,000		
CONST	0	0	0	0	2,380,000	0	0	2,380,000		
RESRV	0	0	0	0	0	0	-2,337,474	-2,337,474		
TOTAL	0	195,000	0	755,000	2,380,000	0	-2,337,474	992,526		
*****										
##101 NORTHWEST RIDESHARE*****723*443*****									N/A	10090
INTERSTATE TRANSFER FUNDS										
OPRTC	85,000	0	0	0	0	0	0	85,000		
*****										
##102 BANFIELD FIRE LINE*****724*509*****									FAP68	
INTERSTATE TRANSFER FUNDS										
PE	0	0	17,000	0	0	0	0	17,000		
CONST	0	0	0	0	0	0	0	0		
TOTAL	0	0	17,000	0	0	0	0	17,000		

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

OBLIGATED      1983      1984      1985      1986      1987      POST 1987      AUTHORIZED

CITY OF PORTLAND PROJECTS (CONTINUED)

*115 N RIVERGATE SLOUGH BRIDGE-LOMBARD TO RIVERGATE DRIVE*****846*517***** FAU9958								
INTERSTATE TRANSFER FUNDS								
PE	0	0	85,000	0	0	-85,000	0	
RESRV	0	0	0	0	0	85,000	85,000	
TOTAL	0	0	85,000	0	0	0	85,000	
*116 SANDY/12TH/BURNSIDE INTERSECTION*****848*314*518***** FAU9326      10198								
INTERSTATE TRANSFER FUNDS								
PE	0	0	85,000	0	0	0	85,000	
*117 SE DIVISION/CLINTON-SE 8TH TO SE 13TH AVE*****850*527***** FAU9800      78069								
INTERSTATE TRANSFER FUNDS								
PE	0	0	50,000	35,000	0	0	85,000	
CONST	0	0	0	425,000	0	0	425,000	
TOTAL	0	0	50,000	460,000	0	0	510,000	
*118 N RIVERGATE DRIVE-SLOUGH BRIDGE STREET APPROACHES*****856*536***** TBD								
INTERSTATE TRANSFER FUNDS								
PE	0	0	20,000	0	0	0	20,000	
CONST	0	0	915,000	0	0	0	915,000	
RESRV	0	0	0	0	0	-935,000	-935,000	
TOTAL	0	0	935,000	0	0	-935,000	0	
*119 NE GERTZ/13TH-VANCOUVER WAY TO MERRITT/FAZIO*****857*537***** TBD								
INTERSTATE TRANSFER FUNDS								
PE	0	0	78,540	0	0	0	78,540	
CONST	0	0	0	688,560	0	0	688,560	
RESRV	0	0	0	0	0	-767,100	-767,100	
TOTAL	0	0	78,540	688,560	0	-767,100	0	
*120 AIRPORT WAY-I205 TO 148TH AVE-UNIT I*****858*538***** TBD								
INTERSTATE TRANSFER FUNDS								
PE	0	0	100,000	300,000	212,000	0	612,000	
CONST	0	0	0	0	0	1,889,900	1,889,900	
RESRV	0	0	0	0	0	-2,501,900	-2,501,900	
TOTAL	0	0	100,000	300,000	212,000	-2,501,900	0	

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
CITY OF PORTLAND PROJECTS (CONTINUED)									
*108 NW FRONT AVE-GLISAN TO COUCH(EVERETT-FRONT CONNECTOR)*****4751*444***** FAU9300 10140									
INTERSTATE TRANSFER FUNDS									
PE	159,120	0	0	0	0	0	0	159,120	
CONST	0	0	1,518,240	0	0	0	0	1,518,240	
RESRV	0	0	0	0	0	0	-244,359	-244,359	
TOTAL	159,120	0	1,518,240	0	0	0	-244,359	1,433,001	
*109 CITY ROLLBACK RESERVE*****759*303***** N/A									
*110 N VANCOUVER WAY-UNION AVENUE TO MARINE DRIVE*****762*506*342***** FAU9960 10149									
INTERSTATE TRANSFER FUNDS									
PE	270,300	-300	0	0	0	0	0	270,000	
CONST	0	0	2,798,880	0	0	0	0	2,798,880	
RESRV	0	0	0	0	0	0	-163,880	-163,880	
TOTAL	270,300	-300	2,798,880	0	0	0	-163,880	2,905,000	
*111 UNALLOCATED RESERVE-CITY OF PORTLAND*****788*412***** N/A									
INTERSTATE TRANSFER FUNDS									
RESRV	0	0	0	0	0	0	162,575	162,575	
*112 PEDESTRIAN/SCHOOL SIGNAL-NE 47TH AVENUE AND OREGON*****801*514***** N/A 10207									
INTERSTATE TRANSFER FUNDS									
PE	0	3,500	0	0	0	0	0	3,500	
CONST	0	42,000	0	0	0	0	0	42,000	
TOTAL	0	45,500	0	0	0	0	0	45,500	
*113 OBLIGATIONAL AUTHORITY RESERVE-CITY OF PORTLAND*****833*417***** N/A									
INTERSTATE TRANSFER FUNDS									
RESRV	0	9,373,243	-5,835,272	0	0	0	-3,537,971	0	
*114 N RIVERGATE DRIVE-LOMBARD TO PORTLAND ROAD*****845*516***** FAU9958									
INTERSTATE TRANSFER FUNDS									
PE	0	0	0	170,000	0	0	-170,000	0	
RESRV	0	0	0	0	0	0	170,000	170,000	
TOTAL	0	0	0	170,000	0	0	0	170,000	

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES TIPSON.DAT	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED		
<b>MULTNOMAH COUNTY PROJECTS</b>										
#123 SELLWOOD BRIDGE PROJECT*****52*345*380*309*460*****									FAU9704	76031
INTERSTATE TRANSFER FUNDS										
CONST	899,538	0	0	0	0	0	0	899,538		
RESRV	0	0	0	0	0	-43,266	17,416	-25,850		
TOTAL	899,538	0	0	0	0	-43,266	17,416	873,688		
#124 238TH AVE IMPROVEMENT-UP RRXNG TO HALSEY ST*****58*461*346*****									FAU9877	78009
INTERSTATE TRANSFER FUNDS										
PE	36,216	0	0	0	0	0	0	36,216		
R/W	16,267	0	0	0	0	0	0	16,267		
CONST	275,200	0	0	0	0	0	0	275,200		
RESRV	0	0	0	0	0	0	97,777	97,777		
TOTAL	327,683	1	0	0	0	0	97,777	425,461		
#125 EAST COUNTY SIGNAL PROJECTS-STARK/22ND/HALSEY/A02ND*****137*347*242*****									MISC	80037
INTERSTATE TRANSFER FUNDS										
PE	14,591	19,409	0	0	0	0	0	34,000		
CONST	466,842	0	0	0	0	0	0	466,842		
RESRV	0	0	0	0	0	0	1,528	1,528		
TOTAL	481,433	19,409	0	0	0	0	1,528	502,370		
#126 242ND AVE TSM IMPROVEMENTS-DIVISION TO GLISAN*****138*243*44*****									FAU9877	80047
INTERSTATE TRANSFER FUNDS										
PE	31,535	0	0	0	0	0	0	31,535		
CONST	453,335	0	0	0	0	0	0	453,335		
RESRV	0	0	0	0	0	0	171,193	171,193		
TOTAL	484,870	0	0	0	0	0	171,193	656,063		
#127 257TH AVE IMPROVEMENT & EXTENSION-COLUMBIA HWY TO STARK ST*****139*244*****									FAU9883	80048
INTERSTATE TRANSFER FUNDS										
PE	74,000	74,750	0	0	0	0	0	148,750		
R/W	0	0	1,224,000	0	0	0	0	1,224,000		
CONST	0	0	0	1,421,680	0	0	0	1,421,680		
TOTAL	74,000	74,750	1,224,000	1,421,680	0	0	0	2,794,430		

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED
CITY OF PORTLAND PROJECTS (CONTINUED)								
*121 AIRPORT WAY-NE 148TH TO NE 168TH-UNIT I*****859*539***** TB0								
INTERSTATE TRANSFER FUNDS								
CONST	0	0	0	0	0	0	1,364,300	1,364,300
RESRV	0	0	0	0	0	0	-1,364,300	-1,364,300
TOTAL	0	0	0	0	0	0	0	0
*122 AIRPORT WAY-NE 1681H TO 181ST/SANDY-UNIT III*****861*540***** TB0								
INTERSTATE TRANSFER FUNDS								
CONST	0	0	0	0	0	0	3,783,800	3,783,800
RESRV	0	0	0	0	0	0	-3,783,800	-3,783,800
TOTAL	0	0	0	0	0	0	0	0
AGENCY TOTAL: CITY OF PORTLAND								
FEDERAL AID URBAN SYSTEM FUNDS								
TOTAL	0	0	0	0	0	0	0	0
INTERSTATE TRANSFER FUNDS								
PE	3,511,183	443,029	1,071,009	984,400	402,000	355,000	-155,000	6,611,620
R/W	2,179,693	271,235	4,032	1,759,950	2,709,700	1,142,608	85,000	8,152,218
CONST	34,164,122	2,428,093	14,092,289	5,151,675	12,770,200	3,722,925	8,563,100	80,892,405
OPRTC	85,000	0	0	0	0	0	0	85,000
RESRV	0	9,373,243	-5,835,272	1,200,000	1,200,000	1,080,000	-7,931,396	-913,424
TOTAL	39,939,998	12,515,600	9,332,058	9,096,025	17,081,900	6,300,533	561,704	94,827,819
1505 TRANSFER FUNDS								
TOTAL	0	0	0	0	0	0	0	0
AGENCY TOTAL: CITY OF PORTLAND								
PE	3,511,183	443,029	1,071,009	984,400	402,000	355,000	-155,000	6,611,620
R/W	2,179,693	271,235	4,032	1,759,950	2,709,700	1,142,608	85,000	8,152,218
CONST	34,164,122	2,428,093	14,092,289	5,151,675	12,770,200	3,722,925	8,563,100	80,892,405
OPRTC	85,000	0	0	0	0	0	0	85,000
RESRV	0	9,373,243	-5,835,272	1,200,000	1,200,000	1,080,000	-7,931,396	-913,424
TOTAL	39,939,998	12,515,600	9,332,058	9,096,025	17,081,900	6,300,533	561,704	94,827,819

