



# Agenda

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: September 25, 1984

Day: Tuesday

Time: 5:30 p.m.

Place: COUNCIL CHAMBER

Approx.  
Time

Presented By

5:30

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

5:55

6. CONSENT AGENDA

- 6.1 Consideration of Resolution No. 84-499, for the purpose of adopting Consent Agenda criteria for the Metropolitan Service District \*
- 6.2 Consideration of guidelines for attendance of Metro Councilors at regional conferences
- 6.3 Consideration of guidelines regarding per diem and expenses: interpretation of half-year split
- 6.4 Confirmation of Councilors Oleson and Kirkpatrick's attendance at the Western Council of Governments Conference

7. ORDINANCES

6:00

- 7.1 Consideration of Ordinance No. 84-178, for the purpose of amending Ordinance No. 84-172 and transferring appropriations (Second Reading)

Sims

(continued)

\* Council Management Committee recommendation pending

<u>Approx. Time</u>		<u>Presented By</u>
6:15	7.2 <u>Consideration of Ordinance No. 84-179, for the purpose of amending the Public Contract Procedures for emergency contracts, Code Sections 2.04.011 and 2.04.030 (Second Reading)</u>	Baxendale
	8. RESOLUTIONS	
6:25	8.1 <u>Consideration of Resolution No. 84-497, for the purpose of adopting the Year 2005 Forecast of population and employment for use in Metro's functional plan</u>	Lawton
6:45	8.2 <u>Consideration of Resolution No. 84-498, for the purpose of adopting the FY 1985 to post-1988 Transportation Improvement Program and the FY 1985 Annual Element</u>	Cotugno
7:00	8.3 <u>Consideration of Resolution No. 84-500, for the purpose of adopting legislative proposals regarding District finances</u>	Gustafson
7:15	8.4 <u>Consideration of Resolution No. 84-502, for the purpose of establishing a regional corrections task force *</u>	Siegel
7:30	8.5 <u>Consideration of Resolution No. 84-503, for the purpose of appointing citizen members to the Transportation Policy Alternatives Committee (TPAC)</u>	Henwood
7:35	9. COMMITTEE REPORTS	
7:40	EXECUTIVE SESSION (Held under the authority of ORS 192.660(2))	Carlson
8:15	ADJOURN	

\* Council Management Committee recommendation pending

Submitted 9/25/84  
Citizen Communication on a non-agenda item

DJB INC. 11515 S.W. 91ST AVENUE PORTLAND, OREGON 97223 U.S.A. (503) 639-2900



METROPOLITAN SERVICE DISTRICT COUNCIL MEETING  
TUESDAY, SEPTEMBER 25, 1984

Mr. Chairman and Members of the Council:

My name is Geraldine Ball, <sup>11515 S.W. 91st - Tigard</sup> and I have ~~a~~ questions to which I would like an answer.

In view of the fact that you are required under ORS 197.255 to advise LCDC and the local jurisdiction preparing the Comprehensive Plan whether or not such plan is in conformity with the Statewide Planning Goals, and since I have not seen a Resolution authorizing the Executive Officer (or other person) to submit comments to LCDC recommending that the City of Tigard Request for Acknowledgment of Compliance with LCDC goals be granted, I would appreciate answers to the following questions:

1. Does the Metropolitan Service District plan to issue a Resolution prior to Thursday, October 11, 1984, when the Tigard Plan will come before LCDC.
2. If not, why not and what issues do you feel are not in compliance. Has the Director of Planning and Development at the City of Tigard been advised of your position.
3. If you do not issue your approval either prior or during the Tigard Review on October 11, 1984, does this mean the Land Conservation and Development Commission cannot issue an Acknowledgment of Compliance to the City of Tigard.

■ I ask that this be made part of the Metropolitan Service District Council record for this meeting of September 25, 1984.

Thank you.

SUMMARY REPORT  
REGIONAL GROWTH FORECAST  
1983 to 2005

I. REGIONAL FORECAST

EMPLOYMENT

It is assumed that economic activity, creating, maintaining, or losing jobs is the basic determinant of the future in a long-term context. Population would be dependent on employment.

Manufacturing jobs are assumed to grow at a slightly lower rate than jobs as a whole. These can be grouped as follows:

- High Growth Sectors: Transportation equipment, fabricated metals, machinery, electronics and printing. The first three helped by assumed increases in Pacific Rim trade.
- Low Growth Sectors: Lumber, primary metals, pulp and paper.
- Loss Sector: Food processing.

Non-Manufacturing jobs are assumed to grow at a slightly higher rate than jobs as a whole. These can be grouped as follows:

- High Growth Sectors: Services (particularly business), trade (wholesale and retail), finance, insurance and real estate, and self-employed. These sectors will be positively impacted by increases in Pacific Rim trade and an increase in two wage earner households.
- Low Growth Sectors: Transportation, communications and public utilities, government, construction.
- Loss Sectors: Agricultural, mining and fisheries.

Employment Growth. The net effect of all of the changes is a return to a growth rate comparable to that experienced in the 1960 to 1975 period. The mix of job sectors being significantly different.

TABLE 1 - EMPLOYMENT FORECASTS

Year	1980	1983	1990	1995	2000	2005
Employment (1,000s)	620	585	686	762	836	910
Growth Rate (Emp./Year)	-11,700	14,400	15,200	14,800	14,800	



The historical perspective is shown in Graph 1, Employment - Past and Forecast.

### POPULATION

In the growth forecast procedure, change in labor force participation rates was examined by age and by sex. The net result was a change from 47 percent to 52 percent of population participating in the labor force. This is lower than suggested by past overall trends, and primarily reflects assumptions on a limit of 75 percent for women in the 25- to 34-year old age group (about 65 percent of this group are employed today).

Birth rates were assumed to change from the current 1.8 births per woman to 2.1 births per woman (replacement) by 2005.

Mortality rates used are those from the Center for Population Research and Census (CPRC) developed for Oregon and are assumed to remain unchanged over the forecast period.

The sex/age distribution of the net migrant population is assumed to be the same as that estimated by CPRC for the 1970 to 1980 period. This implicitly covers the net changes wrought by both out- and in-migration.

TABLE 2 - POPULATION FORECASTS

Year	1980	1983	1990	1995	2000	2005
Population (1,000s)	1,246	1,259	1,404	1,509	1,599	1,740
Growth Rate (Persons/Year)	4,300	20,700	21,000	18,000	28,200	

### HOUSING

The first assumption to be made is on household size. For the Portland SMSA this has gone from a high of 2.99 persons per household in 1960 to 2.59 persons per household in 1980. This decline is assumed to level off to an average of 2.45 by year 2005.

The second issue is that of the mix of detached and attached housing. In 1960 the mix was 82 percent detached, 18 percent attached. New construction 1960 to 1983 was at a net rate of 55 percent detached to 45 percent attached, leading to a mix of 70 percent detached to 30 percent attached. These changes were due to the rapid formation of young households (baby boom group) and assumptions on the acceptability of condominium living as a lifestyle change for those who had choice. The experience of a lack of acceptance of condominium living in the region, coupled with the maturing of the baby boom generation,

leads to an assumption of a 65 percent detached to 35 percent attached split in new housing construction.

For an analysis of future needs, assumptions of vacancy rates were set at 9 percent for attached and 2.75 percent for detached dwelling units. The above assumptions led to the housing demand shown in Table 3.

TABLE 3 - HOUSING

Year	1980	1983	1990	1995	2000	2005
Detached Units	353,600	367,100	398,700	432,100	459,100	498,600
Units/Year	4,500	4,500	6,700	5,400	7,900	
Attached Units	150,200	156,800	173,800	191,800	206,300	231,800
Units/Year	2,200	2,400	3,600	2,900	5,100	
Total Units	503,800	523,900	572,500	623,900	665,400	730,400
Units/Year	6,700	6,900	10,300	8,300	13,000	

## II. SUB-REGIONAL ALLOCATION OF GROWTH

The allocation of growth to subareas is carried out in reverse order, housing first, from which population is estimated, and, finally, employment. The growth was allocated to 20 large planning districts.

### HOUSING

Detached dwelling units, also known as single family dwelling units, were assumed to follow past trends with changes in trends occurring as areas filled up. Very little growth is expected in Multnomah County with the exception of District 5, the Gresham, Troutdale, Wood Village area, where growth is expected to continue; and District 3, where the primary growth is expected to be in Forest Park Estates. Clackamas County is expected to maintain growth in the rural and non-contiguous urban growth areas (District 19) and District 8 (Lake Oswego, West Linn). Washington County is expected to see continued growth with the areas of emphasis moving from District 13 (Beaverton) to 14 and 15 (Aloha and Hillsboro). Clark County is expected to grow as fast as Washington County. See Table 2, Exhibit A, Resolution No. \_\_\_\_\_.

Attached dwelling units, also known as multi-family dwelling units were allocated in much the same manner. Multnomah County is expected to have the highest growth with District 4 (Mid-County) showing the expected influence of provision of sewers, the Banfield Light Rail and numerous large developable lots. District 5 (Gresham area) following recent trends, plus the expected impact of the LRT investment is also expected to see growth in attached units. Clackamas County is expected to

show slow growth with minor concentrations in District 7 (Clackamas Town Center area), and District 8 (Lake Oswego, West Linn). Washington County is expected to see a continued strong growth in these units with concentrations in Aloha, Beaverton and Hillsboro. Clark County is expected to show a continued moderate growth. See Table 2, Exhibit A, Resolution No. \_\_\_\_\_.

#### POPULATION

The method for estimation here was to use the dwelling units previously allocated with assumptions on vacancy and household size by type (attached/detached) and by district. The household sizes were assumed to be the same as in the 1980 Census (for each district) reduced by the same percentage as the overall assumed reduction in household size for the region as a whole. This gave the population allocation shown in Table 1, Exhibit "A," Resolution No. \_\_\_\_\_.

#### EMPLOYMENT

It was assumed that the Central Business District (District 1) would maintain its past strong share in the region's growth. Growth in District 2 was also expected, partially a re-employment of recently lost workers and also to reflect expected growth in the Lloyd Center area and the Columbia-South Shore area. Growth in Clackamas County is expected to be concentrated in the Clackamas Town Center and Highway 212/224 areas. Washington County is expected to see strong growth with existing trends, availability of desirable serviced land in large lots, very aggressive marketing by the private and quasi-public sectors, and an expected trend towards moving from a bedroom community to a more balanced community supplying the impetus. This growth is expected primarily in the Beaverton-Aloha-Hillsboro corridor. Clark County is also expected to experience significant growth with an assist from the I-205 completion, a supportive tax structure and aggressive marketing. Table 1, Exhibit "A," Resolution No. \_\_\_\_\_, shows the outcome of the allocation process.

KL/srb  
1989C/396-2  
09/12/84

**EXHIBIT A**  
**Table 2**

**SINGLE FAMILY DWELLING UNITS**

DIST	1983	2005	CHANGE
1	200	200	0
2	95650	95750	100
3	20490	24490	4000
4	22080	24080	2000
5	21510	33510	12000
20	2130	2280	150
MULTCO	162060	180310	18250
6	19200	21700	2500
7	6050	11650	5600
8	13690	20990	7300
9	6960	11960	5000
10	5610	11610	6000
19	24660	34785	10125
CLACKCO	76170	112695	36525
11	3800	6650	2850
12	8560	12710	4150
13	18280	21000	2720
14	16930	32320	15390
15	9010	17200	8190
16	5530	8810	3280
18	7050	8910	1860
WASHCO	69160	107600	38440
CLARKCO	59710	98000	38290
SMSA	367100	498605	131505

**MULTI FAMILY DWELLING UNITS**

DIST	1983	2005	CHANGE
1	6900	9000	2100
2	41820	50920	9100
3	20260	23060	2800
4	9980	20980	11000
5	9700	16700	7000
20	120	120	0
MULTCO	88780	120780	32000
6	6520	7520	1000
7	1180	4060	2880
8	3450	5450	2000
9	2130	2830	700
10	1950	3750	1800
19	1910	2680	770
CLACKCO	17140	26290	9150
11	2250	5250	3000
12	4940	9000	4060
13	14405	18025	3620
14	6520	16500	9980
15	2985	6625	3640
16	2440	4500	2060
18	360	600	240
WASHCO	33900	60500	26600
CLARKCO	17000	24200	7200
SMSA	156820	231770	74950



**EXHIBIT A**  
**Table 1**

TOTAL EMPLOYMENT				TOTAL POPULATION			
DIST	1983	2005	CHANGE	DIST	1983	2005	CHANGE
1	80430	117990	37560	1	11000	11988	988
2	150620	184220	33600	2	314000	321119	7119
3	61740	72520	10780	3	79280	93473	14193
4	19810	24910	5100	4	70600	100218	29618
5	21660	32600	10940	5	85180	127462	42282
20	660	760	100	20	5880	6245	365
MULTCO	334920	433000	98080	MULTCO	565940	660505	94565
6	19210	25710	6500	6	63790	71478	7688
7	8700	25700	17000	7	19030	37743	18713
8	8950	17450	8500	8	44790	67825	23035
9	10450	14450	4000	9	24880	40014	15134
10	8640	18390	9750	10	19950	38879	18929
19	13200	18300	5100	19	78080	104111	26031
CLACKCO	69150	120000	50850	CLACKCO	250520	360050	109530
11	6950	17500	10550	11	15600	27744	12144
12	16410	30750	14340	12	32000	46818	14818
13	43750	76180	32430	13	75332	85581	10249
14	11170	44860	33690	14	62780	123795	61015
15	13930	31940	18010	15	33110	61800	28690
16	6000	10100	4100	16	20920	33089	12169
18	9450	15680	6230	18	21040	27483	6443
WASHCO	107660	227010	119350	WASHCO	260782	406310	145528
CLARKCO	73190	130000	56810	CLARKCO	200000	312705	112705
SMSA	584920	910010	325090	SMSA	1277242	1739570	462328