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
<b>MULTNOMAH COUNTY PROJECTS (CONTINUED)</b>									
<b>*133 FAIRVIEW AVE SIGNALIZATION- AT HALSEY ST AND AT SANDY BLVD*****212*349***** FAU9867 78008</b>									
INTERSTATE TRANSFER FUNDS									
PE	3,272	0	0	0	0	0	0	3,272	
CONST	40,346	0	0	0	0	0	0	40,346	
RESRV	0	0	0	0	0	0	2,732	2,732	
TOTAL	43,618	0	0	0	0	0	2,732	46,350	
<b>*134 182ND AVENUE WIDENING-DIVISION ST TO POWELL BLVD*****213*350*333***** FAU9891 78010</b>									
INTERSTATE TRANSFER FUNDS									
PE	114,900	0	0	0	0	0	0	114,900	
R/U	72,250	0	0	0	0	0	0	72,250	
CONST	1,009,875	0	0	0	0	0	0	1,009,875	
RESRV	0	0	0	0	0	0	43,963	43,963	
TOTAL	1,197,025	0	0	0	0	0	43,963	1,240,988	
<b>*135 221ST AVE EXTENSION/TOWLE RD IMPVMT-POWELL BLVD TO BUTLER RD**&lt;*****214*351***** FAU9867 78012</b>									
INTERSTATE TRANSFER FUNDS									
PE	283,000	0	0	0	0	0	0	283,000	
R/U	332,435	95,665	0	0	0	0	0	428,100	
CONST	0	0	1,004,000	0	0	0	0	1,004,000	
RESRV	0	0	0	0	0	0	-49,127	-49,127	
TOTAL	615,435	95,665	1,004,000	0	0	0	-49,127	1,665,973	
<b>*136 CHERRY PARK RD/257TH DRIVE-242ND AVE TO TROUTDALE RD*****216*352***** FAU9880 78011</b>									
INTERSTATE TRANSFER FUNDS									
PE	47,886	0	0	0	0	0	0	47,886	
CONST	581,400	0	0	0	0	0	0	581,400	
RESRV	0	0	0	0	0	0	321,749	321,749	
TOTAL	629,286	0	0	0	0	0	321,749	951,035	
<b>*137 CONTINGENCY-CATEGORY IV*****222*353***** N/A</b>									
INTERSTATE TRANSFER FUNDS									
RESRV	0	0	0	0	0	0	459,402	459,402	

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
MULTNOMAH COUNTY PROJECTS (CONTINUED)								
*128 SE 72ND RECONSTRUCTION-DUKE TO CLACKAMAS COUNTY LINE*****165*279***** FAU9723 80083								
INTERSTATE TRANSFER FUNDS								
PE	17,800	0	0	0	0	0	17,800	
CONST	567,115	0	0	0	0	0	567,115	
RESRV	0	0	0	0	0	27,688	27,688	
TOTAL	584,915	0	0	0	0	27,688	612,603	
*129 BURNSIDE BRIDGE RESURFACING AND JOINTS*****166*280***** FAU9326 77017								
INTERSTATE TRANSFER FUNDS								
PE	5,974	0	0	0	0	0	5,974	
CONST	284,518	0	0	0	0	0	284,518	
RESRV	0	0	0	0	0	24,621	24,621	
TOTAL	290,492	0	0	0	0	24,621	315,113	
*130 BROADWAY BRIDGE RESURFACING-W3*****204*326***** FAU9318 77048								
INTERSTATE TRANSFER FUNDS								
PE	5,540	0	0	0	0	0	5,540	
CONST	87,276	0	0	0	0	0	87,276	
RESRV	0	0	0	0	0	-4,445	-4,445	
TOTAL	92,816	0	0	0	0	-4,445	88,371	
*131 221ST/223RD-POWELL BLVD TO FARISS RD-UNITS 1 & 2*****205*349*328*327***** FAU9867 205								
INTERSTATE TRANSFER FUNDS								
PE	234,891	0	0	0	0	0	234,891	
R/W	1,003,000	0	0	0	0	0	1,003,000	
CONST	1,907,171	-1	0	0	0	0	1,907,170	
RESRV	0	0	0	0	0	935,513	935,513	
TOTAL	3,145,062	0	0	0	0	935,513	4,080,575	
*132 CONTINGENCY-MULTNOMAH COUNTY/CITICS-CATEGORY III*****206*329***** N/A								
INTERSTATE TRANSFER FUNDS								
RESRV	0	0	0	0	0	217,346	217,346	





METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
MULTNOMAH COUNTY PROJECTS (CONTINUED)									
*138 SANDY BLVD CORRIDOR-99TH AVE TO 162ND AVE*****244*369*****FAU9326									78049
INTERSTATE TRANSFER FUNDS									
PE	66,980	0	0	0	0	0	0	66,980	
R/W	13,090	0	0	0	0	0	0	13,090	
CONST	0	502,000	0	0	0	0	0	502,000	
RESRV	0	0	0	0	0	0	29,942	29,942	
TOTAL	80,070	502,000	0	0	0	0	29,942	612,012	
*139 E BURNSIDE-SE 223RD TO SE POWELL BLVD-CONSTRUCTION*****252*392*****FAU9822									76034
INTERSTATE TRANSFER FUNDS									
CONST	1,634,200	0	0	0	0	0	0	1,634,200	
RESRV	0	0	0	0	0	0	-162,986	-162,986	
TOTAL	1,634,200	0	0	0	0	0	-162,986	1,471,214	
*140 POWELL AND 190TH INTERSECTION IMPROVEMENT*****293*453*****FAP24									77064
INTERSTATE TRANSFER FUNDS									
PE	153,340	0	0	0	0	0	0	153,340	
R/W	0	1,000,001	0	0	0	0	0	1,000,001	
CONST	0	0	0	1,600,108	0	0	0	1,600,108	
RESRV	0	0	0	0	0	0	-289,475	-289,475	
TOTAL	153,340	1,000,000	0	1,600,108	0	0	-289,475	2,463,973	
*141 BURNSIDE ST-STARK TO 223RD AVE*****294*354*473*****FAU9822									76034
INTERSTATE TRANSFER FUNDS									
R/W	198,475	0	0	0	0	0	0	198,475	
CONST	0	2,422,775	0	0	0	0	0	2,422,775	
RESRV	0	0	0	0	0	0	-191,323	-191,323	
TOTAL	198,475	2,422,775	0	0	0	0	-191,323	2,429,927	
*142 221ST AVENUE-POWELL THROUGH JOHNSON CREEK BRIDGE*****715*355*****FAU9867									78012
INTERSTATE TRANSFER FUNDS									
CONST	0	1,225,680	168,020	0	0	0	0	1,393,700	
RESRV	0	0	0	0	0	0	106,733	106,733	
TOTAL	0	1,225,680	168,020	0	0	0	106,733	1,500,433	

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
<b>CLACKAMAS COUNTY PROJECTS</b>									
*146 LOWER BOONES FERRY RD-MADRONA TO SW JEAN*****68*215*358*310*****								FAU9473	80104
INTERSTATE TRANSFER FUNDS									
R/U	525,583	0	0	0	0	0	0	525,583	
CONST	0	631,052	0	0	0	0	0	631,052	
TOTAL	525,583	631,052	0	0	0	0	0	1,156,635	
*147 82ND DRIVE-HIGHWAY 212 TO I205- CONSTRUCTION*****71*381*****								FAU9653	76048
INTERSTATE TRANSFER FUNDS									
CONST	393,474	0	0	0	0	0	0	393,474	
*148 SUNNYSIDE ROAD-STEVENS ROAD TO 122ND UNIT I*****77*462*****								FAU9718	77147
INTERSTATE TRANSFER FUNDS									
PE	21,845	0	0	0	0	0	0	21,845	
R/U	148,750	0	0	0	0	0	0	148,750	
CONST	314,530	0	0	0	0	0	0	314,530	
TOTAL	485,125	0	0	0	0	0	0	485,125	
*149 SUNNYSIDE ROAD REALIGNMENT-0.25 MI WEST OF 142ND (S CURVE)*****78*382*****								FAU9718	77149
INTERSTATE TRANSFER FUNDS									
CONST	172,517	0	0	0	0	0	0	172,517	
*150 OSWEGO CREEK BRIDGE(OR43)-BRIDGE REPLACEMENT AND NEW BIKEWAY*****103*457*386*449*313*222*533*****								FAU9565	76085
INTERSTATE TRANSFER FUNDS									
PE	98,856	-1	0	0	0	0	0	98,855	
R/U	37,635	0	0	0	0	0	0	37,635	
CONST	1,827,498	0	0	0	0	0	0	1,827,498	
RESRV	0	126,140	0	0	0	0	-1	126,139	
TOTAL	1,963,989	126,140	0	0	0	0	-1	2,090,128	
*151 OSWEGO HIGHWAY(OR43) AT CEDAR OAKS-LEFT TURN REFUGES*****113*450*468*****								FAU9565	78118
INTERSTATE TRANSFER FUNDS									
CONST	34,438	0	0	0	0	0	0	34,438	
RESRV	0	0	0	0	0	0	0	0	
TOTAL	34,438	0	0	0	0	0	0	34,438	

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED
<b>MULTNOMAH COUNTY PROJECTS (CONTINUED)</b>								
AGENCY TOTAL: MULTNOMAH COUNTY								
PE	1,089,925	136,659	100,000	0	0	0	0	1,326,584
R/W	1,635,517	1,095,666	1,224,850	0	1,243,000	0	0	5,199,033
CONST	8,206,816	4,150,454	1,936,170	3,045,588	318,000	115,200	0	17,772,228
RESRV	0	0	600,000	0	0	-43,266	1,160,247	1,716,981
TOTAL	10,932,258	5,382,790	3,861,020	3,045,588	1,561,000	71,934	1,160,247	26,014,827

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM  
QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
14-Dec-83