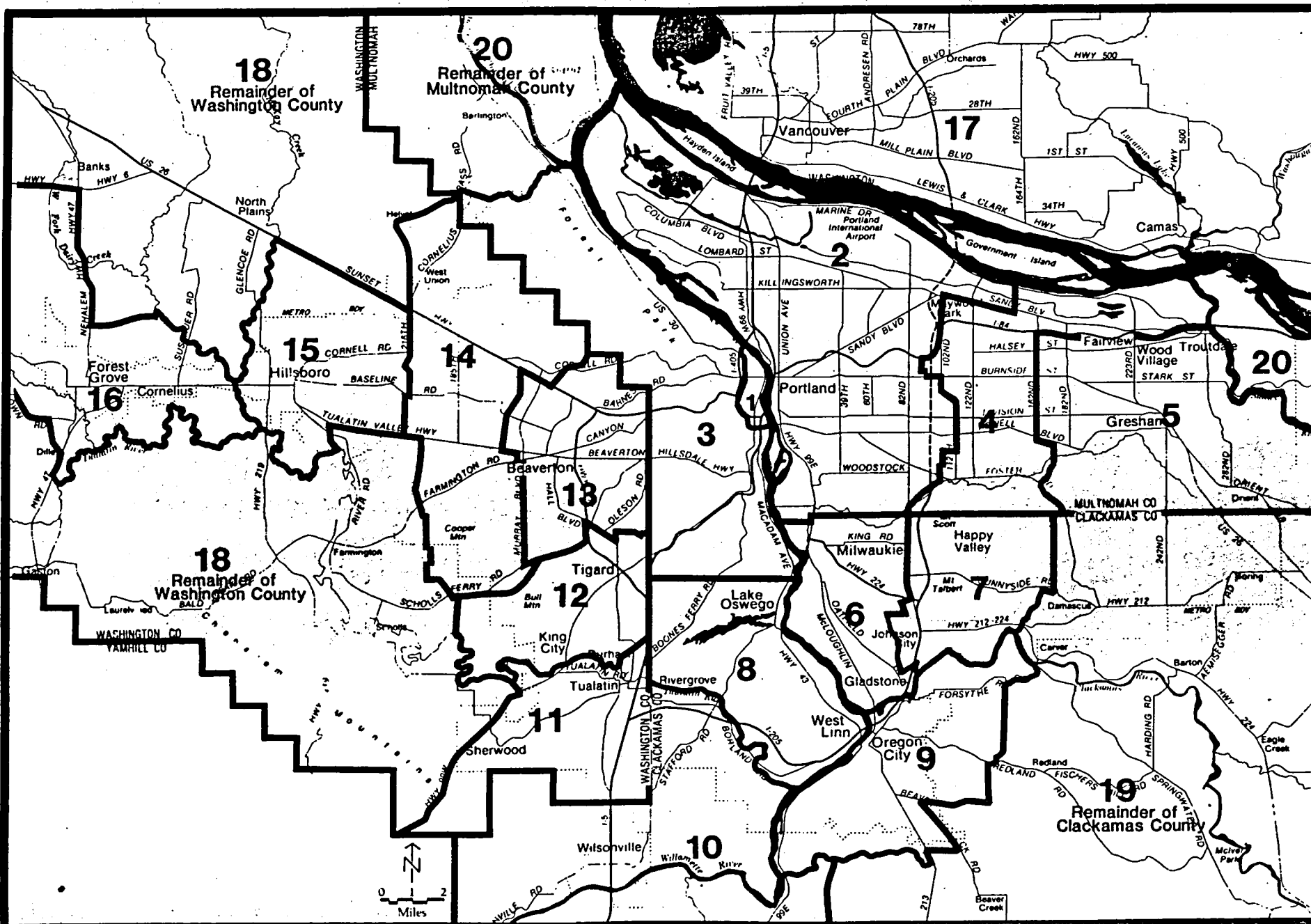


EXHIBIT A



Growth Allocation Workshop  
Portland Metro Area

20 DISTRICTS



# 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: September 12, 1984  
To: Metro Council  
From: Corky Kirkpatrick, Presiding Officer <sup>ck</sup>  
Rick Gustafson, Executive Officer <sup>RG</sup>  
Regarding: LEGISLATIVE PROPOSALS ON METRO FINANCES

The purpose of this memo is to present a proposed legislative package regarding long-range finances for Metro. The complete package is included in Resolution No. 84-500 attached as Exhibit "A." Resolution No. 84-500 will be considered by the Council on September 25, 1984.

## FINANCIAL STABILITY IS IMPORTANT GOAL

During the past year the Council and Executive Officer have periodically discussed financial plans of the District. Several memoranda have been presented to the Council on the subject (a complete list is attached as Exhibit "B") and the Council has adopted a set of policies governing long-range finances for Metro (complete set of policies is attached as Exhibit "C").

The general financial principles adopted by the Council are as follows:

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 four current Metro functions and their present sources of revenue are as follows:

### Function

Zoo

### Revenue

Admission/Concession Fees and  
Property Taxes

<u>Function (continued)</u>	<u>Revenue</u>
Solid Waste	Disposal and User Fees
Intergovernmental Resource Center (IRC)	Grants and Local Government Dues
General Government	No separate identified source

#### LEGISLATIVE PROPOSALS BY FUNCTIONAL AREA

The proposed financial legislative package affects three of the four functional areas -- Zoo, Intergovernmental Resource Center (IRC) and General Government. The solid waste area is not included since sufficient legislative authorization currently exists to make the solid waste function self-sufficient through the use of fees. The entire text of legislative proposals are included in the proposed Resolution attached as Exhibit "A."

ZOO: The goal for long-range financial stability for the Zoo is a permanent operating tax base. While District voters approved a \$5,000,000 per year three-year serial levy in May 1984 to fund operating and capital construction costs, such action is not permanent. A new levy must be submitted to the voters in May of 1986 to continue using property taxes to fund the Zoo.

Based upon advice from Legal Counsel, Metro has the authority to submit a tax base levy for the purpose of funding only Zoo operations. (For more complete discussion see memo dated 7/26/84 titled "Long-Range Financing for Zoo Operations.") If such a tax base levy is approved by the voters, current state statutes authorize Metro to perform additional functions such as water supply, human services, parks, jail and criminal justice services and library services. Because such authorization might be an impediment to voters approving a tax base for the Zoo the legislative change in Attachment "1" of Exhibit "A" attached (Resolution No. 84-500) is proposed for your consideration. The proposed legislation removes the Zoo tax base approval requirements and replaces it with direct voter approval requirements for the District to perform the specific functions mentioned above. The proposal also states that:

"...voter approval of a power means approval of any measure identifying the power, including a measure authorizing financing which identifies funds for the exercise of the power."



Enactment of this proposed legislation will enable District voters to consider a Zoo tax base measure on its merits while retaining approval authority on specified District functions.

IRC: The major purpose of this function is to provide planning and coordination services to local governments in the region. The long-range fiscal policy for the IRC is for local governments to pay for services received and to have a say in what services will be provided to them. The proposed legislation amends ORS 268.513 and does three things (see Attachment "2" of Exhibit "A"):

1. It removes the "sunset" provision on Metro's ability to assess a service charge to cities and counties for the cost of planning functions;
2. It requires that the Council "...shall consult with the local government officials advisory committee...in determining whether" to charge cities and counties for planning functions provided by Metro; and
3. It includes the Port and Tri-Met as units against which a mandatory assessment will be levied as follows:

"(4) The Port of Portland and the Tri-County Metropolitan Transportation District established pursuant to ORS Chapter 267 shall each pay as charges a per capita amount equal to .125 of the per capita service charge set for the cities and counties for population within the Metropolitan Service District...."

GENERAL GOVERNMENT: The goal for this functional area is to obtain a new source of revenue to pay for the costs of general government of Metro. Costs of general government are those activities of the District mandated by statute to occur whether or not the District does anything else. Included are the costs of the Council; the Executive Officer; election expenses; mandated land use activities such as urban growth boundary management and plan coordination responsibilities. The total amount of revenue needed for general government activities is approximately \$1,000,000 (for further explanation see memo dated June 20, 1984, titled "General Government Cost Projections and Allocation of Support Service Costs").

Potential sources of revenue considered to meet the identified needs include the following:

EXISTING AUTHORITY

- o Property Tax
- o Income Tax

ADDITIONAL TAXING AUTHORITY

- o General or specific authority to tax a variety of goods or services.

STATE SHARED REVENUES

- o Liquor Revenue
- o Cigarette Tax Revenue

FEE FOR METRO SERVICES

- o Apportion revenue from Solid Waste, Zoo and IRC to cost of General Government

Of the several potential general government revenue sources listed above, two are presented for consideration.

1. Receipt of state cigarette tax proceeds for general purpose. This proposal (see Attachment "3" of Exhibit "A") is in concept form rather than draft legislation form because of the complex technical nature of the legislation required.

If the proposal is part of Metro's legislative program, then drafting assistance will be requested from Legislative Counsel. The basic concept proposed is an increase in the state cigarette tax inclusion of Metro in the distribution formula. Two options are proposed including a \$.01 per pack increase with the revenue distributed to counties statewide except in the Tri-County area Metro would receive its proportionate share based upon the Metro population in each county. The second option is an increase of \$.03 per pack with a penny each allocated statewide to the cities, counties and regional councils. At this time both options are recommended for consideration.

2. Fees on Metro services. This proposal (see Attachment "4" of Exhibit "A") authorizes the Council by ordinance to tax any of its functions with proceeds to be used for general purposes including studying the feasibility of performing additional functions. The proposed legislation amends ORS 268.515 as follows:

"(7) The district may impose an excise tax on any of its functions for the purposes of performing any of its functions and studying additional functions."

The proposal also states that any such tax imposed shall not become effective until 65 business days after approval by the Metro Council.

ADDITIONAL BACKGROUND INFORMATION

In addition to considering the memoranda listed in Exhibit "B" and adopting the long-range financial policies set forth in Council Resolution No. 84-444 (Exhibit "C"), the Council has adopted Resolution No. 84-477 which establishes priorities and objectives for the District for the next two years. One adopted Council priority and its concomitant objectives address long-range financial issues as follows:

"Priority B: Establish and Maintain Adequate and Firm Financial Support for all Services.

"Objectives:

- "1. Define elements of General fund and Support Services fund.
- "2. Adopt formal policies for solid waste fees.
- "3. Secure authorization for permanent General fund.
- "4. Secure permanent finances for Zoo operation and maintenance.
- "5. Establish long-term financial support with local governments for stable financing of Intergovernmental Resource Center.
- "6. Offer specific legislative proposals for improving Metro financing."

During the past few months the Presiding Officer, the Executive Officer and staff have been meeting with local officials and citizens to discuss Metro's financial situation. One series of informal meetings with local officials has produced a recommendation by the Presiding Officer and Executive Officer to continue the local dues assessment authority. At another series of informal meetings with citizens and local officials (approximately 70 persons over an eight-week period) the subject of funding general government functions has been the major topic. The information presented at these informal meetings is attached as Exhibit "D." These meetings with citizens and local officials produced a general consensus for Metro to seek legislative action to obtain state-shared revenues from the cigarette tax source and/or acquire authority to impose a fee on Metro services both to support the funding of general government functions.



# Memo

CONFIDENTIAL

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

Date: September 25, 1984

To: Metro Council

From: *DE* Donald E. Carlson, Deputy Executive Officer

Regarding: NEGOTIATIONS WITH LOCAL NO. 483

The purpose of this memo is to inform the Council on the status of negotiations to date and our proposed strategy. Three meetings have been held with representatives of Local No. 483. The various offers and responses are as follows:

- July 25, 1984: Union requested a wage increase of 4.8% based on the increase in the CPI for May, 1984. Management stated we would consider it and respond.
- August 15, 1984: Management offered a wage freeze for FY 1984-85 based on the fact that wage increases for the past three years have exceeded the CPI for the same period (see Exhibit A). Union representative rejected the offer.
- September 19, 1984: Managment offered an across the board wage increase of \$.11 per hour (see Exhibit B) based on analysis of **average** pay scales of the two nearest zoos. Union representatives rejected the offer and the rationale behind it.

As indicated at the Executive Session on August 9, 1984, we are desirous at reaching an amicable settlement with the Union. However, we feel it is important to do so without jeopardizing our ability to bring together the pay plans for the non-union Zoo and downtown Metro employees. Currently, the plans are 4% apart and Metro has committed to bring them together by July 1, 1986. Our objective is to settle with the Union without causing a need to provide an increase to non-union Zoo employees, thus widening the pay plan gap.

(continued)



Proposed Offer

We propose to offer the Union a 2% increase if possible based upon a comparison of Zoo wage scales. If the Union shows indications of moving off their 4.8% position, we would go to as far as 3.5% (split the difference between 2% and 4.8%). Any offer by the Union above 3.5%, we would consult with the Council. If they do not budge, then we propose to follow the process of mediation and fact finding.

This strategy is based upon uncoupling the Union wage increase from the non-Union Zoo employees. Non-union Zoo employees have the ability to receive annual pay increases from merit pay awards.

DEC:amn

EXHIBIT A

METRO WAGE OFFER

August 15, 1984

Metro offers a wage freeze for FY 1984-85 based on the fact that wage increases over the past three years have exceeded the CPI (Urban Wage Earners and Clerical Workers). The relationship of wage increases to CPI is shown as follows:

<u>Year</u>	<u>CPI Increase (May)</u>	<u>Wage Increase</u>	<u>Difference</u>
1981-82	7.9%	8%	1%
1982-83	1.3%	7%	5.7%
1983-84	1.5%	0%	(1.5%)
1984-85	4.8%	0%	(4.8%)
Total	15.5%	15%	(.5%)

In addition to the above, Union employees will have received a "hidden" cost of living increase during the life of the current contract because of increases in costs for the health and welfare benefit package. For an employee earning \$20,000 per year these increases equate to 1.8%. The calculations are as follows:

<u>Year</u>	<u>Monthly Health Cost</u>	<u>Annual \$ Increase</u>	<u>Annual % Increase (\$20,000 Wages)</u>
1981-82	\$177.22	\$ 0	0%
1982-83	\$196.18	\$264.00	1.3%
1983-84	\$203.58	\$ 89.00	.5%
Total		\$353.00	1.8%

Metro is willing to discuss the issue of long-term disability (LTD) at this time if the Union is interested.

DEC:amn

**METRO WAGE PROPOSAL**  
September 19, 1984

PROPOSAL

An across the board wage increase of 11¢ per hour to Schedule "A" of the Metro/483 Agreement for FY 1984-85.

RATIONALE

A general wage adjustment is indicated in order to maintain competitiveness with Pacific Northwest zoo wages.

SUPPORTING DATA

1. The average entrance wage for the 16 positions in Schedule "A" of the Metro/483 Agreement is \$8.66 per hour.
2. The average entrance wage for 13 comparable positions in both Seattle and Point Defiance zoos is \$8.77 per hour after factoring in the 2.92 percent difference in the July CPI-U index at 303.2 in Seattle and 294.6 in Portland.

See Attachment "A"

DK/gl  
2031C/397-2

# ATTACHMENT "A"

## FIGURE 1 WAGE COMPARISON

Classification	Entrance Metro	Adjusted Entrance Tacoma	Adjusted Entrance Seattle	Both T/S
Typist Receptionist	\$ 5.19	\$ 5.23	\$--	\$ 5.23
Clerk (Bookkeeper)	6.13	6.62	--	6.62
Clerk (Steno)	6.61	5.88	7.39	6.64
Laborer	7.08	7.09	8.55	7.82
Gardener 1	8.08	7.85	8.36	8.11
Maintenance Worker 1	8.08	--	9.73	9.73
Animal Keeper	8.41	9.19	8.70	8.95
Gardener 2	8.83	--	9.38	9.38
Maintenance Worker 3	9.41	9.19	10.12	9.66
Senior Gardener	10.19	9.56	10.31	9.44
Senior Keeper	10.44	--	9.38	9.38
Master Mechanic	11.01	10.76	--	10.76
Maintenance Electrician	13.10	10.76	12.73	11.75
Total	\$112.56	\$82.13	\$85.27	\$113.97
Average	8.66	8.21	8.53	8.77
(\$8.77 - 8.66 = .11)				

## FIGURE 2

### CONSUMER PRICE INDEXES PACIFIC CITIES AND U. S. CITY AVERAGE

ALL ITEMS INDEXES  
(1967=100 unless otherwise noted).

JULY 1984

ALL URBAN CONSUMERS										URBAN WAGE EARNERS AND CLERICAL WORKERS									
INDEXES			PERCENT CHANGE							INDEXES			PERCENT CHANGE						
	JULY	JUNE	JULY	Year	2 Months	1 Month					JULY	JUNE	JULY	Year	2 Months	1 Month			
	1983	1984	1984	ending	ending	ending					1983	1984	1984	ending	ending	ending			
				1984	1984	1984								1984	1984	1984			
U. S. City Average .....	299.3	310.7	311.7	4.2	4.1	0.6	0.6	0.3		298.2	306.2	307.3	3.0	3.1	0.7	0.7	0.4		
Los Angeles-Long Beach-Anaheim	294.3	303.6	303.9	4.1	3.9	0.9	0.2	0.1		293.2	303.4	300.3	3.9	2.4	1.5	-0.9	-1.0		
San Francisco - Oakland .....	-	318.7	-	3.2	-	0.7	-	-		-	313.1	-	3.3	-	1.3	-	-		
Honolulu, Hawaii .....	-	284.7	-	4.9	-	0.3	-	-		-	290.9	-	6.4	-	0.7	-	-		
San Diego, California .....	335.2	-	331.3	-	4.8	-	-0.3	-		320.0	-	324.6	-	1.4	-	-1.0	-		
Portland, Oregon .....	291.5	-	300.9	-	3.2	-	-0.3	-		284.4	-	294.6	-	2.9	-	-1.0	-		
Seattle - Everett, Washington	304.0	-	314.3	-	3.4	-	0.4	-		292.2	-	303.2	-	3.8	-	0.2	-		
Anchorage, Ak. (Oct. 1967=100)	263.8	-	273.3	-	3.6	-	0.1	-		237.3	-	266.8	-	3.6	-	0.4	-		
West (Dec. 1977 = 100) .....	-	167.4	-	4.3	-	1.0	-	-		-	165.3	-	4.3	-	1.1	-	-		
West - A (Dec. 1977 = 100) ..	-	168.6	-	4.3	-	0.8	-	-		-	164.2	-	4.1	-	1.2	-	-		
West - B (Dec. 1977 = 100) ..	-	169.1	-	4.3	-	1.4	-	-		-	167.8	-	4.3	-	0.8	-	-		
West - C (Dec. 1977 = 100) ..	-	160.9	-	4.8	-	1.1	-	-		-	158.7	-	4.9	-	1.1	-	-		
West - D (Dec. 1977 = 100) ..	-	167.2	-	4.3	-	0.4	-	-		-	163.1	-	3.3	-	0.9	-	-		

Size classes: A = 1,250,000 and over, B = 385,000 to 1,250,000, C = 75,000 to 385,000, D = less than 75,000

### IMPORTANT NOTICE FOR USERS OF LOCAL CPI INDEXES

Effective with the release of January 1985 data on February 26, 1985, the BLS will change the treatment of homeownership costs in the CPI for Urban Wage Earners and Clerical Workers. Starting in 1987, the frequency of publication for Anchorage, Honolulu, Portland, San Diego, and Seattle will be changed to semiannual averages.

Because they are based on smaller samples, local area indexes are subject to substantially more sampling and other measurement error than national indexes. BLS strongly urges users to consider the use of national indexes in escalator agreements.

Bureau of Labor Statistics - San Francisco, CA 94102 - August 22, 1984

THE NEXT RELEASE WILL BE ON SEPTEMBER 21.





# 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: September 25, 1984

To: Metro Council

From: Donald E. Carlson, Deputy Executive Officer  
EB Eleanore S. Baxendale, General Counsel

Regarding: Impact of Ballot Measure No. 2 on the Metropolitan Service District

The purpose of this memo is to describe the impact of Measure No. 2 on the financial affairs of the District. The analysis is based on the Attorney General's Opinion No. 8156 on the measure, the Legislative Revenue Office Research Report ("The Impact of Measure Two," August 30, 1984), and the Tax Supervising and Conservation Commission (TSCC) Special Report on the measure, dated September 14, 1984. The major provisions of Ballot Measure No. 2 are as follows:

1. The measure limits the amount of ad valorem property taxes that any person may pay to 1-1/2 percent of the assessed value of the property. This equates to a tax rate limitation of \$15 per \$1,000 of assessed value. In 1983-84 tax rates varied in Multnomah County from a high of \$28.80 per \$1,000 to a low of \$14.51 per \$1,000. Thus, if adopted, the measure will cause a reduction in the amount of money that can be levied by all the current taxing jurisdictions.
2. Notwithstanding the limitation, property taxes may be increased by a vote of the people. If a measure is proposed which would exceed the \$15 limitation, then the levy measure must be approved by a "double majority" -- that is a majority of the registered voters must vote on the measure and a majority of those voting must approve the measure.
3. The "double majority" provision also applies to increases in existing taxes or the imposition of any new tax by the District if the tax in question causes "an increase in governmental revenue," even when the measure would not exceed the \$15 limitation or is not a property tax. The Attorney General has concluded that "governmental revenue" is the total revenue to a jurisdiction from all sources.

4. Any fees or charges imposed by Metro must only be used to defray the cost of the service for which the fee or charge is imposed.

The measure will have an impact on each of the functional areas of Metro. The following is an initial assessment of the impact by function.

#### ZOO

The major sources of revenue for the Zoo are property taxes and admission fees. Without additional action by Metro about \$2 million of revenue will be lost in FY 1985-86, and possibly \$5 million in FY 1986-87.

Property Taxes. In regard to property taxes, Metro is in the first year of its three year \$5,000,000 per year serial levy for Zoo operation and capital purposes. If Ballot Measure No. 2 is approved, the measure requires that for the first year after approval tax revenue be distributed among taxing units in the same proportion as existed for FY 1983-84. The Legislature Revenue Office has estimated Metro's proportionate share to be \$3,277,170. The TSCC has estimated the reduction in revenue to be approximately 40 percent. Thus, on a \$5,000,000 levy tax proceeds would be approximately \$3,000,000.

The current levy is a mixed levy for operating and capital purposes (the ballot title indicated \$3,000,000 for operating and \$2,000,000 for capital). It appears that up to \$3,000,000 of the proceeds in FY 1985-86 could be used for operating needs with the balance reserved for capital purposes.

The measure is silent on how property tax revenues are to be apportioned among the various taxing amounts after the first year (FY 1985-86). The Legislature (according to the Attorney General's opinion) has the power to apportion taxing authority among the various local units, including authority to prohibit some types of units from levying property taxes within the \$15 limit. If the measure is passed, the 1985 Legislature will determine the allocation formula for the \$15.00 after FY 1985-86.

The Legislature Revenue Office used the following allocation formula in its impact analysis:

Cities	\$ 2.30
Counties	1.50
Community Colleges	0.80
Schools and ESD	10.40
Total	<u>\$15.00</u>

If the above allocation formula were enacted (Metro not receiving an allocation) it appears that Metro would lose the ability to levy the third year (FY 1986-87) of the current serial levy. However, Metro could use the "override" provision which allows the \$15.00 to be exceeded, as described in 2 above. It appears that as long as Metro retains the authority to levy property taxes a tax measure (either tax base or serial levy) could be submitted to the voters to exceed the \$15.00 limit, subject to the "double majority" vote requirement in Ballot Measure 2.

Passage of Ballot Measure 2 would negatively impact proposed new Zoo exhibits. The five-year financial plan projects three new exhibits -- the West Bear Grotto and Phase I and II of the Africa Bush. The Capital fund FY 1983-84 fund balance is approximately \$5,000,000 and 1984-85 property tax receipts are projected at \$1,800,000 totalling \$6,800,000. The projected costs for the three exhibits are:

West Bear Grotto	\$2,600,000
Africa Bush - Phase I	4,400,000
Africa Bush - Phase II	<u>3,800,000</u>
Total	\$10,800,000

Passage of the ballot measure virtually eliminates any capital funds for FY 1985-86 and 1986-87. It could eliminate the entire \$5,000,000 levy for FY 1986-87. If the measure passes, one course of action could be to proceed with the construction of the West Bear Grotto and suspend any work on the Africa Bush exhibit. Such action would leave approximately \$4,000,000 in the Capital fund for transfer to the Operating fund in FY 1986-87 should Metro lose its levying authority for that year.

Admission Fees. The other principal revenue source for the Zoo are admission fees collected at the gate. It appears that such fees are subject to the provisions of Ballot Measure No. 2, as described in Section 4 above. The measure requires that after the effective date a..."governmental entity may levy...a fee... or service charge only to the extent that such fee or charge produces the revenues necessary to defray the actual expense of the service...." The Attorney General has interpreted this to mean that existing fees or service charges are not covered by the measure, but the imposition of new or increased service charges or fees are covered. The Attorney General is of the opinion that the term "actual expense" includes "overhead costs" which are defined as "general operational costs necessary for an activity but which are not directly and obviously caused by it." Thus, it would appear that the system

of transferring Zoo Operating funds (which include admissions fee revenue) to the General Fund for central administrative service is appropriate under the measure. It also appears to be important to base the transfer on a cost allocation plan which indicates the service being provided centrally to the Zoo.

#### SOLID WASTE

Almost all of the revenue sources for the Solid Waste function fall within the definition of "service charge" or "user fee" as used in Ballot Measure No. 2. Currently there are four kinds of fees or charges collected by Metro for solid waste activities: a disposal fee, transfer charge, convenience charge and a user fee.

Ballot Measure No. 2 appears to have no impact on these revenue sources, since all these revenues are budgeted currently within the Solid Waste Operating Fund to pay for the costs of the solid waste programs which in FY 1984-85 include: St. Johns Landfill, CTRC, System Planning, Waste Reduction, WTRC and Administration. As was described above, revenue from new fees or increases in existing fees must be spent on the solid waste activities. Again, revenue from solid waste fees can be used to pay for "overhead costs" which are related to the solid waste activity.

#### INTERGOVERNMENTAL RESOURCE CENTER (IRC)

The major source of local revenue for IRC activities is the local government dues assessed annually against cities and counties. It appears that the local dues are "service charges" under Ballot Measure No. 2 and that there will be no technical impact on the dues. The statute authorizing the assessment of local dues states that the Council

"...may determine that it is necessary to charge the cities and counties within the district for the services and activities carried out under ORS 268.280 and 268.390...."

If Metro receives authorization to continue local dues assessments and Ballot Measure No. 2 passes then it will be incumbent upon the District to use the revenue for the purpose for which it is assessed, as is the present practice. Again, it appears that revenue from the local dues will be able to be used for "overhead costs" necessary to support the activity for which the dues are assessed.

It should be noted that approval of Ballot Measure 2 will have a serious negative political impact on Metro's ability to get the local dues assessment authority extended. Cities and counties are traditional users of property tax revenues. The measure will seriously reduce a significant revenue source. Thus, those units will be facing service reductions and re-establishing expenditure priorities. It will be difficult to gain local government support for the extension of local dues during the initial period of readjustment.

#### GENERAL GOVERNMENT AND SUPPORT SERVICES

The current General Fund of Metro funds general government and support services activities. The major sources of revenue for these activities are transfers from the other operating funds (Zoo, Solid Waste and IRC). If Ballot Measure No. 2 were enacted, it appears that the current practice could continue since the activities of the General Fund are in support of the Zoo, Solid Waste and IRC activities. The current practice of preparing a detailed cost allocation plan should continue to show a relationship between General Fund costs and the services provided to each of the operating funds.