PHASES TIPSON.DAT	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
CLACKAMAS COUNTY PROJECTS (CONTINUED)									
*156 RAILROAD AVENUE/HARMONY ROAD-82ND TO MILWAUKIE CBD-UNIT I*****553*249***** FAU9702 10037									
INTERSTATE TRANSFER FUNDS									
PE	124,992	63,008	0	0	0	0	0	188,000	
R/W	0	31,992	0	0	0	0	0	31,992	
CONST	0	0	0	1,000,000	899,532	0	0	1,899,532	
TOTAL	124,992	95,000	0	1,000,000	899,532	0	0	2,119,524	
*157 CLACKAMAS TOWN CENTER SIGNALS*****561*251***** N/A 10038									
INTERSTATE TRANSFER FUNDS									
PE	10,530	0	0	0	0	0	0	10,530	
CONST	86,000	0	0	0	0	0	0	86,000	
TOTAL	96,530	0	0	0	0	0	0	96,530	
*158 82ND DRIVE-HWY 212 TO GLADSTONE/I205 INTERCHANGE*****578*252***** FAU9653 10051									
INTERSTATE TRANSFER FUNDS									
PE	170,000	0	0	0	0	0	0	170,000	
CONST	0	0	0	2,306,145	0	0	0	2,306,145	
TOTAL	170,000	0	0	2,306,145	0	0	0	2,476,145	
*159 THIESSEN/JENNINGS CORRIDOR-DATFIELD ROAD TO I205*****581*253***** FAU9698 10052									
INTERSTATE TRANSFER FUNDS									
PE	0	85,000	0	0	0	0	0	85,000	
CONST	0	0	0	0	0	878,704	0	878,704	
RESRV	0	0	0	0	0	0	0	0	
TOTAL	0	85,000	0	0	0	878,704	0	963,704	
*160 CLACKAMAS COUNTY ROLLBACK RESERVE*****761*261*493*403*454***** N/A									
*161 RAILROAD AVENUE/HARMONY ROAD-82ND/SUNNYSIDE REALIGNMENT-UNIT II*****764*262***** FAU9702 10037									
INTERSTATE TRANSFER FUNDS									
PE	0	50,000	0	0	0	0	0	50,000	
R/W	0	700,000	0	0	0	0	0	700,000	
CONST	0	0	285,000	0	0	0	0	285,000	
TOTAL	0	750,000	285,000	0	0	0	0	1,035,000	

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
CLACKAMAS COUNTY PROJECTS (CONTINUED)									
*152 HIGHWAY 212 IMPROVEMENTS (I205 EAST TO HIGHWAY 224)*****124*469*232*452*319*233*****FAU74 77037									
INTERSTATE TRANSFER FUNDS									
PE	321,300	0	0	0	0	0	0	321,300	
R/W	2,686,000	0	0	0	0	0	0	2,686,000	
CONST	2,013,073	3,191,112	0	0	0	0	0	5,204,185	
RESRV	0	113,688	0	0	0	0	99,827	213,515	
TOTAL	5,020,373	3,304,800	0	0	0	0	99,827	8,425,000	
*153 OREGON CITY BYPASS-PARK PLACE TO COMMUNITY COLLEGE*****125*234*320*321*534*****N/A 76007									
INTERSTATE TRANSFER FUNDS									
PE	946,508	0	0	0	0	0	0	946,508	
R/W	4,632,500	0	0	0	0	0	0	4,632,500	
CONST	5,266,485	0	8,999,742	0	0	0	0	14,266,227	
RESRV	0	2,488,350	0	0	0	0	780,406	3,268,756	
TOTAL	10,845,493	2,488,350	8,999,742	0	0	0	780,406	23,113,991	
*154 STATE STREET CORRIDOR(OR43)-B AVENUE TO NORTH SHORE*****133*361*240*****FAU9565 77068									
INTERSTATE TRANSFER FUNDS									
PE	94,605	0	0	0	0	0	0	94,605	
R/W	0	411,000	0	0	0	0	0	411,000	
CONST	0	0	85,000	1,142,000	0	0	0	1,227,000	
RESRV	0	0	0	0	0	0	-117,773	-117,773	
TOTAL	94,605	411,001	85,000	1,142,000	0	0	-117,773	1,614,833	
*155 GLADSTONE/MILWAUKIE SUBAREA TSM*****248*391*371*370*****MISC									
INTERSTATE TRANSFER FUNDS									
PE	214,770	15,417	0	0	0	0	0	230,187	
R/W	160,405	0	0	0	0	0	0	160,405	
CONST	1,273,917	0	0	0	0	0	0	1,273,917	
RESRV	0	433,500	0	0	0	0	0	433,500	
TOTAL	1,649,092	448,917	0	0	0	0	0	2,098,009	

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES TIPSON.DAT	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED
<b>CLACKAMAS COUNTY PROJECTS (CONTINUED)</b>								
<b>INTERSTATE TRANSFER FUNDS</b>								
PE	2,003,406	213,425	195,000	0	0	0	0	2,411,831
R/U	8,190,873	1,652,992	0	0	0	0	0	9,843,865
CONST	11,381,932	3,822,165	11,292,742	4,448,145	899,532	878,704	0	32,723,220
RESRV	0	3,231,428	930,250	0	0	0	175,271	4,336,949
TOTAL	21,576,211	8,920,010	12,417,992	4,448,145	899,532	878,704	175,271	49,315,865
<b>I505 TRANSFER FUNDS</b>								
TOTAL	0	0	0	0	0	0	0	0
<b>AGENCY TOTAL: CLACKAMAS COUNTY</b>								
PE	2,003,406	213,425	195,000	0	0	0	0	2,411,831
R/U	8,190,873	1,652,992	0	0	0	0	0	9,843,865
CONST	11,381,932	3,822,165	11,292,742	4,448,145	899,532	878,704	0	32,723,220
RESRV	0	3,231,428	930,250	0	0	0	175,271	4,336,949
TOTAL	21,576,211	8,920,010	12,417,992	4,448,145	899,532	878,704	175,271	49,315,865





METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
WASHINGTON COUNTY PROJECTS (CONTINUED)									
*174 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I*****95*465*220***** FAU9326									77070
INTERSTATE TRANSFER FUNDS									
PE	62,186	0	0	0	0	0	0	62,186	
R/W	255,000	0	0	0	0	0	0	255,000	
CONST	846,023	117,970	0	0	0	0	0	963,993	
RESRV	0	0	0	0	0	0	68,821	68,821	
TOTAL	1,163,209	117,970	0	0	0	0	68,821	1,350,000	
*175 SW JENKINS/158TH-MURRAY BLVD TO SUNSET HIGHWAY*****97*466*221***** FAU9030									10107
INTERSTATE TRANSFER FUNDS									
CONST	1,683,738	0	0	0	0	0	0	1,683,738	
RESRV	0	0	0	0	0	0	66,262	66,262	
TOTAL	1,683,738	0	0	0	0	0	66,262	1,750,000	
*176 SCHOLLS HWY(CR210) @ ALLEN - SIGNALS/WIDENING*****106*387*411***** FAU9234									78125
INTERSTATE TRANSFER FUNDS									
PE	4,100	0	0	0	0	0	0	4,100	
CONST	110,438	0	0	0	0	0	0	110,438	
TOTAL	114,538	0	0	0	0	0	0	114,538	
*177 PROGRESS INTCHG OFF-RAMP TO SCHOLLS FERRY RD(CR210)*****109*315*388*405***** FAU9234									109
INTERSTATE TRANSFER FUNDS									
CONST	294,873	0	0	0	0	0	0	294,873	
*178 HALL BLVD(AT HWY217)-LEFT TURN REFUGE FOR SB ON RAMP*****110*316*389***** FAU9091									78042
INTERSTATE TRANSFER FUNDS									
CONST	103,883	0	0	0	0	0	0	103,883	
*179 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE*****121*451*318*231***** FA979									79076
INTERSTATE TRANSFER FUNDS									
PE	250,000	0	0	0	0	0	0	250,000	
R/W	3,485,000	700,000	0	0	0	0	0	4,185,000	
CONST	0	0	8,000,000	0	0	0	0	8,000,000	
TOTAL	3,735,000	700,000	8,000,000	0	0	0	0	12,434,999	

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES TIPSON.DAT	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
WASHINGTON COUNTY PROJECTS									
*168 SW 65TH/NYBERG RD-15 TO SAGERT RD-UNIT #1-CONSTRUCTION*****483*383*****	FAU9556								10003
INTERSTATE TRANSFER FUNDS									
CONST	422,206	0	0	0	0	0	0	422,206	
*169 SW NYBERG ROAD-SW 89TH AVE TO I5-UNIT #2*****84*463*311*****	FAU9282								77139
INTERSTATE TRANSFER FUNDS									
R/W	331,500	0	0	0	0	0	0	331,500	
CONST	1,525,009	0	0	0	0	0	0	1,525,009	
RESRV	0	51,027	0	0	0	0	2,210	53,237	
TOTAL	1,856,509	51,027	0	0	0	0	2,210	1,909,746	
*170 CORNELL RD @ MURRAY BLVD - IMPROVE/SIGNALIZE*****87*384*****	FAU9022								78082
INTERSTATE TRANSFER FUNDS									
CONST	108,517	0	0	0	0	0	0	108,517	
*171 SW GREENBURG RD - HALL TO OAK*****91*385*216*****	FAU9207								77041
INTERSTATE TRANSFER FUNDS									
CONST	859,350	0	0	0	0	0	0	859,350	
*172 NW 185TH-WALKER ROAD TO SUNSET HIGHWAY-PHASE I*****92*312*217*218*464*****	FAU9043								77076
INTERSTATE TRANSFER FUNDS									
PE	17,085	0	0	0	0	0	0	17,085	
CONST	1,399,564	0	0	0	0	0	0	1,399,564	
RESRV	0	-7,244	0	0	0	0	100,595	93,351	
TOTAL	1,416,649	-7,244	0	0	0	0	100,595	1,510,000	
*173 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217*****93*219*359*****	FAU9088								80858
INTERSTATE TRANSFER FUNDS									
PE	94,911	0	0	0	0	0	0	94,911	
R/W	1,166,370	0	0	0	0	0	0	1,166,370	
CONST	803,316	900,000	0	0	0	0	0	1,703,316	
RESRV	0	0	0	0	0	0	331,184	331,184	
TOTAL	2,064,597	900,000	0	0	0	0	331,184	3,295,781	