The financial policy adopted by the Council in January 1984 calls for the separation of the current General Fund into a General Government Fund and a Support Service Fund. The policy provides that Metro should find a new source of revenue and that the Support Service Fund will be funded by transfers from the other four operating funds including the new General Government Fund. While adoption of Ballot Measure No. 2 may increase the difficulty in finding a new source of revenue for the General Government Fund, it would not invalidate implementation of the Council's policy.

Currently two sources of revenue are being considered for general government purposes -- state-shared revenue (specifically revenue from a state cigarette tax) and a tax on Metro services.

In regard to the state-shared revenue proposal, any increase in state cigarette taxes which cause an increase in total state revenue would need to be voted upon and receive the "double majority" if Ballot Measure No. 2 passes. The earliest an election could be held on such tax increase would be in May 1986. Therefore, it appears the earliest any revenue would be available to Metro would be in FY 1986-87.

If Metro receives authority to impose a tax on its own services and Ballot Measure No. 2 is enacted, the "double majority"

election on such tax would be required if the revenue received from the tax increased Metro's total revenue from the prior year. If the revenue from such tax does not increase total revenue, then an election would not be necessary. Since Metro will likely lose \$2 million in FY 1985-86, the tax could raise this much without triggering the double majority election requirements.

SUMMARY

If Ballot Measure 2 is approved the impacts appear to be as follows:

1. Property tax revenue for the Zoo would be reduced in FY 1985-86 to approximately \$3,000,000. It is possible that \$5,000,000 in authorized property tax revenue could be lost in FY 1986-87.
2. Metro may or may not be allocated a portion of the \$15 rate limitation after FY 1985-86. That decision will be made by the 1985 Legislature.
3. If Metro is not allocated a portion of the \$15 limitation, then it will not be able to receive any revenue from the current authorized serial levy in 1986-87.
4. If Metro is allocated a portion of the \$15 limitation, it will be able to receive property tax revenue from the current authorized levy in FY 1986-87. The amount of the revenue will be dependent upon the tax rate allocated to Metro.
5. Metro will be able to continue to impose fees and service charges as it now does, and it appears that revenue from such fees and service charges can be used to pay overhead costs.
6. Metro's ability to obtain state-shared revenues to fund general government activities will be made more difficult because of the pressure by all local governments to find alternative revenue sources. Similarly, the local dues extension effort will be negatively impacted because local governments will have less money.

BEFORE THE METROPOLITAN SERVICE DISTRICT

RESOLUTION IN OPPOSITION  
TO BALLOT MEASURE TWO

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WHEREAS approval of Ballot Measure Two will cause a 40% loss of approved property tax revenue for the Zoo;

WHEREAS approval of Ballot Measure Two could cause a loss of \$5 million of approved property tax revenue to the Zoo in FY 1986-87;

WHEREAS the loss of property tax revenue will severely restrict planned capital projects at the Zoo and can lead to severe operating reductions including reduced hours and reduced exhibits;

WHEREAS Ballot Measure Two places restrictions on voter approval of future tax measures;

WHEREAS Ballot Measure Two will make it difficult for local governments to support the regional cooperative transportation planning program and data services program through the payment of local dues because of the severe losses of local revenue;

NOW THEREFORE, BE IT RESOLVED,

1. That the Council of the Metropolitan Service District finds that Ballot Measure Two will be harmful to the orderly and effective provision of regional services; and,
2. That the Council of the Metropolitan Service District opposes passage of Ballot Measure Two.





# 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: September 24, 1984  
To: Metro Council  
From: Eleanore S. Baxendale, General Counsel  
Regarding: Remand by LUBA of Corner Terrace UGB Adjustment

In May 1984 the Council adopted findings to support the Council's December 1982 approval of a locational adjustment in Washington County requested by Corner Terrace. The approval and the findings were appealed to LUBA by property owners from the vicinity who appeared before the Council. The appellants alleged as assignments of error that some of the findings, which were written by the applicant, either were not supported by information in the record or did not adequately explain why the facts in the record satisfied Metro's standards.

On some of the assignments of error LUBA agreed, and in fact, on some of the issues Corner Terrace conceded it had not presented specific information. Therefore, LUBA has remanded the decision to Metro for further action.

An appeal of LUBA's decision by Metro is not warranted. LUBA supported Metro's interpretation of its ordinance (with one exception which needed legislative history to support it, and that is now adjusted); the only problems were the adequacy facts or findings applying Metro's interpretation. Corner Terrace has an opportunity on remand to produce the additional information and to show that the criteria are met. Corner Terrace is in the process of deciding whether to proceed.

ESB/gl  
2043C/D4-2

METROPOLITAN SERVICE DISTRICT  
OFFICE SPACE ANALYSIS  
BY MARK R. MADDEN  
SEPTEMBER 25, 1984

PRESENT LOCATION:	<u>PACTRUST BUILDING</u>	<u>ZOO BUILD-TO-SUIT</u>	<u>CORE AREA OFFICE RELOCATION ALTERNATIVES</u>
OVERALL SQUARE FOOTAGE OF PRODUCT:	86,000 SF	25,000 SF	40,000 - 250,000 SF
PROPOSED SQUARE FOOTAGE:	28,125 SF	25,000 SF	20,000 SF
TIME AVAILABLE FOR OCCUPANCY:	Immediately	February 1986	March - June 1985
PROPOSED QUOTED RENTAL RATE PER SQUARE FOOT:	\$10.00	\$15.85	\$9.00 - \$14.00
MONTHLY RENTAL RATE:	\$28,125	\$33,020	\$15,000 - \$23,333
ANNUAL RENTAL RATE:	\$337,500	\$396,250	\$180,000 - \$280,000
CONCESSIONS OF EARLY OCCUPANCY:	None	None	3 - 6 months (\$90,000)
EFFECTIVE RENTAL RATE (5-YEAR TERM):	\$10.00	\$15.85	\$8.55 - \$12.60
PARKING (MONTHLY CHARGE):	\$40 - \$45	Free if not new parking structure	\$30 - \$60 or Free (IBM)
TENANT IMPROVEMENT ALLOWANCE:	\$4 = \$96,000	None	\$8 - \$12 (\$240,000)
FORM OF LEASE DOCUMENT:	Gross Tax Exception (proportionate)	Fee Simple or Triple Net	Gross - Tax Exemptions
OPTIONS TO RENEW:	None	Ownership	5 or 10 years
MOVING ALLOWANCE:	None	None	\$1 to full allowance
MASS TRANSIT TO SITE:	Yes	Yes	Yes

**PRESENT LOCATION:**

**TERM OF LEASE:**

**ESCALATIONS OF LEASE:**

**OPTION TO PURCHASE:**

**CONSTRUCTION OF BUILDING:**

**IDENTITY:**

**ACCESS/EASE OF PARKING:**

**POTENTIAL AS PERMANENT SPACE:**

**QUALITY OF SPACE (1-10)**

**SUITABILITY FOR EMPLOYEES (1-10)**

**HANDICAPPED ACCESS:**

**LIGHT RAIL ACCESS:**

**PACTRUST BUILDING**

4 years

4th year

None

Steel Frame; Class "B"

Minimal

OK/Good

Low

4

5

Yes

No

**ZOO BUILD-TO-SUIT**

10 years or ownership

5 years or ownership

Yes

Steel or Wood; Class "A"

Minimal

OK

High

8-10

4-6

Yes

No

**CORE AREA OFFICE RELOCATION ALTERNATIVES**

5 - 10 years or submit

5 or graduated over 10 years

Possible

Class "A" concrete or steel

Excellent

OK/Good

High

8-10

6-10

Yes

Yes



# Agenda

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

Date: September 25, 1984

Day: Tuesday

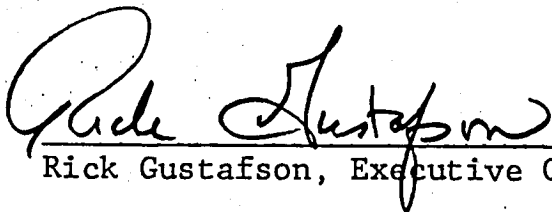
Time: 5:30 p.m.

Place: COUNCIL CHAMBER

## CONSENT AGENDA

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 Consideration of Resolution No. 84-499, for the purpose of adopting Consent Agenda criteria for the Metropolitan Service District
- 6.2 Consideration of guidelines for attendance of Metro Councilors at regional conferences
- 6.3 Consideration of guidelines regarding per diem and expenses: interpretation of half-year split
- 6.4 Confirmation of Councilors Oleson and Kirkpatrick's attendance at the Western Council of Governments Conference



Rick Gustafson, Executive Officer

CONSIDERATION OF RESOLUTION NO. 84-499 FOR THE  
PURPOSE OF ADOPTING COUNCIL CONSENT AGENDA  
CRITERIA FOR THE METROPOLITAN SERVICE DISTRICT

---

Date: September 7, 1984

Presented by: Ray Barker

FACTUAL BACKGROUND AND ANALYSIS

Chapter 2.01 of the Metro Code (Section 130(c)) provides that a "consent calendar" (agenda) shall be presented for the consideration and vote of the Council at regular Council meetings. Section 130(d) provides a mechanism for a Councilor to remove an item from the consent calendar (agenda).

While the Metro Code requires a consent agenda at regular Council meetings and the Council has utilized a consent agenda for several years, Metro has not adopted, by resolution or ordinance, any criteria for determining what items shall appear on the consent agenda.

Resolution No. 84-499 was prepared to officially adopt consent agenda criteria for the Metropolitan Service District. The Resolution provides for the following:

1. How items may be placed on the consent agenda.
2. Ordinances may not be included on the consent agenda.
3. A consent agenda shall only be used at regular Council meetings.
4. A method for removing a consent agenda item and placing it on the regular agenda.

EXECUTIVE OFFICER'S RECOMMENDATION

Executive Officer recommends adoption of Resolution No. 84-499.

RB/gl  
1957C/392-2  
09/10/84

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING	)	RESOLUTION NO. 84-499
COUNCIL CONSENT AGENDA CRITERIA	)	
FOR THE METROPOLITAN SERVICE	)	Introduced by
DISTRICT	)	Councilor Kirkpatrick

WHEREAS, Chapter 2.01 of the Metropolitan Service District (Metro) Code, Section 130(c) provides that a "consent calendar" shall be presented for the consideration and vote of the Council at regular meetings; and

WHEREAS, Metro has not adopted by resolution or ordinance criteria for placing items on the Council Consent Agenda; and

WHEREAS, The use of a Council Consent Agenda is necessary to address many of the issues coming before the Council; now, therefore,

BE IT RESOLVED,

That the following criteria regarding the Council Consent Agenda are hereby adopted by the Metro Council:

1. Agenda items may be placed on the Consent Agenda if they conform to the following:
  - a. The agenda item has received unanimous approval of the Council Management Committee or the Joint Policy Committee on Transportation (JPACT), or
  - b. [The agenda item has been requested by] The Presiding Officer or the Executive Officer request that an item be placed on the Consent Agenda, and
  - c. No public hearing is required by law or Metro ordinance; and
2. Ordinances may not be included on the Consent Agenda; and

3. A Consent Agenda shall only be presented at regular Council meetings; and
4. [Before calling for the vote on the Consent Agenda, the Presiding Officer shall ask if any Councilor objects to any matter on the Consent Agenda.] If a Councilor objects to any item on the Consent Agenda, that matter shall be removed from the Consent Agenda and placed upon the regular agenda of the Council under other business; and
5. The Presiding Officer shall have final approval of which matters shall be placed upon the Consent Agenda.
6. The Consent Agenda shall be included with the regular Council agenda.

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

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

RB/gl  
1957C/392-1  
09/24/84

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING	)	RESOLUTION NO. 84-499
COUNCIL CONSENT AGENDA CRITERIA	)	
FOR THE METROPOLITAN SERVICE	)	Introduced by
DISTRICT	)	Councilor Kirkpatrick

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  - a. The agenda item has received unanimous approval of the Council Management Committee or the Joint Policy Committee on Transportation (JPACT), or
  - b. The agenda item has been requested by the Presiding Officer or the Executive Officer, and
  - c. No public hearing is required by law or Metro ordinance; and

2. Ordinances may not be included on the Consent Agenda;  
and



3. A Consent Agenda shall only be presented at regular Council meetings; and

4. Before calling for the vote on the Consent Agenda, the Presiding Officer shall ask if any Councilor objects to any matter on the Consent Agenda. If a Councilor objects to any item on the Consent Agenda, that matter shall be removed from the Consent Agenda and placed upon the regular agenda of the Council under other business; and

5. The Presiding Officer shall have final approval of which matters shall be placed upon the Consent Agenda.

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

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

RB/gl  
1957C/392-2  
09/10/84

CONSIDERATION OF GUIDELINES FOR ATTENDANCE OF  
METRO COUNCILORS AT REGIONAL CONFERENCES

---

Date: September 7, 1984

Presented by: Ray Barker

FACTUAL BACKGROUND AND ANALYSIS

On June 18, 1984, the Council Coordinating Committee recommended that the 1984-85 Council Budget be amended to provide expenses for two Councilors to represent Metro at the annual National Association of Regional Councils (NARC) and the Western Council of Governments (COG) conferences.

The Council amended the FY 1984-85 budget to include \$4,000 for conference fees, travel, lodging and meals for two Councilors to attend the Western COG conference in Coeur d' Alene, Idaho, and the NARC conference in Pittsburgh, Pennsylvania.

Guidelines: The Council requested that guidelines be established regarding the selection of the Councilors to attend the conferences. The following are some suggested options:

1. Presiding Officer designates conference attendees.
2. Presiding Officer designates conference attendees; Council confirms.
3. Council Management Committee appoints conference attendees.
4. Council Management Committee recommends conference attendees; Council appoints.

The Guidelines for Council Expenditures, adopted November 22, 1983, gives the Presiding Officer the authority to approve all requests for expenditures from the Council General Account. In connection with that authority, it is recommended that the Presiding Officer have the authority to designate the two attendees to the NARC and COG conferences.

It is recommended that the Councilors attending the conferences report the conference highlights to the Council upon their return.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On August 16 the Council Management Committee recommended that the Presiding Officer designate conference attendees and the Council confirm such designations.

RB/srb  
1745C/392-3  
08/07/84

CONSIDERATION OF GUIDELINES REGARDING PER DIEM  
AND EXPENSES: INTERPRETATION OF HALF-YEAR SPLIT

---

Date: September 7, 1984

Presented by: Ray Barker

FACTUAL BACKGROUND AND ANALYSIS

On November 22, 1983, the Council adopted Resolution No. 83-431 which provides guidelines regarding the expenditure of Council per diem) expense and general materials and services accounts.

Section 1 of Exhibit A (Councilor Per Diem) states that "Each Councilor is authorized to receive up to \$2,160 (36 meetings per half-year, i.e., July-December/January-June) each fiscal year in per diem from the Council Per Diem account."

Section 1 (Councilor Expenses) states that "Each Councilor is authorized to receive up to \$1,500 each fiscal year as reimbursement for authorized expenses incurred for necessary Council-related activities."

Since the adoption of the above per diem and expense guidelines, the following questions have been raised:

1. Does the half-year split rule regarding per diem apply to all Councilors or only to those whose terms of office expire during the fiscal year?

The intent of the guidelines was to prevent a Councilor that was leaving the Council from spending more than half of their total annual per diem (\$1,080) in a six-month period, thereby, leaving an incoming Councilor with less than \$1,080 for one-half year.

It is recommended that the half-year split rule not apply to Councilors whose terms will not expire during the fiscal year and that the guidelines be amended to reflect this.

2. Does the half-year split requirement also apply to expenses or only to per diem?

The guidelines are silent on this, but it is recommended that the per diem rules apply to expenses also.

It is recommended that the guidelines be amended to reflect changes in the Council Committees, i.e., delete references to the Coordinating Committee and insert the Council Management Committee.

COMMITTEE CONSIDERATION AND RECOMMENDATION

At the August 16 meeting of the Council Management Committee, the Committee recommended that the guidelines apply to both per diem and expenses; the half-year split apply to all Councilors; and Councilors may appeal to the Presiding Officer when exceptions to the guidelines need to be made.

RB/srb  
1769C/392-3  
08/07/84



CONSIDERATION OF ORDINANCE NO. 84-178 FOR THE  
PURPOSE OF AMENDING THE FY 1984-85 BUDGET  
TRANSFERRING APPROPRIATIONS

---

Date: September 6, 1984

Presented by: J. Sims

FACTUAL BACKGROUND AND ANALYSIS

The attached proposed ordinance provides for various budget and appropriation schedule changes. The requested changes are described below.

1. Additional Funding for the Columbia Willamette Futures Forum

On February 23, 1984, the Council took action supporting the creation of a Citizens' Advisory Committee by the Columbia-Willamette Futures Forum (CWFF). In addition, the allocation of \$5,000 from the General fund contingency was approved for partial funding of the effort. Since February, Tri-Met has committed \$10,000 in financial support to the CWFF.

Carol Kelsey, regional services project director, and Adam Davis, CWFF chair, provided a status report and update at the July 5, 1984, Council meeting. Basically, the Forum is utilizing four communication arenas:

1. Monthly forums
2. Monthly newsletters
3. Regional services project
4. Annual conference.

Additional funding is needed to support the Regional Services Project through the annual conference scheduled for November 16-17, 1984. Support for this work complies with the Priorities and Objectives adopted by the Council in Resolution No. 84-477:

"Priority E: Identify Regional Service Needs and Analyze Options for their Provision in Cooperation with Constituency Groups.

"Objective: Assist and support the creation of ad hoc study groups as needed to address regional service needs."

Materials detailing the CWFF budget and remaining activities are attached.

2. Implementation of Data Processing Plan

As detailed in the attached memo from Keith Lawton, an analysis of hardware and software options for office automation productivity improvement has recently been completed. Excellent technology is available at relatively little cost which would allow us to automate many manual functions.

It is proposed that we utilize the Apple Macintosh workstation on a test basis to assess its useability and benefits. If the use and applications are successful in improving productivity and providing better management information, additional purchases will be made. The first phase calls for two workstations at a total cost of \$6,960. The cost to implement the full program including five workstations, a printer, a hard disk and other supplies would be \$23,650.00. Net cost over budgeted amounts is \$19,170.

Expenses will be paid for and charged as follows:

- a. Public Affairs will have a \$3,680 expense. General fund contingency will pay for \$2,680 and the remainder will be paid with funds originally budgeted for a typewriter.
- b. Executive Management will have a \$3,280 expense which will be paid out of General fund contingency.
- c. IRC will have a \$3,480 expense. A Macintosh purchase will be substituted for Pixell terminal purchases budgeted in the Data Processing Division.
- d. Solid Waste will have a \$3,280 expense which will be paid out of the Solid Waste Operating fund contingency.
- e. Finance & Administration will have a \$3,280 work station cost and \$6,650 in central costs for all of the stations. The \$9,930 will be covered by a transfer from General fund contingency to the Data Processing Division.

3. Funding for Zoo Director Recruitment

On September 13, 1984, the Council Management Committee approved a contract with The Pringle Company for recruitment and selection of a Zoo Director. This



unanticipated Zoo Operating fund cost requires a transfer from the contingency to the contractual services line item under Materials & Services. Contract expenses are divided into two parts: 1) an hourly rate will be charged up to a maximum of \$12,000; and 2) out-of-pocket expenses are not to exceed \$5,000 with items over \$50 requiring advance approval.

#### EXECUTIVE OFFICER'S RECOMMENDATION

1. Fund Columbia-Willamette Futures Forum

The Council has endorsed the efforts of the CWFF and provided financial support. As indicated in the attached materials, substantial progress has been made in a short period of time. Considerable work remains including the annual conference. The Executive Officer recommends that the Council allocate \$5,000 from General fund contingency to the Executive Management Department Materials and Services line item 7500. This would be a final amount for completion of work currently planned.

2. Endorse the data processing strategy and approve funding.

The Executive Officer recommends that Council endorse the incremental approach to installing personal computer workstations for productivity improvement. Ordinance No. 84-178 should be adopted transferring \$15,890 from General fund contingency to the Public Affairs, Executive Management, and Finance & Administration Departments Capital Outlay accounts. The ordinance will also transfer \$3,280 from the Solid Waste Operating fund contingency to Capital Outlay.

3. Approve funds for Zoo Director Recruitment.

The Executive Officer recommends that Council approve a \$17,000 transfer from Zoo Contingency to Zoo Materials and Services in order to fund the contract for recruiting and selecting a Zoo Director. The contract has been approved by the Council Management Committee.

JS/gl  
1940C/392-4  
09/18/84

September 5, 1984

Don Carlson,  
Deputy Executive Officer  
METRO  
527 SW Hall Street  
Portland, OR 97201

Dear Don:

Subject: Regional Services Project Update

Phase I - Completed

- Committees appointed
- Information secured necessary to begin developing scenarios for service delivery options in the year 2010

Phase II - On-going

- Committees are meeting weekly
- Committees are exploring visionary options based on user/recipient point of view rather than provider bias
- Conference brochure is printed
- Organizational affiliates (sponsors) are being recruited
- Conference design/format is in place to substantively process conferees
- Facility for Conference is PSU, November 16-17
- Press development is in place to assure maximum exposure and the most broad-based audience possible
- Outreach in the community to develop participation of user—"regular and not so regular" folks
- Committees are to finish their work by October 15, 1984 with all three Committees having final meeting October 18, 1984

Phase III - Conference Structure

- Have documents produced by Committees printed and available to the public
- Translate documents in Conference dialogue for each service area
- Prepare extensive pre-Conference packet for each conferee in each service area (conferees will have to choose 1 service area for personal participation)
- Make Conference happen with all the details/logistics that go with that — facilities, programs, registration, materials, etc.

Adam Davis  
Chair  
Judy Phelan  
Vice Chair  
Trevor Griffiths  
Secretary  
Steven Ames  
Pauline Anderson  
Mike Barnes  
Kandis Brewer-Wohler  
John W. Broome  
Herb Cawthorne  
Don Clark  
Geri Ethen  
Jack Fried  
Jim Hanches  
Julianne Johnson  
Marge Kafoury  
David Lansky  
Steven Lowenstein  
Karen McMahon  
Ruth-Ellen Miller  
Burke M. Raymond  
Bill Rhodes  
Bill Robertson  
Betty Schedeen  
Randall Scheel  
Stephen Schneider  
Douglas Strain

**CWE**

Columbia Willamette Futures Forum/Center for Urban Education  
0245 SW Bancroft, Portland, Oregon 97201 (503) 221-0984



Phase IV - Conference Follow-up/Action

- Prepare and print Conference results
- Make results known through media, group meetings and organizational affiliates
- Translate where applicable into legislative recommendations for 1985 Legislative session
- Provide appropriate individuals with legislative recommendations for legislative follow through

The Regional Services Project has received \$10,000 from Tri-Met, \$5,000 from METRO with a possibility of a second \$5,000 from METRO. The budget is based on a full \$20,000 project. The project duration is June 15, 1984 to December 15, 1984. During that time four major products will result:

- User/recipient visionary scenarios for the delivery of Library, Parks and Transportation services in the year 2010
- Conference will occur to clarify/modify/extend the scenarios
- Printed Conference follow-up document will track process and record Conference outcomes
- Conference outcomes will be translated into Legislative recommendations for 1985 Legislative session

## REGIONAL SERVICES PROJECT BUDGET

	Expended 6/15/84 - 9/15/84	Projected 9/15/84 - 12/15/84	TOTAL
Program Coordinator	\$ 4500	\$ 4500	\$ 9000
CUE Professional Services (program, data entry, clerical/conference support)	2500	2500	5000
Support to Committees (11 substantive committee meetings per month staff, postage, printing, etc.)	1300	1700	3000
Consumable supplies	300	700	1000
Administrative costs	1000	1000	2000
	<hr/> \$ 9600	<hr/> \$10,400	<hr/> \$20,000 <hr/>

We are finding the budget to be pretty in line with projections, however, the major variable is the cost of properly providing the support necessary to keep the Committees at full speed.

ROSTER

LIBRARIES

Mary Devlin-Willis  
7232 North Washburne  
Portland, OR 97203  
226-8695 (w)  
At-Large

Molly Kohnstamm - Chair  
11476 Southwest Riverwood  
Portland, OR 97219  
636-1371 mtn. 272-3565  
Multnomah County

Linda Appel  
Tektronics, Inc.  
Mail Stop 63-531, Box 1000  
Wilsonville, OR 97070  
683-3986 (w) 656-6105 (h)  
Clackamas County

Judah Bierman  
16250 South Pacific Hwy #72  
Lake Oswego, OR 97034  
636-9769  
At-Large

Marina Britsky  
5520 Southwest Macadam #110  
Portland, OR 97201  
222-4656 (h) 222-7080 (w)  
At-Large

Patti Miller  
4088 Orchard Way  
Lake Oswego, OR 97034  
646-2713 (w)  
Washington County

Klaras Ihnken  
4715 Northwest Lincoln Ave  
Vancouver, WA 98663  
206-254-5777 (w)  
206-694-5608 (h)  
Clark County

Marc Blackman  
7515 Southeast 36th  
Portland, OR 97202  
228-0487 (w) 775-5311 (h)  
City of Portland

Muriel Goldman  
01280 Southwest Maryfailing Dr  
Portland, OR 97219  
229-3097 (w) 636-2283 (h)  
Metro Citizens' League

PARKS

Barbara Walker  
1906 Southwest Edgewood Road  
Portland, OR 97201  
227-6023  
City of Portland

Jane Baker  
1885 Southeast 104th Avenue  
Portland, OR 97216  
252-7386  
Multnomah County

Larry Espey  
5320 Southwest Mayfair Court  
Beaverton, OR 97005  
646-0184 (h)  
297-6043 (service)  
Washington County

Wayne Rifer  
1975 Northwest 113th  
644-2867  
At-Large

Scott Reese  
637-E Southeast Linn  
Portland, OR 97202  
982-5222 (w) 235-4222 (h)  
At-Large

Ben Shoop - Chair  
01544 Southwest Radcliffe Ct  
Portland, OR 97219  
636-4392  
Metro Citizens' League

Mitchell Bower  
P. O. Box 61486  
Vancouver, WA 98666  
206-696-3729  
Clark County

Lindsay Miller  
15560 Southeast Dana  
Milwaukie, OR 97222  
653-2736 (h) 242-8637 (w)  
Clackamas County

TRANSPORTATION

Bob Wiggin  
1111 Northeast 192nd  
Portland, OR 97230  
665-5989  
Multnomah County

Vivian Crow  
12860 Southwest Havencrest  
Portland, OR 97225  
644-8996  
Washington County

Les White, Exec Director  
C-TRAN  
P. O. Box 2529  
Vancouver, WA 98668  
696-4494  
Clark County

Bob Burko  
2468 Emerald Drive, NW  
Salem, OR 97304  
228-1095 (w) 585-0336 (h)  
At-Large

Paula Bentley  
1831 Southeast 6th  
Portland, OR 97214  
238-6133 (w)  
At-Large

Steve Nicholson  
26000 Southeast Stark  
Gresham, OR 97030  
667-7211 (w)  
At-Large

Linore Allison  
2607 Northeast 20th  
Portland, OR 97212  
287-2357 (h)  
City of Portland


Barbara Hartfeil - Chair  
4230 Terra Vista Court  
West Linn, OR 97068  
636-2272 (h)  
Clackamas County

Stan Pintarich  
53048 Northwest 11th  
Scappoose, OR 97056  
242-6248 (w) 543-7478 (h)  
Metro Citizens' League



# 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: August 30, 1984  
To: Donald E. Carlson, Deputy Executive Officer  
From: Keith Lawton, Technical Manager   
Regarding: Data Processing: Personal Computer Workstations

## Introduction

This memorandum responds to the request for investigation of the possibility of "automating" many of the common office tasks. Through a series of discussions and a review of available technology, it has become evident that in terms of resources and the modest size of Metro the most appropriate technology would be the use of personal computers. Following Rick's suggestion we have obtained proposals from each department showing proposed uses for such equipment. My recommendations on how to proceed are the primary subject of this memo. While these recommendations follow closely the strategy recommended in the Data Processing Plan of December 1983, they diverge from the recommendation to standardize on the MS-DOS operating system. Since that time new offerings and changing technology have rendered that recommendation obsolete.