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
WASHINGTON COUNTY PROJECTS (CONTINUED)									
*****									
#185 CANYON/TU HWY CORRIDOR(CR8) TSM-WALKER RD TO MURRAY BLVD*****229*363***** FAP32									78054
INTERSTATE TRANSFER FUNDS									
PE	36,950	0	0	0	0	0	0	36,950	
CONST	659,864	0	0	0	0	0	0	659,864	
TOTAL	696,814	0	0	0	0	0	0	696,814	
*****									
#186 FARMINGTON RD CORRIDOR(DR208) TSM-185TH AVE TO LOMBARD AVE***236*364***** FAU9064									78057
INTERSTATE TRANSFER FUNDS									
PE	55,420	4,080	0	0	0	0	0	59,500	
CONST	0	100,000	190,500	0	0	0	0	290,500	
TOTAL	55,420	104,080	190,500	0	0	0	0	350,000	
*****									
#187 HALL BLVD CORRIDOR TSM-TU HWY TO SCHOLLS FERRY RD*****237*247*365***** FAU9091									78055
INTERSTATE TRANSFER FUNDS									
PE	47,780	0	0	0	0	0	0	47,780	
R/W	7,762	0	0	0	0	0	0	7,762	
CONST	173,395	0	0	0	0	0	0	173,395	
TOTAL	228,937	0	0	0	0	0	0	228,937	
*****									
#188 CEDAR HILLS BLVD/WALKER RD INTERSECTION IMPROVEMENT*****238*366*370***** FAU9097									78136
INTERSTATE TRANSFER FUNDS									
PE	8,624	0	0	0	0	0	0	8,624	
CONST	81,451	0	0	0	0	0	0	81,461	
RESRV	0	0	0	0	0	0	20,539	20,539	
TOTAL	90,085	0	0	0	0	0	20,539	110,624	
*****									
#189 BEAVERTON TUALATIN HIGHWAY--FANNO CREEK BRIDGE WIDENING*****249*334*470*372***** FAU9091									78056
INTERSTATE TRANSFER FUNDS									
CONST	248,113	0	0	0	0	0	0	248,113	
RESRV	0	0	0	0	0	0	2,637	2,637	
TOTAL	248,113	0	0	0	0	0	2,637	250,750	



METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES  
 TIPSON.DAT

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED
<b>WASHINGTON COUNTY PROJECTS (CONTINUED)</b>								
*195 SCHOLLS FERRY ROAD/HALL BOULEVARD INTERSECTION*****829*484***** FAU9234								
INTERSTATE TRANSFER FUNDS								
PE	0	0	55,000	0	0	0	0	55,000
CONST	0	0	0	0	345,000	0	0	345,000
TOTAL	0	0	55,000	0	345,000	0	0	400,000
*196 HALL BOULEVARD-ALLEN TO GREENWAY*****830*268***** FAU9091								
INTERSTATE TRANSFER FUNDS								
PE	0	0	340,000	0	0	0	0	340,000
CONST	0	0	0	860,000	0	0	0	860,000
TOTAL	0	0	340,000	860,000	0	0	0	1,200,000
*197 OBLIGATIONAL AUTHORITY RESERVE-WASHINGTON COUNTY*****836*420***** N/A								
INTERSTATE TRANSFER FUNDS								
RESRV	0	56,379	943,621	0	0	0	-1,000,000	0
AGENCY TOTAL: WASHINGTON COUNTY								
FEDERAL AID URBAN SYSTEM FUNDS								
TOTAL	0	0	0	0	0	0	0	0
INTERSTATE TRANSFER FUNDS								
PE	1,699,906	460,331	875,000	0	0	0	0	3,035,237
R/U	5,717,382	1,745,001	2,370,000	500,000	3,000,000	0	0	13,332,382
CONST	17,549,198	3,059,734	8,879,250	5,633,030	1,645,000	5,966,747	0	42,732,958
RESRV	0	168,417	943,621	0	0	0	-790,020	322,018
TOTAL	24,966,486	5,433,482	13,067,870	6,133,030	4,645,000	5,966,747	-790,020	59,422,596
I505 TRANSFER FUNDS								
TOTAL	0	0	0	0	0	0	0	0
AGENCY TOTAL: WASHINGTON COUNTY								
PE	1,699,906	460,331	875,000	0	0	0	0	3,035,237
R/U	5,717,382	1,745,001	2,370,000	500,000	3,000,000	0	0	13,332,382
CONST	17,549,198	3,059,734	8,879,250	5,633,030	1,645,000	5,966,747	0	42,732,958
RESRV	0	168,417	943,621	0	0	0	-790,020	322,018
TOTAL	24,966,486	5,433,482	13,067,870	6,133,030	4,645,000	5,966,747	-790,020	59,422,596

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES TIPSON.DAT	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	
WASHINGTON COUNTY PROJECTS (CONTINUED)									
*190 ALLEN BLVD INTERCHANGE - CONSTRUCTION*****264*335*407***** FAP79									80086
INTERSTATE TRANSFER FUNDS									
PE	8,245	0	0	0	0	0	0	8,245	
CONST	6,188,262	-183,234	0	0	0	0	0	6,005,028	
RESRV	0	68,255	0	0	0	0	0	68,255	
TOTAL	6,196,507	-114,979	0	0	0	0	0	6,081,528	
*191 CORNELL ROAD PHASE II-ECL TO CORNELIUS PASS ROAD*****583*254***** FAU9022									10060
INTERSTATE TRANSFER FUNDS									
PE	178,500	0	230,000	0	0	0	0	408,500	
R/W	0	0	370,000	0	0	0	0	370,000	
CONST	0	0	0	1,571,500	0	0	0	1,571,500	
TOTAL	178,500	0	600,000	1,571,500	0	0	0	2,350,000	
*192 MURRAY BLVD-JENKINS ROAD TO SUNSET HIGHWAY*****586*255***** FAU9067									10059
INTERSTATE TRANSFER FUNDS									
PE	150,000	150,000	0	0	0	0	0	300,000	
R/W	0	0	2,000,000	0	0	0	0	2,000,000	
CONST	0	0	0	3,201,530	0	0	0	3,201,530	
TOTAL	150,000	150,000	2,000,000	3,201,530	0	0	0	5,501,530	
*193 NW 185TH-ROCK CREEK BLVD TO TV HIGHWAY*****752*259***** FAU9043									10128
INTERSTATE TRANSFER FUNDS									
PE	170,000	306,250	250,000	0	0	0	0	726,250	
R/W	0	0	0	0	3,000,000	0	0	3,000,000	
CONST	0	0	0	0	0	5,966,747	0	5,966,747	
RESRV	0	0	0	0	0	0	-303,237	-303,237	
TOTAL	170,000	306,250	250,000	0	3,000,000	5,966,747	-303,237	9,389,760	
*194 TV HIGHWAY-21ST TO OAK*****828*267***** FAP32									79085
INTERSTATE TRANSFER FUNDS									
R/W	0	0	0	500,000	0	0	0	500,000	
CONST	0	0	0	0	1,300,000	0	0	1,300,000	
TOTAL	0	0	0	500,000	1,300,000	0	0	1,800,000	

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES TIPSON.DAT	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED
<b>PROJECTS</b>								
GRAND TOTAL								
FEDERAL AID URBAN SYSTEM FUNDS								
TOTAL	0	0	0	0	0	0	0	0
<b>INTERSTATE TRANSFER FUNDS</b>								
PE	26,746,675	7,170,676	2,321,009	984,400	402,000	355,000	-155,000	37,824,760
R/W	47,566,332	6,608,394	3,598,882	2,259,950	6,952,700	1,142,608	85,000	68,213,866
CONST	149,533,483	36,312,272	36,200,451	32,079,017	18,357,680	10,683,576	8,563,100	291,729,580
OPRTC	492,409	141,292	0	68,143	53,995	0	0	755,839
RESRV	201,857	48,806,386	6,798,599	2,049,048	1,415,125	1,036,734	41,821,408	102,129,157
OTHER	-36,880	36,883	0	0	0	0	0	3
TOTAL	224,503,876	99,075,904	48,918,941	37,440,559	27,181,500	13,217,918	50,314,508	500,653,205
<b>IS05 TRANSFER FUNDS</b>								
TOTAL	0	0	0	0	0	0	0	0
<b>REPORT TOTAL</b>								
PE	26,746,675	7,170,676	2,321,009	984,400	402,000	355,000	-155,000	37,824,760
R/W	47,566,332	6,608,394	3,598,882	2,259,950	6,952,700	1,142,608	85,000	68,213,866
CONST	149,533,483	36,312,272	36,200,451	32,079,017	18,357,680	10,683,576	8,563,100	291,729,580
OPRTC	492,409	141,292	0	68,143	53,995	0	0	755,839
RESRV	201,857	48,806,386	6,798,599	2,049,048	1,415,125	1,036,734	41,821,408	102,129,157
OTHER	-36,880	36,883	0	0	0	0	0	3
TOTAL	224,503,876	99,075,904	48,918,941	37,440,559	27,181,500	13,217,918	50,314,508	500,653,205

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 QUARTERLY REPORT FOR QUARTER ENDING 30-JUN-83  
 FAU/E4 PROJECTS BY SPONSOR AND FUNDING SOURCE  
 14-Dec-83

PHASES TIPSON.DAT	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED
FUNDS TO BE ALLOCATED PROJECTS								
*198 FUNDS TO BE REALLOCATED*****1000*421*****								N/A
INTERSTATE TRANSFER FUNDS								
OTHER	-36,880	36,883	0	0	0	0	0	3
AGENCY TOTAL: FUNDS TO BE ALLOCATED								
FEDERAL AID URBAN SYSTEM FUNDS								
TOTAL	0	0	0	0	0	0	0	0
INTERSTATE TRANSFER FUNDS								
OTHER	-36,880	36,883	0	0	0	0	0	3
TOTAL	-36,880	36,883	0	0	0	0	0	3
IS05 TRANSFER FUNDS								
TOTAL	0	0	0	0	0	0	0	0
AGENCY TOTAL: FUNDS TO BE ALLOCATED								
OTHER	-36,880	36,883	0	0	0	0	0	3
TOTAL	-36,880	36,883	0	0	0	0	0	3



CONSIDERATION OF A MOTION APPROVING TRANSMITTAL  
TO THE U.S. DEPARTMENT OF TRANSPORTATION THE  
BREAKDOWN OF INTERSTATE TRANSFER FUNDING BETWEEN  
TRANSIT AND HIGHWAY CATEGORIES

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Date: December 22, 1983

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Adopt a motion approving transmittal of the attached material to U.S. Department of Transportation (USDOT) defining how the Portland region Interstate Transfer funds are divided between transit and highway categories.

TPAC and JPACT have reviewed this, and recommend approval of the motion.

Background

Annual apportionment of Interstate Transfer funds are allocated to metropolitan areas on a formula based on their share of the cost to complete the Interstate Transfer program. Seventy-five percent of available highway funds are allocated by formula and 50 percent of available transit funds. The split between transit and highway as shown in the attached material is based on the individual project allocations approved in the Transportation Improvement Program.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of the motion.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On January 9, 1984, the Regional Development Committee recommended Council adoption of the motion.