In essence, the data processing plan at Metro is for acquisition of function-specific software and its accompanying hardware. This enables Metro to acquire computer-power as needed with minimum disruption to existing applications and minimum capital outlay. Any large applications requiring a large "mainframe" computer have been historically carried out by buying access to other computers. With a large computer service bureau at Multnomah County, it has not been appropriate for Metro to take the regional computer facility role that has been taken by many councils of government. In keeping with this philosophy, Metro currently has four function-specific applications:

1. The Manus accounting package, resident on the in-house mini-computer (DEC PDP 11-34A).
2. The Emme 2 transportation planning package resident on an in-house multi-user "super-micro" computer (PIXEL 100/AP).

3. The Apple-LISA project management package resident on the LISA micro-computer at the Zoo.
4. The Wang word processing package resident on the in-house Wang-20 computer.

#### Personal Computer Workstations

The function currently under consideration is that of office automation/productivity improvement. The primary goal here is to replace the functions currently carried out manually with typewriters, calculators, pencils and paper. These being writing, document initiation, project analysis, descriptive graphics, report graphics and budget control. The software which makes this possible is sometimes known as "integrated" software which includes word processing, spread sheet manipulation, data-base/file management and business graphics programs, in a form where the programs are interlinked and can pass data and displays back and forth among each other. Typical offerings are the Microsoft suite of programs (Word, Multiplan, File, Chart), LOTUS 1-2-3, and LOTUS Symphony. The other need in office automation is the ability to communicate with other computers and among each other, primarily to move data and information.

#### Recommendations

The use of personal workstations is aimed primarily at middle management and professional-level staff. As such, ease of use and minimization of time lost to learning are very important criteria. Availability of a range of software and purchase of a non-obsolete system are also important, to ensure continuing development of new applications and future availability of software/hardware support.

The two prime contenders are the IBM-PC and its clones using the MS-DOS operating system, and the new Apple Macintosh and LISA systems. The IBM-PC group of machines has a large installed base and a large set of available software. The Apple Macintosh is a new breakthrough in ease of use, it has good self documentation and "natural" or intuitive use, requiring very little loss to training time. Currently, there is not a great base of available software. However, the sales of Macintosh are rapidly developing a large installed base and software is beginning to appear from the pipelines of the major software houses. Apple Macintosh is the clear leader in interactive graphics integration.

The recommendation is to use the Apple Macintosh as the basic workstation, because of the incredible ease of use and because of the low training cost.

Because of the newness of this hardware and software, an incremental approach is recommended. In this manner, two workstations should be purchased and their use and utility evaluated prior to continuing the installation of workstations in all departments.

### Proposals

Each department has submitted proposals, and the Zoo divisions have been interviewed for a needs assessment. (The Zoo needs will be covered in a separate document.) While some departments have special or unusual needs, this application is based on the more common needs. A review of proposals shows that all have considerable merit. However, in the downtown Metro offices, the best tests of use would be in Public Affairs (a large base of writing and integrated graphics, and direct graphics applications) and Solid Waste (significant analysis of operations, scientific analysis, graphing, budget analysis and document initiation). These two departments are not currently sophisticated computer users and are thus a good test.

### Budget Needs

It is recommended that workstations be budgeted for Public Affairs, Solid Waste, Finance and Administration, and Executive Management departments, and the Intergovernmental Resource Center. This implies five basic workstations plus (ultimately) the shared resource of a hard disk and letter quality printer (primarily for mailing list use by Public Affairs).

It is further recommended that each workstation be individually applied for, assessed and purchased based on clearly demonstrated utility and availability of funds.

### Basic Workstation

<u>Item</u>	<u>List Price</u>
Macintosh w/Image-Writer Printer	\$2,990
Additional Disk Drive	495
Word Processing (Microsoft Word)	195
Spreadsheet (Multiplan)	195
Terminal Emulator (Communications)	100
Graphics (Microsoft Chart)	125
	<u>\$4,100</u>
Less 20 percent Discount	<u>-820</u>
Net Cost/Station	<u>\$3,280</u>

<u>Department/Needs</u>	<u>Cost</u>
Public Affairs: Workstation	\$ 3,280
Modem (300/1,200)	400
Solid Waste: Workstation	3,280
Executive Management: Workstation	3,280
Finance & Administration: Workstation	3,280
IRC: Workstation	\$3,280
Mac Project	200
Shared Needs: Letter Printer	2,500
Hard Disk	<u>2,000</u>
Total	\$21,500
Extras (cables, disks, other miscellaneous at 10 percent)	<u>2,150</u>
Grand Total	\$23,650

- - -

Immediate Request

The immediate request is for two basic workstations plus a modem.

Public Affairs: Workstation	\$3,280
Modem	400
Total	<u>\$3,680</u>
Solid Waste: Workstation	<u>\$3,280</u>
TOTAL	\$6,960

KL/srb  
1908C/338-3  
08/30/84

REVISED

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING	)	ORDINANCE NO. 84-178
ORDINANCE NO. 84-172 TRANSFERRING	)	
APPROPRIATIONS	)	Introduced by Deputy Executive
	)	Officer Donald E. Carlson

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. That the amendments to the FY 1984-85 Budget of the Metropolitan Service District (Metro) attached hereto as Exhibit "A" and amendments to the FY 1984-85 Appropriations attached hereto as Exhibit "B" to this ordinance are hereby adopted.

Section 2. A program for the incremental introduction of personal computer workstations to the Metro offices is endorsed. Prior to making any purchases the Executive Officer must provide an analysis and report to the Council regarding the type of equipment, and projected productivity improvements.

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

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

ATTEST:

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

JS/gl  
1940C/392-4  
09/25/84



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING ) ORDINANCE NO. 84-178  
ORDINANCE NO. 84-172 TRANSFERRING )  
APPROPRIATIONS )

WHEREAS, The Council has endorsed work of the Columbia  
Willamette Futures Forum (CWFF); and

WHEREAS, Partial funding was provided by Metro for the CWFF  
Regional Services Project; and

WHEREAS, The need and benefits of work remaining on the project  
have been demonstrated and justified; and

WHEREAS, The need and benefits of implementing a data  
processing plan including purchase of personal computer workstations  
has been documented; now, therefore,

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. That the amendments to the FY 1984-85 Budget of the  
Metropolitan Service District (Metro) attached hereto as Exhibit "A"  
and amendments to the FY 1984-85 Appropriations attached hereto as  
Exhibit "B" to this ordinance are hereby adopted.

Section 2. A program for the incremental introduction of  
personal computer workstations to the Metro offices is endorsed.

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

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

ATTEST:

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

JS/gl/1940C/392-2/09/06/84

PROPOSED REVISION

EXHIBIT "A"

FY 1984-85 BUDGET

GENERAL FUND  
PUBLIC AFFAIRS DEPT.

<u>Capital Outlay</u>	<u>Current Budget</u>	<u>Amendment</u>	<u>Revised Budget</u>
8570 Office Furniture and Equipment	\$1,750	\$2,680	\$4,430

EXECUTIVE MANAGEMENT DEPT.

<u>Capital Outlay</u>	<u>Current Budget</u>	<u>Amendment</u>	<u>Revised Budget</u>
8570 Office Furniture and Equipment	-0-	\$3,280	\$3,280

FINANCE & ADMINISTRATION  
Data Processing Division

<u>Capital Outlay</u>	<u>Current Budget</u>	<u>Amendment</u>	<u>Revised Budget</u>
8570 Office Furniture and Equipment	\$16,055	\$9,930	\$25,985
8570 <u>Transfers &amp; Contingency</u>			
9700 Contingency	74,896	(15,890)	59,006
<u>Total General Fund</u>	\$2,525,585	-0-	\$2,525,585

SOLID WASTE OPERATING FUND

<u>Capital Outlay</u>	<u>Current Budget</u>	<u>Amendment</u>	<u>Revised Budget</u>
8570 Office Furniture and Equipment	\$20,400	\$3,280	\$23,680
<u>Transfers &amp; Contingency</u>			
9700 Contingency	643,263	(3,280)	639,983
<u>Total Solid Waste Operating Fund</u>	\$9,845,680	-0-	\$9,845,680

	<u>Current Budget</u>	<u>Amendment</u>	<u>Revised Budget</u>
<u>Zoo Operating Fund</u>			
<u>Materials &amp; Services</u>			
7500 Contractual Services	\$232,999	\$17,000	\$249,999
<u>Transfers &amp; Contingency</u>			
9700 Contingency	\$259,389	\$(17,000)	\$242,389
<u>Total Zoo Operating Fund</u>	\$8,459,147	-0-	\$8,459,147

ALL OTHER ACCOUNTS ARE UNCHANGED

1940C/392-2

# PROPOSED REVISION

## EXHIBIT "B"

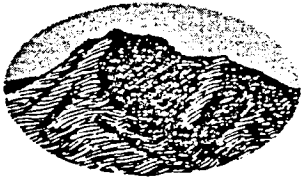
### SCHEDULE OF APPROPRIATIONS

<u>GENERAL FUND*</u>	<u>Current Appropriation</u>	<u>Revision</u>	<u>Revised Appropriation</u>
Council			
Personal Services	\$ 65,693	-0-	\$ 65,693
Material & Services	58,120	-0-	58,120
Capital Outlay	-0-	-0-	-0-
Subtotal	<u>\$123,813</u>	<u>-0-</u>	<u>\$123,813</u>
Executive Management			
Personal Services	\$229,380	-0-	\$229,380
Material & Services	28,845	-0-	28,845
Capital Outlay	-0-	\$3,280	3,280
Subtotal	<u>\$258,225</u>	<u>\$3,280</u>	<u>\$261,505</u>
Finance & Administration			
Personal Services	\$ 548,224	\$ -0-	\$ 548,224
Material & Services	626,465	-0-	626,465
Capital Outlay	24,555	9,930	34,485
Subtotal	<u>\$1,199,244</u>	<u>\$9,930</u>	<u>\$1,209,174</u>
Public Affairs			
Personal Services	\$216,450	-0-	\$216,450
Material & Services	40,950	-0-	40,950
Capital Outlay	1,750	2,680	4,430
Subtotal	<u>\$259,150</u>	<u>2,680</u>	<u>\$261,830</u>
General Expense			
Contingency	\$ 74,896	\$(15,890)	\$ 59,006
Transfers	587,219	-0-	587,219
Subtotal	<u>\$662,115</u>	<u>\$(15,890)</u>	<u>\$646,225</u>
Unappropriated Balance	\$23,038	-0-	\$23,038
Total General Fund Requirements	\$2,525,585	-0-	\$2,525,585
<u>SOLID WASTE OPERATING FUND*</u>			
Personal Services	\$794,867	-0-	\$794,867
Materials & Services	6,017,483	-0-	6,017,483
Capital Outlay	39,400	3,280	42,680
Transfers	2,350,667	-0-	2,350,667
Contingency	<u>643,263</u>	<u>(3,280)</u>	<u>639,983</u>
Total Fund Requirements	\$9,845,680	-0-	\$9,845,680

<u>ZOO OPERATING FUND*</u>	<u>Current Appropriation</u>	<u>Revision</u>	<u>Revised Appropriation</u>
Personal Services	\$2,878,483	-0-	\$2,878,483
Materials & Services	1,601,634	\$17,000	1,618,634
Capital Outlay	305,648	-0-	305,648
Transfers	2,416,047	-0-	2,416,047
Contingency	256,335	(17,000)	239,335
Unappropriated Balance	<u>1,001,000</u>	<u>-0-</u>	<u>1,001,000</u>
	\$8,459,147	-0-	\$8,459,147

\*NOTE: All other funds remain unchanged.

1940C/392-2



# Tamalpais Software

P.O. Box 02338

Portland, OR 97202

(503) 232-0021

## A Recommendation for Word Processing at Metro

Presented to the Metropolitan Service District

September 25, 1984

By Ken Kahn

While reading over your memo on data processing, I couldn't help but be reminded of that old saw about 100 monkeys sitting at 100 typewriters with an infinite amount of paper and time, being able to produce the constitution, all the amendments, and the works of Shakespeare to boot. Somehow computers and chimpanzees aren't that far removed, especially when one starts monkeying with the other.

As you've already plunged head long into the grips of integrated circuits, flippies, floppies, bits, bytes and nibbles, please take a few moments to consider what you've gotten yourselves into.

Through the centuries humans have added one time saving convenience after another. Look how much time you save by writing with a ball point pen versus carving your memos in clay, baking them to a suitable hardness and posting them on any available stone monolith. Sure you want more computers. It'll save time. Look how much time they've saved you already.

Your memo on data processing is dated August 30, nearly a month ago. You've saved a whole month by not buying one. If you continue to hear more testimony, and ask for more reports,

you'll save even more time, and in the meanwhile, those poor folks breaking their finger nails and zapping their vision on your word processing equipment are cursing, crying, and bemoaning their work loads. This whole thing has gotten out of hand. You need more data processing equipment.