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0450C/366  
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# Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646  
 Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: December 21, 1983

To: Ted Spence, ODOT

From: Andrew Cotugno *AK*

Regarding: Input to Interstate Transfer Apportionment Factors

Attached in response to FHWA and UMTA's request is the split of the Portland region Interstate Transfer program between highway and transit. As shown, the cost to complete -- assuming obligations through September 30, 1983 and apportionments through FY 84 -- are:

	<u>Highway</u>	<u>Transit</u>	<u>Total</u>
Cost to Complete:			
a) w/obligations thru 9-30-83	\$191,862,711	\$17,263,584	\$209,126,295
b) w/FY 84 apportionments	\$106,809,867	\$ 5,313,339	\$112,123,206

This information has been reviewed by TPAC on December 22, 1983 but is not scheduled for JPACT until January 12, 1984 and the Metro Council January 26, 1984. I understand the transit versus the highway split can be updated annually if necessary.

ACC:lmk

Attachments

PORTLAND REGION INTERSTATE TRANSFER PROGRAM  
 (Input to Federal Apportionment Factors)

	<u>Highway</u>	<u>Transit</u>	<u>Total</u>
Total Program	\$347,254,300	\$153,398,904	\$500,653,204
Obligated thru Sept. 30, 83	155,391,589	136,135,320	291,526,909
Remainder 9/30/83	191,862,711	17,263,584	209,126,295
	(91.745%)	(8.255%)	(100%)
Apportioned thru FY 1984	<u>85,052,844</u>	<u>11,950,245</u>	<u>97,003,089</u>
Portland Region Cost-to-Complete	\$106,809,867	\$5,313,339	\$112,123,206
National Cost-to-Complete	\$4,713,000,000	\$1,166,000,000	
Portland Share	2.265%	.46%	
Estimated FY 1985 Allocation	x \$700M x 75% \$11.9M	x \$390M x 50% \$.9M	

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PORTLAND REGION (e) (4) HIGHWAY PROGRAM SUMMARY BY YEAR

	<u>Obl.</u> <u>thru 84</u>	<u>85</u>	<u>86</u>	<u>87</u>	<u>Post</u> <u>87</u>	<u>Total</u>
Cat. I	\$ 57.8M	\$14.1	\$ 3.	\$ 0	\$42.5	\$117.4M
Port.	61.8	9.1	17.1	6.3	.6	94.8
Mult. Co.	20.2	3.0	1.6	1.2	0	26.0
Clack. Co.	42.9	4.4	.9	.9	.2	49.3
Wash. Co.	43.5	6.1	4.6	5.2	0	59.4
	<u>\$226.1M</u>	<u>\$36.7</u>	<u>\$27.2</u>	<u>\$13.6</u>	<u>\$43.3</u>	<u>\$346.9M</u>

(e) (4) HIGHWAY FUNDING NEED

Cumulative  
Allocation \$240.4M

FY 84 Program 226.1

Carryover \$ .14.3M

Carryover	\$ 7.3	\$ 7.0	
Formula	11.9	10.5	\$ 9.5
Discretionary	<u>17.5</u>	<u>9.7</u>	<u>4.1</u>
Total	\$36.7M	\$27.2M	\$13.6M
Requested Earmark	\$29.5M	\$20.2M	\$13.6M

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CONSIDERATION OF A THREE-YEAR CONTRACT FOR  
INSPECTION SERVICES AT THE ST. JOHNS LANDFILL

Date: January 4, 1984

Presented by: Norm Wietting

FACTUAL BACKGROUND AND ANALYSIS

The St. Johns Landfill operation contract with the City of Portland requires that an independent engineer inspect the site twice each year at Metro's expense. This engineer must be mutually chosen by Metro and the City. An annual inspection report must be submitted to the City by July 1. A less detailed, semi-annual inspection report must be submitted by January 1.

Metro recently issued a request for proposals for engineering services covering three years of annual and semi-annual inspections.

A team of two Metro staff members, and the City of Portland Solid Waste Coordinator, evaluated the five proposals submitted. The evaluation team looked for the amount of experience directly related to the St. Johns Landfill in the areas of landfill design, operation plan preparation, and inspection; timber bridge design and inspection; aerial mapping and volume determination; water quality data review. This team scored EMCON Associates highest in qualifications, followed by CH<sub>2</sub>M HILL. The City representative stated that EMCON or CH<sub>2</sub>M HILL would be acceptable. The prices submitted by all proposers are shown below:

<u>Proposer</u>	<u>Annual Price</u>	<u>Three-year Total Price</u>
SCS Engineers	\$17,036 - year one 17,560 - year two 18,625 - year three	\$53,221
Talbot Engineers	17,832	\$53,496
EMCON Associates	19,820 19,820 19,820	\$59,460 <sup>a</sup>
CH <sub>2</sub> M HILL	21,690.24 in 1984 <sup>b</sup>	\$65,070.72 <sup>c</sup>
David Evans & Associates	23,193	\$69,579

The EMCON Associates price, although not lowest, was lower than that of the only other firm acceptable to the City. EMCON Associates has experience with the St. Johns Landfill because of participation with Genstar in the 1982 Gas Feasibility Study. EMCON Associates was scored highest in qualifications. Therefore, it is recommended that a three-year contract for both inspection services and annual volume determination be awarded to EMCON Associates.

Because the total price limit exceeds \$50,000 the contract must be approved by the Metro Council. The Council normally would not be able to consider the contract before late January. However, it is important to the City of Portland Public Works Department that the next semi-annual inspection report be received by the beginning of January. An EMCON representative said that this deadline could be met if he could visit the landfill during the week of December 18-23. Therefore, a separate contract was issued for one semi-annual inspection in 1983 at a maximum price of \$3,675. An EMCON Associates representative inspected the landfill on December 23 and submitted a report on December 30. It was made clear to EMCON Associates that the contract for one semi-annual inspection in no way obligated the Metro Council to approve the three-year contract for three annual inspections with remaining landfill volume determinations and two semi-annual inspections.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends that EMCON Associates be awarded a three-year contract for inspection services at the St. Johns Landfill for a price not to exceed \$55,785.

#### COMMITTEE CONSIDERATION AND RECOMMENDATION

On January 16, 1984, the Council Coordinating Committee unanimously recommended award of a three-year contract to EMCON Associates in the amount of \$55,785.

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- a Proposal showed \$19,820 in 1984 prices. In telephone conversation December 9, Edward Griffith of EMCON said that this annual price would be good for three-year life of contract.
  - b Valid for contract year 1984 only. Subsequent adjustments according to forward pricing rate allowed by Defense Contract Audit Agency.
  - c Probably higher than this number (see note b).

CONSIDERATION OF APPOINTING AN AGENT OF RECORD  
FOR CASUALTY AND LIABILITY INSURANCE

Date: January 9, 1984

Presented by: Jennifer Sims

FACTUAL BACKGROUND AND ANALYSIS

Oregon state law permits local governments to appoint a single agent of record to act as the broker for all casualty and liability coverage for a three-year period. Fred S. James & Co. was appointed January 1, 1981.

The selection of an agent must be made after requesting proposals through both local newspapers and in the generally circulated industry publication for the area. These procedures have been followed.

Proposals were received from Fred S. James & Co., and J.B.L. & K. Insurance, a locally-owned firm. Cynthia Rimkus, Risk Manager for the Port of Portland, participated in interviewing both firms. Both companies presented excellent proposals, have strong reputations and could serve as Metro's broker.

EXECUTIVE OFFICER'S RECOMMENDATION

Considering the outstanding service provided in the past by Fred S. James & Co., the long-term working relationship and special working knowledge of Metro's exposures, the Executive Officer recommends appointment of Fred S. James & Co. as Metro's Agent of Record. The appointed is recommended for the period January 1, 1984 to January 1, 1987.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On January 16, 1984, the Council Coordinating Committee unanimously recommended Council adoption of Resolution No. 84-445.

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BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPOINTING AN )  
AGENT OF RECORD FOR CASUALTY AND )  
LIABILITY INSURANCE )

RESOLUTION NO. 84-445

) Introduced by the Council  
) Coordinating Committee

WHEREAS, The Metro Council deems it appropriate to appoint  
an Agent of Record for casualty and liability insurance; and

WHEREAS, Proposals were requested for this service and  
advertised in both a local newspaper and the insurance industry  
magazine; and

WHEREAS, The proposal from Fred S. James & Co. best meets  
Metro's insurance needs; now, therefore,

BE IT RESOLVED,

That Fred S. James & Co. be appointed Metro's Agent of  
Record for the term beginning January 1, 1984 and ending January 1,  
1987.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1984.

\_\_\_\_\_  
Presiding Officer

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STAFF REPORT

Agenda Item No. 7.1

Meeting Date January 26, 1984

CONSIDERATION OF RESOLUTION NO. 84-444 FOR THE  
PURPOSE OF APPROVING LONG-RANGE FINANCIAL  
POLICIES FOR METRO.

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Date: January 17, 1984

Presented by: R. Gustafson

FACTUAL BACKGROUND AND ANALYSIS

The attached memorandum from the Executive Officer to the Council outlines proposed long-range financial policies for Metro.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 84-444 for the purpose of approving long-range financial policies for the Metropolitan Service District.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On January 16, 1984, the Council Coordinating Committee unanimously recommended adoption of Resolution No. 84-444, as amended. The attached resolution reflects amendments recommended by the Committee.

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## EXHIBIT A

To assist in the achievement of the broad goal of providing financial stability for Metro, the following general principles are adopted:

1. Each functional area shall have identified sources of revenue;
2. Each functional area shall prepare a five-year financial plan; and
3. Any new functions assumed by Metro shall have a source of funding.

~~[The functional activities of Metro vary both in the nature of their services and in the source of their revenue. Therefore, the following policies are adopted by the Council to aid decision making in each of the functional areas:]~~ To aid decision making in each of the functional areas, the following policies are adopted:

### General Government/Mandated Services

1. General government and mandated services shall have an external source of revenue to cover their direct costs and to pay their share of support services.
2. When specific funds are identified for general government and mandated services, interfund transfers shall no longer be used to support these activities.
3. The support services functions of the General fund shall be totally financed from all Operating funds on the basis of actual use.

### Local Assistance and Coordination

1. Local assistance activities carried out by Metro shall be funded by the jurisdictions and organizations using those services.
2. Metro shall annually review and develop a local assistance program in conjunction with local government users.

### Zoo Operations

1. The Zoo shall rely on the property tax for a portion of its revenues.
2. ~~[A ratio of]~~ Approximately 50 percent ~~[tax and 50 percent]~~ non-tax revenues shall be maintained for funding Zoo operations.

3. The Council shall annually review admission fees to assist in meeting Objective 2 above.
4. The Council shall develop a policy of maintaining a proper balance between funds used for animal and non-animal capital improvements and the use of private versus public funds.
5. As indicated in the adopted Master Plan, [T]the priority for capital investments shall be the completion of the Zoo's development and the replacement of non-standard exhibits.
6. It shall be the policy of the Council to provide special benefits to residents of the region who pay taxes to help support the Zoo.