I understand this issue about computers raised its ugly head when someone discovered that an additional word processing station was needed, but that it would cost \$4,000. Then some sharpie pointed out that computers can do word processing (and other tasks) for less than \$4,000.

That's right, so why not buy a computer? Why not indeed. Don Carlson tells me that in two years you'll be re-evaluating all of your computer equipment: the DEC PDP 11-34A, the PIXEL 100/AP, the Apple Lisa at the zoo, and the Wang word processing station here. Look deep into your crystal balls. How many thousands of dollars will the new system cost that will replace all of that equipment and integrate all of Metros tasks? More than \$4,000? You bet! In two years time, you'll want a brand spanking new machine with lots of lights and buzzers that integrates all your present computers. So what should you do in the mean time? My advice is to buy yourselves the most inexpensive computer you can find for your word processing tasks, but at the same time, make sure that it's fittings are standardized, so that you won't have another piece of obsolete plastic populating your offices. Spend as little time as you can finding that system, and get it up and running as soon as possible.

Consider that each day you spend searching and debating for a

system is one day less that your word processing personal has to learn how to use it.

Your system should include the following:

A computer with one disk drive & 128k of memory

A letter quality printer

Word processing software including spelling checker, and mail merge capabilities.

A monitor and appropriate cables.

Must be able to become a "dumb" terminal and fit into future networking plans.

Don't waste your time worrying about spread sheets and other things that go bump in the night, but make sure that if you want them your computer will be able to run them. Keep in mind that this is a word processing station that may later be integrated into a huge mainframe computer two years down the line. Beware of software you won't be using in two years.

Finally, to help you decide which system you want for your El Cheapo word processing station, I've put together a comparison of the two most appropriate computers. They are, not surprisingly, Apple and IBM, identically equipped. Both have their respective advantages and disadvantages, and I'll leave it up to your good judgement to decide which you prefer. (Hint: One computer costs \$942 less than the other).



# IBM vs. Apple

## Identically Equipped Machines

IBM PCjr		Apple Macintosh	
IBM PCjr 128K	1000	Macintosh 128K	2195
Disk Operating System	65	Macwrite & Macpaint	000
Writing Assnt	150	Mega merge	125
Spelling Checker	000	Mega filer	195
File Assnt	150	Spelling Checker	N/A
Parallel Port	99	Printer	599
Epson RX Printer	299	Cables	50
Color Paint	99	10 Floppy Disks	42
Microsoft Mouse	195	Mouse	000
Cables	50		-----
Monitor	125		\$3206
10 Floppy Disks	32		
	-----		
	\$2264		

Difference in Price: \$942

Terminal Mode	Y	Terminal Mode	Y
Colors	Y	Colors	N
Letter Quality Printer	Y	Letter Quality Printer	N
Second Disk Drive	Y	Second Disk Drive	Y
Memory Expansion	Y	Memory Expansion	N
(To 512K)		(Only two models available: 512K or 128K)	
Keyboard Cord	N	Keyboard Cord	Y
Sexy Design	N	Sexy Design	Y
RS 232 Interface	Y	RS 232 Interface	Y
Microprocessor	8088	Microprocessor	MC68000

Meeting Date Sept. 25, 1984

CONSIDERATION OF AN ORDINANCE AMENDING THE PUBLIC  
CONTRACT PROCEDURES FOR EMERGENCY CONTRACTS, CODE  
SECTIONS 2.04.011 AND 2.04.030

Date: August 31, 1984

Presented by: Eleanore S. Baxendale

FACTUAL BACKGROUND AND ANALYSIS

The new contracting procedures allow emergency contracts to be let without competitive bidding, as did the prior contract procedures. However, the new procedures make the award subject to a subsequent Council resolution declaring an emergency and also require this resolution before the contract can be signed. This means the contractor may be tentatively selected, but no work carried out until the next Council meeting, possibly two or three weeks later. This defeats the purpose of using the emergency provision and in effect takes emergencies out of the recognized exemption class of subsection b (such as contracts for Zoo animals or contracts under \$500) and makes it like a special exemption which requires special approval under subsection c.

There is no record of abuses of the emergency provision by Metro administration warranting this delay. There was no change in state statute requiring this procedure. The provision appears to derive from new state agency rules governing emergency contracts where the state acts as contract review board for a local government. In such circumstances the state board needs some control over the contracting of local governments. The control over the state's own agencies is much less restrictive; only written findings on the emergency by staff are required. Metro is its own contract review board, which is more analagous to the contract review board/agency situation. Therefore, a deviation from the model rules is appropriate so that emergency contracts can be implemented quickly.

To ensure the emergency process continues to be used appropriately, a definition of emergency is added, similar to Metro's former code definition and the state's definition, and written documentation of the emergency is required, reflecting staff's current practice and the state's procedures for its agencies.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption.

ESB/srb  
1924C/392-2  
09/04/84

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE AMENDING THE PUBLIC )	ORDINANCE NO. 84-179
CONTRACT PROCEDURES FOR EMERGENCY )	
CONTRACTS, CODE SECTIONS 2.04.011 )	
AND 2.04.030 )	

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Code Section 2.04.011 is hereby amended to read:

2.04.011 Requirement of Competitive Bidding, Exemptions

(a) For purposes of this chapter, "public contract" shall mean any purchase, lease or sale by Metro of personal property, public improvement or services other than agreements which are for personal service.

(b) All public contracts shall be based on competitive bids except:

(1) Contracts with other public agencies or the federal government.

(2) Contracts made with qualified nonprofit agencies providing employment opportunities for the handicapped.

(3) Insurance and service contracts as provided for under ORS 414.115, 414.125, 414.135 and 414.145.

(4) Contracts for supplies of less than \$2,500.

(5) Personal service contracts subject to ORS 279.051 and Code Section 2.04.035.

(6) Classes of public contracts which the Contract Review Board has found to be exempt without encouraging favoritism or substantially diminishing competition for public contracts and that such exemptions will result in substantial cost savings. These contracts include:

(a) Purchase and sale of Zoo animals.

(b) Purchase and sale of Zoo gift shop retail inventory and resale items.

(c) All contracts of less than \$10,000, not otherwise exempt, subject to the requirements of subsection (d) of this section.

(d) Contracts not to exceed \$25,000 for road, highway or parking lot maintenance provided that at least three (3) competitive quotes are obtained, if available, and a record of said quotes and efforts to obtain them are maintained.

(e) Emergency contracts [subject to subsection (f) of this section.] when there are written findings that an emergency exists and that the emergency consists of circumstances that could not have been reasonably foreseen and requires prompt execution of a contract to remedy that condition. An emergency contract must be awarded within sixty (60) days of the declaration of the emergency unless the Board grants an extension.

(f) Contracts for sale of surplus property subject to subsection [(g)] (e) of this section.

(c) Specific contracts, not within the classes exempted in subsection (6) above, may be exempted by the Board by resolution subject to the requirements of ORS 279.015(2) and ORS 279.015(5).

(d) Contracts exempted by subsection (6)(c) of this section may be awarded only subject to the following:

(1) The amount of the contract does not exceed \$10,000; and is for a single project; and is not a component of any other project.

(2) When the amount of the contract does not exceed \$500, the District should, where feasible, obtain competitive quotes.

(3) When the amount of the contract is more than \$500, but less than \$10,000, the District must obtain a minimum of three (3) competitive quotes. The District shall keep a written record of the source and amount of the quotes received. If three (3) quotes are not available, a lesser number will suffice provided that a written record is made of the effort to obtain the quotes.

(4) No contractor may be awarded in the aggregate, within the fiscal year, contracts in excess of \$30,000 without competitive bidding. In computing the aggregate under this subsection, awards under \$500 shall not be included.

[(e) Emergency contracts shall be awarded subject to a resolution of the Council declaring the emergency and reciting the conditions which require prompt contract execution. Any emergency contract shall be awarded within sixty (60) days following the declaration of the emergency unless the Board grants an extension.]

[(f)] (e) Contracts for sale of surplus property may be executed without competitive bidding only when the Executive Officer determines in writing that the number, value and nature of the items to be sold make it probable that the cost of conducting a sale by competitive bid will be such that a liquidation sale will result in substantially greater net revenue to the District.

Section 2. Code Section 2.04.030 is hereby amended to read:

2.04.030 Rules and Procedures Governing All Contracts:

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

(b) Persons Authorized to Sign Contracts:

(1) For contracts of an amount of \$2,500 or under the Director of the initiating department, or a designee of the Director approved by the Executive Officer, may sign contracts if the following conditions are met:

(A) A standard contract form is used;

(B) Any deviations to the contract form are approved by the Legal Counsel;

(C) The expenditure is authorized in the budget;

(D) The contract does not further obligate Metro beyond \$2,500;

(E) The appropriate Scope of Work is attached to the contract; and

(F) The Contract is for an entire project or purchase; not a portion of a project or purchase which, when complete, will amount to a cost greater than \$2,500.

(2) For contracts of more than \$2,500, and for contract amendments which exceed \$2,500 or which result in a total contract price exceeding \$2,500, either the Executive Officer or Deputy Executive Officer must sign; provided, however, that the Director or Assistant Director of the Zoo may

sign purchase orders of \$10,000 or less. When designated in writing to serve in the absence of the Executive Officer or Deputy Executive Officer, the Manager of Budget and Administrative Services may sign contracts.

(c) Approval of Contracts of more than \$10,000:

(1) Except as provided in subsection (4) of this section, all initial contracts, individual amendments, or purchase orders, with a contract price of more than \$50,000 shall be approved by the Council prior to execution.

(2) Except as provided in subsection (4) of this section, all initial contracts, including purchase orders, with a contract price of greater than \$10,000 but \$50,000 or less shall be approved by the Council Management Committee prior to execution.

(3) Except as provided in subsection (4) of this section, all contract amendments and extensions which exceed \$10,000 or which result in a total contract price of more than \$10,000 or \$50,000 shall be approved by the Council Management Committee prior to execution.

(4) The following types of contracts, including contract amendments and extensions to such contracts, shall be exempt from the provisions of this section (c).

(A) Contracts which merely pass through funds from a state or federal agency.

(B) Contracts under which Metro is to provide a service only and incurs no financial obligation to another party.

(C) Contracts with another government agency.

(D) Initial contracts of \$10,000 or less and contract extensions and amendments which do not cause or result in a total contract price of more than \$10,000.

(E) Grant award contracts.

(F) Purchases of inventory and gift items for resale at the Zoo Gift Shop.

(G) Emergency contracts [approved pursuant to Code section 2.04.010(e)].

(d) Documentation Required for Contract Files: The Budget and Administrative Services Division will maintain central files for all contracts. An original copy should be given to each contractor. All correspondence relating to a contract which

alters conditions or amounts must be included in the central files as should all papers which document the process of obtaining competitive bids, quotes, or proposals. In any case where a low bid, quote, or proposal is not accepted, a detailed justification must be included with the contract file. Other documentation, if applicable, that should be included in the file includes:

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

(e) Contract Review: Any contract which deviates from a standard contract form must be reviewed by legal counsel. Contracts involving federal or state grant funds must be reviewed by the Deputy Executive Officer.

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

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

(h) Purchase Orders: For purposes of this chapter, the term "contracts" includes purchases of goods or materials by purchase order. Purchase orders may be utilized in lieu of written contracts when the purchase is for goods or materials only.

(i) Code of Conduct:

(1) No employee, officer or agent of Metro shall

participate in the selection, award or administration of a contract if a conflict of interest, real or apparent, would be involved. Such a conflict would arise when the employee, officer or agent, any member of his/her immediate family, his or her partner, or an organization which employs, or is about to employ, any of the above, has a financial or other interest in the firm selected for award. No Metro officer, employee or agent shall solicit or accept gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to subagreements.

(2) Violations of this Code of Conduct shall subject an officer or employee to disciplinary action pursuant to the Metro Personnel Rules and may be grounds for other civil or criminal penalties provided by law.

(j) Federal/State Agency Approval: When required by federal or state law or regulations, review and approval of Metro contracts shall include prior concurrence or approval by appropriate federal or state agencies. (Ordinance No. 82-130, Sec. 2(a))

(k) In all public contracts, Metro shall prefer goods or services that have been manufactured or produced in Oregon if price, fitness, availability and quality are otherwise equal. Where a contract in excess of \$10,000 is awarded to a contractor not domiciled or registered to do business in Oregon, the initiating Department shall assure compliance with the provisions of ORS 279.021.

(l) All requests for bids or proposals for all contracts in excess of \$10,000 shall be reviewed by the Department of Management, Services and Legal Counsel prior to solicitation or advertisement, and shall include the contract form to be used.

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

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

ATTEST:

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

ESB/srb  
1924C/392-2  
09/04/84



CONSIDERATION OF RESOLUTION NO. 84-497 FOR THE  
PURPOSE OF ADOPTING THE YEAR 2005 FORECAST OF  
POPULATION AND EMPLOYMENT FOR USE IN METRO'S  
FUNCTIONAL PLANS

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Date: August 30, 1984

Presented by: Keith Lawton

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

To adopt the forecast described by Exhibit A, Resolution No. 84-497, as the basis for infrastructure investment decisions made as a result of Metro's functional plans.

History

This forecast is the outcome of a significant discussion and debate among a group of professionals whose jobs involve them in forecasting. These professionals represent both public and private sectors, and both regional and local interests.

The Regional Growth Forum, consisting of regional economists and demographers representing the public and private sectors (see attached list of members), developed a consensus on the likely forecast for the four-county area (Clackamas, Clark, Multnomah and Washington Counties). This group started by reviewing the output and assumptions of an econometric model for the Northwest (developed for Bonneville Power Administration by Wharton Econometrics) and developed a consensus forecast through a process of three three-hour meetings. The outcome of the Regional Growth Forum was a forecast of 871,000 jobs and a population of 1.67 million people in the region by 2005.