#### Solid Waste Operations

1. As part of the development of a five year financial plan, a [A] set of financial policies shall be prepared for adoption by the [Metro] Council prior to the beginning of the rate review process in September 1984 and shall address disposal rates, regional transfer charges, convenience charges, user fees and other appropriate issues.
- ~~2. A five year financial plan shall be prepared for Council consideration.~~

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BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING ) RESOLUTION NO. 84-444  
LONG-RANGE FINANCIAL POLICIES )  
FOR THE METROPOLITAN SERVICE ) Introduced by the  
DISTRICT ) Executive Officer

WHEREAS, The Metropolitan Service District relies on a variety of revenue sources to conduct its business; and

WHEREAS, The Metropolitan Service District over the past five years has demonstrated its ability to carry out its assigned responsibilities; and

WHEREAS, The expiration of a three-year serial levy and changes in state laws will alter the revenue sources for the Metropolitan Service District; and

WHEREAS, A set of financial policies and principles has been developed to be used as a guide for reaching financial stability for the Metropolitan Service District; now, therefore,

BE IT RESOLVED,

That the Council adopts the financial principles and policies contained in Exhibit A attached.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1984.

\_\_\_\_\_  
Presiding Officer

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Memorandum  
January 3, 1984  
Page 7

- By September 1984 adopt a five-year financial plan and a set of financial policies for the Solid Waste Department.
- By January 1985 seek agreement with local governments for funding a local assistance and coordination program.

RECOMMENDATION

Council should implement the strategy outlined in this memo in order to provide a stable funding base for Metro in the future.

That can be achieved by renewing the three-year Zoo serial levy, seeking a revenue source for the general government and mandated services fund, reaching agreement with local governments to fund the local assistance program and continuing to emphasize efficiency and economy in the internal structure and management of the organization.

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2. A ratio of approximately 50 percent tax and 50 percent non-tax revenues should be maintained for funding Zoo operations.
3. The Council should annually review admission fees to assist in meeting Objective 2 above.
4. The Council should develop a policy of maintaining a proper balance between funds used for animal and non-animal capital improvements.
5. The priority for capital investments should be the completion of the Zoo's development and the replacement of non-standard exhibits.

#### Solid Waste Operations

1. A set of financial policies should be prepared for adoption by the Metro Council prior to the beginning of the rate review process in September 1984, and should address disposal rates, regional transfer charges, convenience charges, user fees and other appropriate issues.
2. A five-year financial plan should be prepared for Council consideration.

#### REVISED ORGANIZATIONAL STRUCTURE

The application of the functional area financial policies produces structural changes in the Metro organization. The Zoo and Solid Waste funds remain in their current form. The other two funds change. The Planning fund becomes a Local Assistance fund. The General fund becomes divided into two distinct parts: 1) general government and mandated services, and 2) support services. Support services are provided to all four functional areas, including general government and mandated services and each of the four functional areas pays for support services on the basis of use.

Each functional area fund has its own source of revenue. When a dedicated tax source is secured for the general government and mandated services activities, the interfund transfer system ends to financially support those activities. The chart on the next page (Figure 3) depicts the new organization and funding structure.

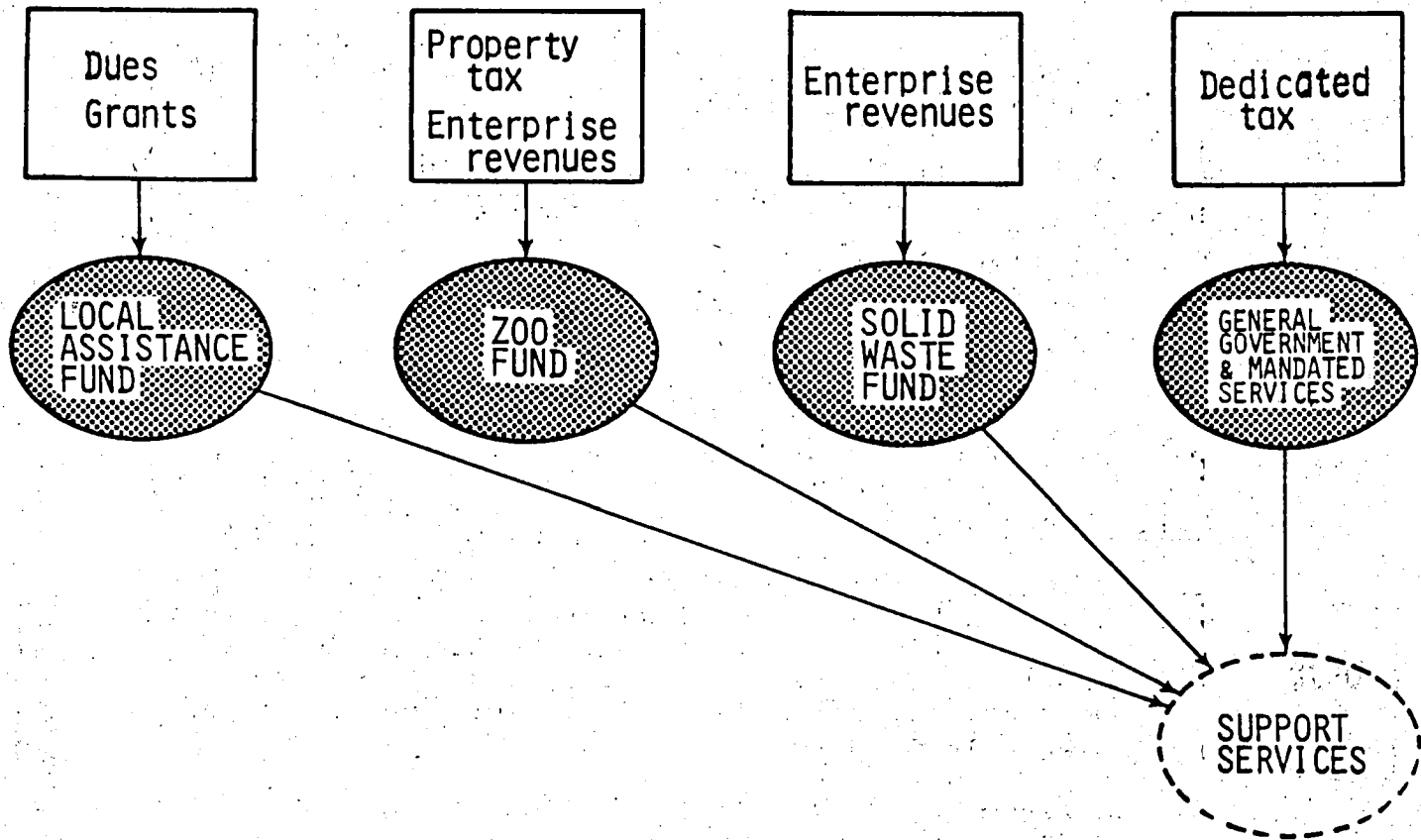


Figure 3

STRATEGY

When MSD and CRAG were merged, there was a change in organizational structure, but not in the source of funding. In crafting the merger bill in 1977 the Legislature concentrated on the organizational issue. It is now time to focus on Metro's financial structure.

The purpose of this long-range financial strategy is to articulate a set of financial policies that reflect Metro's organizational structure and responsibilities.

Implementation of the financial strategy requires the following actions by the Council:

- By February 1984 complete work on a combined operations and capital three-year serial levy request for the Zoo to be submitted to the voters in May 1984.
- By July 1984 commence a process to seek legislative authorization to revise Metro's tax authority to seek a revenue source for general government and mandated services.

1) The three-year serial levy that provides half of the Zoo's operating revenue expires June 30, 1984, and 2) the state law requiring local governments to pay the per capita dues assessment to Metro expires June 30, 1985. This chart (Figure 2) depicts the impact of those revenue losses on the four Operating funds.

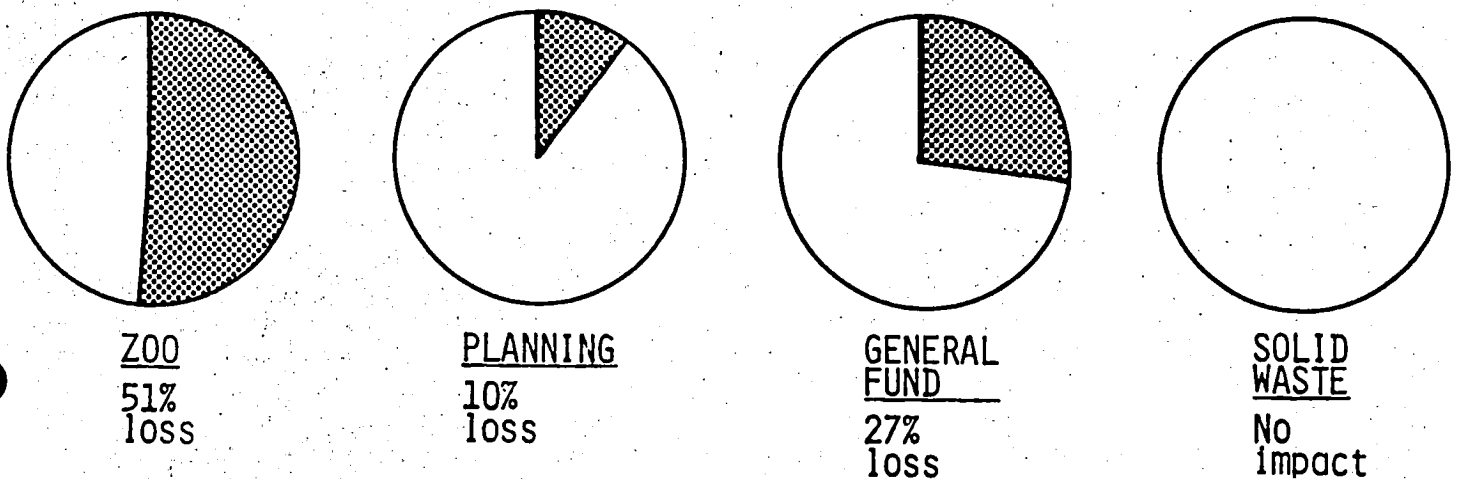


Figure 2

The 10 percent loss in the Planning fund does not include the reduction in federal or state grants that would result from diminished local matching funds.

In preparing to deal with the potential loss of those revenue sources, the Metro Council needs to establish a long-range financial policy for this organization. That policy should meet Metro's assigned responsibilities and also prepare the organization for changes that are expected to occur in the future.

FINANCIAL PRINCIPLES AND POLICIES

Over the past five years Metro has demonstrated its ability to effectively operate and improve the Zoo, has shifted from only planning a solid waste system to operating solid waste facilities, and has maintained a mechanism for providing services and coordinating certain planning and funding activities for local governments, primarily in transportation.



To assist the Council achieve the broad goal of providing financial stability for Metro, the following general principles are recommended:

1. Each functional area must have identified sources of revenue;
2. Each functional area must prepare a five-year financial plan; and
3. Any new functions assumed by Metro must have a source of funding.

The functional activities of Metro vary both in the nature of their services and in the source of their revenue. Therefore, the following policies are recommended to the Council to aid decision-making in each of the functional areas:

#### General Government/Mandated Services

1. General government and mandated services should have an external source of revenue to cover their direct costs and to pay their share of support services.
2. When specific funds are identified for general government and mandated services, interfund transfers should no longer be used to support these activities.
3. The support services functions of the General fund should be totally financed from all Operating funds on the basis of actual use.

#### Local Assistance and Coordination

1. Local assistance activities carried out by Metro should be funded by the jurisdictions and organizations using those services.
2. Metro should annually review and develop a local assistance program in conjunction with local government users.

#### Zoo Operations

1. The Zoo should rely on the property tax for a portion of its revenues.



# Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: January 3, 1984  
To: Metro Council  
From: Rick Gustafson, Executive Officer  
Regarding: Long-Range Financial Policies for Metro

## INTRODUCTION

This memo provides a financial blueprint for building a stable, adequate funding base for Metro.

It contains general principles and specific policies which can serve as a guide for making decisions on the elements of Metro's financial structure and sources of funding.

It is a synthesis of the issues, information and financial policies outlined in a series of memos to the Council over the past five months. The memos include:

- "Future Funding--Background Information on Metro Financial Situation," July 26, 1983.
- "The General Fund--Its Relationship to Other Funds and Functions Provided," July 26, 1983.
- "Long-Range Financial Policies for Metro," September 7, 1983.
- "Five-Year Projections for the General Fund," September 8, 1983
- "Preliminary Five-Year Projections for Zoo Operating Fund," September 28, 1983.

This memo also includes background on the current sources of funding for the organization, the system used to support the General fund and the status of Metro's four Operating funds: Zoo, Solid Waste, Planning and General.

## BACKGROUND

In 1977 the Oregon Legislature passed HB 2070 which authorized a popular vote in the tri-county area on the merger of the Metropolitan Service District and the Columbia Region Association of Governments. The bill also provided for a directly elected Council and Executive Officer. While the

enabling legislation authorized a property and/or income tax levy and user fees, it did not provide a specific source of revenue for a General fund within the regional government.

When the voters approved the merger, and Metro began operations in 1979, a General fund was established and funded primarily by a system of justified interfund transfers from the other Operating funds. The funds reflect Metro's organizational structure.

This chart (Figure 1) shows the current relationship between the funds:

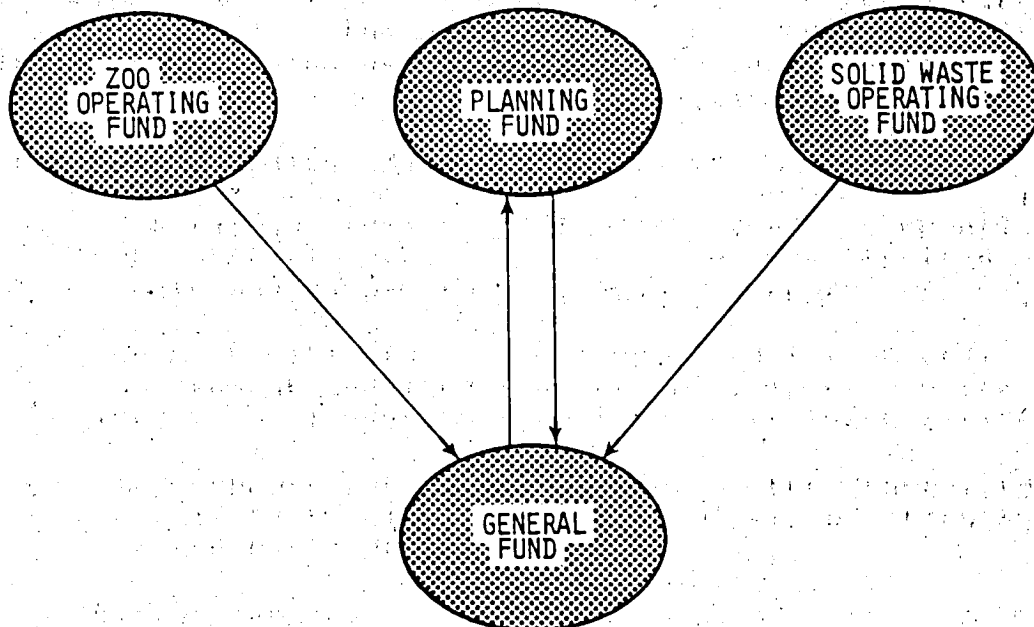


Figure 1

The Zoo and Solid Waste Operating funds receive all of their revenue from external sources, i.e., enterprise funds, special fees, donations (and in the case of the Zoo, property taxes). The Planning fund receives the majority of its revenue from federal and state grants, plus a small portion (about 10 percent) transferred from the General fund.

The General fund receives 70 percent of its revenue as transfers from the other three funds and the balance from local government dues. During the first five years of its existence, Metro was able to carry out its responsibilities with the Operating funds and system of interfund transfers described above. However, two important changes will soon occur:

CONSIDERATION OF FY 1983-84 BUDGET AMENDMENTS

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Date: January 10, 1984

Presented by: Jennifer Sims

FACTUAL BACKGROUND AND ANALYSIS

The attached proposed ordinance provides for various budget and appropriation schedule changes. The package of detailed budget amendments (Exhibit A) is available upon request. A description and rationale for the proposed revisions for each fund follows:

General Fund

Transfers from the contingency totaling \$14,790 are recommended for the following:

1. Add \$5,500 salary and \$1,665 fringe costs for the Public Information Specialist in Public Affairs. The position is budgeted .25 FTE in the General Fund and .75 FTE in Solid Waste. Actual time spent has not reflected the budget due to heavier General Fund demands. The proposed transfer would add .25 FTE in the General Fund to provide for the anticipated workload for the remainder of the fiscal year and cover expenses to date.
2. Add funds for unanticipated sublease and moving expenses under Materials and Services. Costs total \$4,000 in the Budget & Administration Services Division.
3. Add \$1,700 salary and fringes for temporary help for the Budget and Administrative Services Division. This is necessary to pay for additional help for extraordinary unanticipated sick leave in word processing.
4. Add \$1,500 to contractual services in the Public Affairs Department for the Small Cities Assistance program. This additional expenditure for an East Washington County urban services study was approved by the Council on November 22, 1983.
5. Add \$425 to the Data Resource Center (DRC) personal services budget for vacation cash out for an employee who was layed-off.

In addition to transfers from contingency various transfers of appropriation are proposed which have no additional expense required.

1. Resource estimates have been revised as follows:  
a) transfer from Transportation Planning reduced by \$2,138 from \$403,212 to \$401,074, and b) interest increased \$2,138 from \$7,000 to \$9,138.
2. Metro's contract with outside legal counsel must be extended. The Executive Officer is proceeding with recruitment. A transfer of \$12,000 from Personal Services, General Counsel to Materials & Services, contractual services is proposed in the Executive Management budget.
3. In Budget and Administrative Services vacation help was hired under provisions for temporary employees rather than contractual services as budgeted. As a result a transfer of \$800 is needed from Materials and Services, contractual services to Personal Services, temporary and fringes.
4. The DRC has secured more contracts of a pass-through nature than expected when the budget was prepared. Up to \$30,000 may be received during the fiscal year for work which Metro would then complete through an outside contract. It is proposed that the General Fund resources item, Contracts, be increased by \$30,000 and a corresponding expense for contractual services be added.
5. Several projects are also proposed to be accomplished by the DRC using purchased services rather than temporary staff as budgeted. These include development of an employment data base geocoded to block groups, a household size survey and purchase of population and employment forecasts. A transfer of \$5,350 from Personal Services to Materials and Services is requested.

#### Planning Fund

Refined and revised budget estimates have been prepared for the Transportation Department. The changes, by category, are as follows:

Personal Services - allocate merit increases to positions and modify fringe costs to reflect the actual billing rate of 30.41 percent. The net increase is \$7,219.

Materials and Services - Add funds for second bike map printing, delete the McLoughlin DEIS consultant, add funding to data processing to give locals more technical assistance. The net decrease is \$5,081.

Transfers - Reduce for actual computer costs and lowered overhead billing rate. The net decrease is \$2,138.

No amendments are proposed at this time for the Development Services Department budget. However, commitments have been made for dues funded expenses which may require Council action later in the fiscal year. These are as follows:

1. As agreed in the budget process, dues will supplement the LCDC grant award as needed. \$30,000 was budgeted this fiscal year, yet Metro received only \$22,500 for the biennium. Half will be expended this year requiring \$11,600 from dues to support the program.
2. An FY 1982-83 salary expense of \$1,972 was carried into this year. While the funding is available in the form of increased carryover, it was not budgeted.
3. Several grants have been closed requiring close-out audits. Grant dollars pay for the audits but unbudgeted match is needed. This will total \$672.

These items will only need Council action if the total dues transfer to the Planning fund is exceeded over the year. It appears, at this point, that savings in the areas may compensate for the above list.

#### Solid Waste Operating Fund

A handful of amendments are proposed for this fund, most of which can be accomplished through transfers among programs. Proposed changes are as follows:

1. Transfer \$9,500 from contingency for a contractual obligation in Waste Reduction.
2. Reduce Materials & Services in all programs and transfer \$1,000 to Capital outlay for video equipment. This item is budgeted but research has revealed higher than anticipated costs for the needed equipment.
3. Transfer \$1,200 from Materials & Services to Capital Outlay for purchase of a computer terminal. This will be devoted to Solid Waste use for accessing and manipulating data.

There are additional changes in Solid Waste programs which do not result in changes to the overall appropriation level. For the next Coordinating Committee, staff will provide information on Solid Waste program changes occurring as a result of the new Washington County Transfer & Recycling Center (WTRC) program.

#### Solid Waste Capital Fund

Resources are amended to recognize the actual fund balance and loan requirements.

Projects are amended based on revised cost estimates. CTCR costs are up \$325,860 due to construction claims and the wash rack construction. No construction work will be done on the St. Johns Landfill methane project resulting in a (\$30,000) adjustment and \$122,552 additional funds are allocated to final cover. Wildwood land costs are reduced by \$348,412 with a correlated reduction in budgeted loan proceeds.

As a result of the above changes. The contingency is reduced by \$70,000 so that total fund resources and expenses are unchanged.

#### Zoo Operating Fund

During the process of formulating a four-year budget projection, it became apparent that the current year should be included as a part of that process for consistency with the major assumptions. The proposed mid-year adjustments come as a result of that process.

On the revenue side of the Operating budget, we recognize an increase in the previously estimated fund balance of \$353,273. We also anticipate modest increases in the same of gifts and rentals. However, we overestimated revenues from admissions, food concessions, the railroad and the sale of animals to an amount of \$195,100, most of which was in admissions due to a deferral in a change of fees. The net effect is an anticipated increase in revenues of \$185,477.

In reviewing past actual expenditures for Materials and Services, it appeared we had underspent that category by an average of 6 percent per year for several years. To avoid carrying that probability into the projections, we reduced the Materials and Services budget a total of \$115,582. Also, to bring the contingency into line with a policy of a contingency equaling 3 percent of division expenditures, the contingency was reduced \$222,413.

In Personal Services, we are proposing the addition of a Maintenance Foreman to allow the Buildings & Grounds Manager who is qualified in the field to assume responsibility for construction management. This will give us better control of not only the major construction projects but also these capital replacement programs in our Capital Outlay budgets. The cost for this change is estimated at \$19,500. This cost will be offset by deleting the funds in Contract Services, previously used to employ a consultant for this service.

Past practice has been to transfer savings in operations to the Capital Fund to assist the capital improvements program. In keeping with that practice, it is proposed that an additional \$303,972 be transferred to the Capital Fund. This will assist with reserving the funds needed to build Phase I of the Africa Bush Exhibit as now envisioned in the Master Plan.

It is also proposed that the unappropriated balance be increased \$200,000 with that money reserved to augment tax revenues during the third year of the next levy period.

#### Zoo Capital Fund

In the Zoo Capital Fund adjustments have been made both in the fund balance and in estimated project expenditures that will allow us to proceed with the design of the West Bear Grotto as called for in the Master Plan including some remodel of the Bear Walk Cafe. This will allow us to reserve the funds for Africa-Bush Phase I. Because no work will proceed on the latter project this year, those funds are reserved in a Capital Fund unappropriated balance. Adjustments have also been made to proceed with the contract to complete the Alaskan Tundra Exhibit including some reserve for work during the first quarter of next fiscal year.

#### EXECUTIVE OFFICER'S RECOMMENDATION

Adopt Ordinance No. 84-168 amending the FY 1983-84 Budget and Appropriations Schedule.

#### COMMITTEE CONSIDERATION AND RECOMMENDATION

On January 16, 1984, the Council Coordinating Committee recommended adoption of the proposed ordinance with one amendment. The Committee recommends a reduction in the Personal Services appropriation for the Solid Waste Operating Fund to correspond to the proposed increase in the General Fund of .25 FTE for Public Information Specialist 2. The total proposed reduction of \$7,165 is reflected in the attached appropriations schedule.



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE RELATING TO THE )      ORDINANCE NO. 84-168  
FY 1983-84 BUDGET AND APPROPRIA- )  
TIONS SCHEDULE; AND AMENDING )  
ORDINANCE NO. 83-153 )

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

The amendments to the FY 1983-84 Budget of the Metropolitan Service District (Metro) attached hereto as Exhibit "A" and amendments to the FY 1983-84 Appropriations attached hereto as Exhibit "B" to this Ordinance are hereby adopted.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1984.

\_\_\_\_\_  
Presiding Officer

ATTEST:

\_\_\_\_\_  
Clerk of the Council

JS/gl  
0130C/353

ORDINANCE NO. 84-168

EXHIBIT B

SCHEDULE OF APPROPRIATIONS

<u>GENERAL FUND</u>	<u>Current Appropriation FY 1983-84</u>	<u>Amendment</u>	<u>Revised Appropriation</u>
<b>Council</b>			
Personal Services	\$ 58,897	0	\$ 58,897
Materials & Services	54,520	0	54,520
Capital Outlay	0	0	0
Subtotal	<u>\$113,417</u>	0	<u>\$113,417</u>
<b>Executive Management</b>			
Personal Services	\$216,448	\$(12,000)	\$204,448
Materials & Services	22,575	12,000	34,575
Capital Outlay	1,350	0	1,350
Subtotal	<u>\$240,373</u>	0	<u>\$240,373</u>
<b>Finance &amp; Administration</b>			
Personal Services	\$ 630,891	\$(2,425)	\$ 628,466
Materials & Services	672,608	38,550	711,158
Capital Outlay	97,155	0	97,155
Subtotal	<u>\$1,400,654</u>	<u>\$36,125</u>	<u>\$1,436,779</u>
<b>Public Affairs</b>			
Personal Services	\$202,459	\$7,165	\$209,624
Materials & Services	46,140	1,500	47,640
Capital Outlay	0	0	0
Subtotal	<u>\$248,599</u>	<u>\$8,665</u>	<u>\$257,264</u>
<b>General Expense</b>			
Contingency	\$ 89,684	\$(14,790)	\$ 74,894
Transfers	163,169	0	163,169
Subtotal	<u>\$252,853</u>	<u>\$(14,790)</u>	<u>\$238,063</u>
<b>Total General Fund Requirements</b>	<b>\$2,255,896</b>	<b>\$30,000</b>	<b>\$2,285,896</b>
<u>PLANNING FUND</u>			
<b>Development Services</b>			
Personal Services	\$199,298	0	\$199,298
Materials & Services	62,470	0	62,470
Capital Outlay	0	0	0
Subtotal	<u>\$261,768</u>	0	<u>\$261,768</u>
<b>Transportation</b>			
Personal Services	\$447,327	\$7,219	\$454,546
Materials & Services	238,455	(5,081)	233,374
Capital Outlay	0	0	0
Subtotal	<u>\$685,782</u>	<u>\$2,138</u>	<u>\$687,920</u>

<u>PLANNING FUND</u>	<u>Current Appropriation FY 1983-84</u>	<u>Amendment</u>	<u>Revised Appropriation</u>
Criminal Justice			
Personal Services	\$86,993	0	\$86,993
Materials & Services	2,400	0	2,400
Capital Outlay	0	0	0
Subtotal	<u>\$89,393</u>	0	<u>\$89,393</u>
General Expense			
Transfers	<u>\$527,811</u>	<u>\$(2,138)</u>	<u>\$525,673</u>
Subtotal	<u>\$527,811</u>	<u>\$(2,138)</u>	<u>\$525,673</u>
Total Planning Fund Requirements	\$1,564,754	0	\$1,564,754
<u>TRANSPORTATION TECHNICAL ASSISTANCE FUND</u>			
Materials & Services	<u>\$473,805</u>	0	<u>\$473,805</u>
Total Transportation Technical Assistance Fund Requirements	\$473,805	0	\$473,805
<u>CRIMINAL JUSTICE ASSISTANCE FUND</u>			
Materials & Services	<u>\$450,000</u>	0	<u>\$450,000</u>
Total Criminal Justice Assistance Fund Requirements	\$450,000	0	\$450,000
<u>SEWER ASSISTANCE FUND</u>			
Materials & Services	\$2,000,000	0	\$2,000,000
Transfers	5,000	0	5,000
Contingency	<u>1,315,000</u>	0	<u>1,315,000</u>
Total Sewer Assistance Fund	\$3,320,000	0	\$3,320,000
<u>ZOO OPERATING FUND</u>			
Personal Services	\$2,729,321	\$ 19,500	\$2,748,821
Materials & Services	1,648,533	(115,582)	1,532,951
Capital Outlay	276,066	0	276,066
Transfers	3,469,380	303,972	3,773,352
Contingency	<u>359,148</u>	<u>(222,413)</u>	<u>136,735</u>
Total Zoo Operating Fund Appropriation	<u>\$8,482,448</u>	<u>\$(14,523)</u>	<u>\$8,467,925</u>
Unappropriated Balance	<u>600,000</u>	<u>200,000</u>	<u>800,000</u>
Total Zoo Operating Fund Requirements	\$9,082,448	\$185,477	\$9,267,925

<u>ZOO CAPITAL FUND</u>	<u>Current Appropriation FY 1983-84</u>	<u>Amendment</u>	<u>Revised Appropriation</u>
Capital Projects	\$5,585,812	\$ (2,335,055)	\$3,250,757
Contingency	591,942	(411,875)	180,067
Total Zoo Capital Fund	\$6,177,754	\$ (2,746,930)	\$3,430,824
Unappropriated Balance	0	4,380,483	4,380,483
<b>Total Zoo Capital Fund Requirements</b>	<b>\$6,177,754</b>	<b>\$1,633,553</b>	<b>\$7,811,307</b>
<u>SOLID WASTE OPERATING FUND</u>			
Personal Services	\$ 694,950	\$ (7,165)	\$ 687,785
Materials & Services	5,860,580	7,300	5,867,880
Capital Outlay	15,200	2,200	17,400
Transfers	2,321,710	0	2,321,710
Contingency	540,862	(9,500)	531,362
<b>Total Solid Waste Operating Fund Requirements</b>	<b>\$9,433,302</b>	<b>\$ (7,165)</b>	<b>\$9,426,137</b>
<u>SOLID WASTE CAPITAL FUND</u>			
Capital Projects	\$6,349,600	\$70,000	\$6,419,600
Transfer	165,700	0	165,700
Contingency	575,000	(70,000)	505,000
<b>Total Solid Waste Capital Fund</b>	<b>\$7,090,300</b>	<b>0</b>	<b>\$7,090,300</b>
<u>SOLID WASTE DEBT SERVICE FUND</u>			
Materials & Services	\$824,700	0	\$824,700
<b>Total Solid Waste Debt Service Fund Requirements</b>	<b>\$824,700</b>	<b>0</b>	<b>\$824,700</b>
<u>SOLID WASTE ST. JOHNS RESERVE FUND</u>			
Unappropriated Balance	\$337,500	0	\$337,500
<b>Total St. Johns Reserve Fund Requirements</b>	<b>\$337,500</b>	<b>0</b>	<b>\$337,500</b>

JS/srb  
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01/17/84

ORDINANCE NO. 84-168