The Growth Allocation Workshops were composed of planners/administrators invited from every jurisdiction in the region. All jurisdictions of reasonable size and which could expect significant growth were represented (see attached list of attendees).

The first task of this group was to review the regional forecast. The result of this was an opinion that the forecast for the electronics sector was probably low; based on the immediately visible activity at the local level, the growth in this sector was boosted by 10,000 jobs (from 43,000 total to 53,000 total in 2005).

This action moved the regional forecast from 871,000 employees and 1.67 million population to 910,000 employees and 1.73 million population.

This group met for a total of 16 hours over three days, meeting as a whole to develop a consensus on subregional forecasts (by County and for the Portland Central Business District) followed by three three-hour meetings (one for each Oregon county) to break these down further to the 20 districts displayed in Exhibit A.

This forecast has a population at 2005, approximately equal to that used in the Regional Transportation Plan for year 2,000 and an employment level 50,000 lower (910,000 in 2005 versus 960,000 in 2000).

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

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 84-497.

KL/srb  
1914C/392-4  
09/13/84

REGIONAL GROWTH FORUM

List of Participants

Mr. Ray Broughton  
Vice President and Economist  
First Interstate Bank

Dr. John Mitchell  
Corporate Economist  
U.S. Bank Corp

Mr. Charles Allcock  
Senior Planning Supervisor  
Electric Business Planning  
Portland General Electric

Mr. Steve Peterson  
Director, Economic Development  
Portland Development Commission  
(Alternate: Betsy Radigan)

Dr. Fred Weber  
Consulting Economist  
Home Builders Association of  
Metropolitan Portland

Dr. James Strathman  
Associate Professor  
Dept. of Urban Studies and Planning  
Portland State University

Mr. Glenn Vanselow  
Research Manager  
Port of Portland

Mr. Tom Lynch  
Director, Labor Market Information  
Programs  
Oregon State Employment Service

Mr. Charles Schneider  
Chief Economist  
Economic Research Section  
Bonneville Power Administration

Mr. Ed. Schafer  
Director, Center for Population Research  
and Census  
Portland State University

Mr. Scott Hannigan  
Manager, Load Forecasting and Analysis Dept.  
Pacific Power and Light  
(Alternate: Dave Clement)

Mr. Chris Sturm  
Research Manager  
Portland Chamber of Commerce

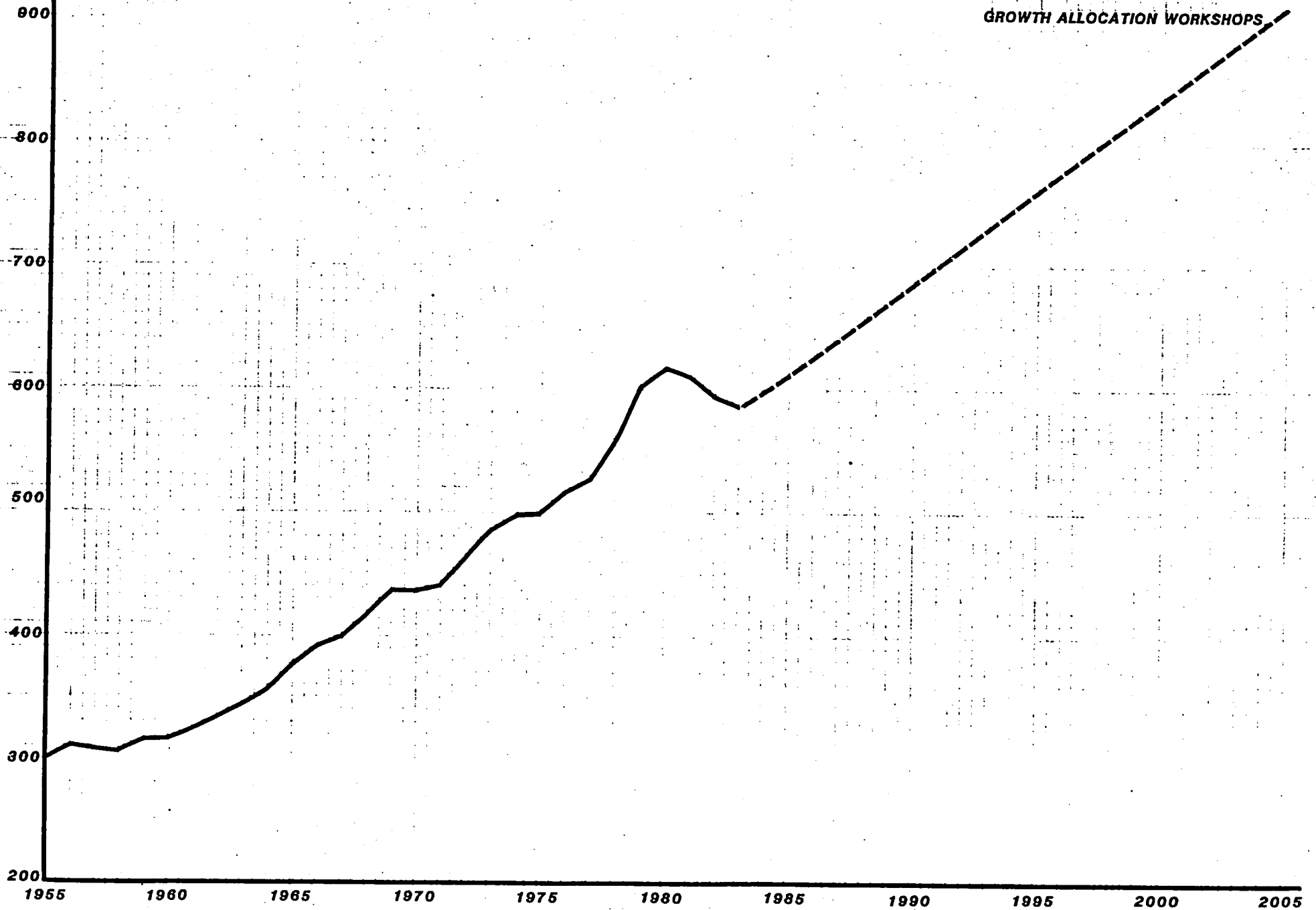
# 2005 GROWTH ALLOCATION WORKSHOP PARTICIPANTS

(Workshops Held August 7, 16 and 23, 1984)

<u>Name</u>	<u>Affiliation</u>
Tom VanderZanden	Clackamas County
Norm Scott	Clackamas County
Ben Altman	City of Wilsonville
Mark Hess	City of West Linn
Lori Mastrantonio	City of Milwaukie
Gilbert Mallery	Regional Planning Council of Clark County
Laurel Lyon	Regional Planning Council of Clark County
Mary Legry	Regional Planning Council of Clark County
Dean Lookingbill	Regional Planning Council of Clark County
Azam Babar	City of Vancouver
Bebe Rucker	Multnomah County
Steve Dotterrer	City of Portland
Steve Iwata	City of Portland
James Throckmorton	City of Portland
Tim Goon	City of Portland
Rick Walker	City of Gresham
Jeff Davis	City of Gresham
R. Scott Pemble	City of Troutdale
Brent Curtis	Washington County
Jane Jensen-Norman	Washington County
Mark Brown	Washington County
Frank Angelo	Washington County
Mark Johnson	City of Forest Grove
Wink Brooks	City of Hillsboro
Debbie Noble	City of Hillsboro
John Gillam	City of Beaverton
Larry Cole	City of Beaverton
Elizabeth Newton	City of Tigard
Dave Prescott	City of Tualatin

# EMPLOYMENT PAST AND FORECAST

EMPLOYEES  
IN THOUSANDS



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 84-497
YEAR 2005 FORECAST OF POPULATION	)	
AND EMPLOYMENT FOR USE IN METRO'S	)	Introduced by the Joint
FUNCTIONAL PLANS	)	Policy Advisory Committee
	)	on Transportation

WHEREAS, Planning for transportation, solid waste disposal and other infrastructure needs should be based on a 20 or more year forecast, commensurate with the economic life of such investments; and

WHEREAS, The state and federal transportation departments require this horizon for planning purposes; and

WHEREAS, The forecast contained in the attachment to this Resolution marked Exhibit A is the result of a series of workshops involving a large number of experts and professionals in this region and has their consensus as a forecast which is reasonable and appropriate for long-range planning in this region; now, therefore,

BE IT RESOLVED,

That the Metro Council adopts the forecast for this urban area as contained in the attachment to this Resolution marked Exhibit A as a reasonable and appropriate forecast for use in Metro's functional plans until such time as events clearly indicate the need for revision.

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

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

KL/srb  
1914C/392-3  
09/13/84



CONSIDERATION OF RESOLUTION NO. 84-498 FOR THE  
PURPOSE OF ADOPTING THE FY 1985 TO POST-1988  
TRANSPORTATION IMPROVEMENT PROGRAM AND THE  
FY 1985 ANNUAL ELEMENT

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Date: August 22, 1984

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

The Transportation Improvement Program (TIP) and FY 1985 Annual Element serve as the basis for receipt of federal transportation funds by local jurisdictions, the Oregon Department of Transportation (ODOT) and Tri-Met.

This TIP reflects a number of changes from last year's update, particularly due to resolutions and administrative adjustments approved during the past year. The primary importance of the annual TIP update is to consolidate all past actions into a current document and set forth the anticipated program for FY 1985. The FY 1985 program reflected herein is only the first step in establishing actual priorities for FY 1985. A number of future actions will result in refinements to the material presented.

Adoption of the TIP endorses the following actions:

- Past policy endorsement of projects is identified in the TIP (including projects to be funded with Interstate, Interstate Transfer, Federal Aid Urban and UMTA funds), thereby providing eligibility for federal funding.
- The current status of Interstate Transfer funding is accounted for, including past obligations and the anticipated FY 1985 funding level.
- Approximately \$36.9 million of Interstate Transfer funding is programmed for FY 1985 and includes all projects that will be considered for funding; actual FY 1985 priorities will be established among these candidates later this year.
- Approximately \$12 million of UMTA Section 3 "Trade" funds are available in FY 1985 of which only \$350,000 has been committed to projects. Adoption of the TIP includes approval of a new project funded from the Downtown Portland Westside Reserve--the North Terminal project for a bus layover area near Union Station.

- The maximum allowable use of UMTA Section 9 funds for operating assistance is included (\$5.95 million) which involves the 3:2 trade of capital assistance for operating assistance (\$1.288 from capital to operating and \$.644 back to UMTA).

Background: The Metro TIP describes how federal transportation funds for highway and transit projects in the Metro region are to be obligated during the period October 1, 1984 through September 30, 1985. Additionally, in order to maintain continuity, funds are estimated for years before and after the Annual Element year. The FY 1985 TIP is a refinement of the currently adopted TIP and involves the following significant actions:

#### Interstate Transfer Funding

The TIP includes a fixed program amount for the Metro region of \$500,653,205 (federal). This FY 1985 TIP update revises the previously adopted FY 1984 program (Resolution No. 84-443) in keeping with priorities. At the end of the federal fiscal year, unbuilt FY 1984 projects will automatically shift to FY 1985 and will retain its FY 1984 funding commitment.

The FY 1985 Interstate Transfer program of approximately \$36.9 million represents the full-funding need and may be in excess of the level of funding the region can anticipate. The noted amount is wholly earmarked for FHWA highway projects. Priorities will be established from amongst the full FY 1985 program later in the year based upon a closer estimate of funding. Projects not funded in FY 1985 will be delayed; however, they will be considered for implementation in the event additional FY 1985 funds become available, or for funding in FY 1986.

A number of revisions to the overall project allocations are incorporated including a variety of minor transfers due to cost overruns and underruns.

#### Section 3 "Trade" Funding

In April 1982, Metro Council endorsed the use of Section 3 funds for selected transit projects in exchange for Interstate Transfer funds. This involved transfer of funds from a series of regionwide transit projects to the Banfield project; in exchange, Section 3 funds previously earmarked for the Banfield were assigned to those transit projects. Subsequently, the fixed amount of \$76.8 million was committed by UMTA for this Section 3 "Trade" Program. The full \$76.8 million is currently allocated to specific projects or reserves. This TIP update includes approval of a new project -- North Terminal Facility -- to be funded from the Downtown Portland Reserve.

Funding for the Milwaukie Transit Station and Beaverton Park and Ride station had grant approval in FY 1982-83. However,



project development has not occurred as planned and the funds are programmed to be released to fund other active projects: North Terminal Facility, Transit Transfer and Tigard Transit Center. The allocation for the Milwaukie Transit Station and Beaverton Park and Ride is retained for use at a future date. An FY 1985 Reserve account of \$11.7 million has been established for FY 1985 in accordance with UMTA projected revenues of \$12 million. One project, North Terminal Facility, is programmed in FY 1985. As other projects are developed, they will draw upon this reserve.

#### Banfield Funding

The TIP includes Interstate Transfer funding and \$67.6 million in Section 3 funding for the Banfield. The amounts programmed are consistent with the level of Interstate Transfer funding locally authorized for the Banfield and with past Section 3 grant awards. Funding levels by year for Section 3 funds call for \$24.25 million in FY 1984 and \$19.0 million in FY 1985. This leaves \$15.5 million yet remaining in the full funding contract. This amount has been assigned to a Banfield Project Reserve.

#### Federal Aid Urban

FAU apportionments to the Metro region for FY 1985 have been projected at \$4,142,366. Of this amount, \$3,918,069 will be transferred down-state in partial fulfillment of the agreed amount of \$27,088,000. If the FAU program continues through 1986 at the noted level, a final down-state transfer of \$1,486,925 will complete the Metro region transfer of \$27.088 million. The FAU portion of the TIP reflects these projections.

#### Section 9/9A

The TIP includes \$13.8 million in anticipated UMTA Section 9 funds for FY 1985. Of this amount, \$5,950,000 is programmed for operating assistance for Tri-Met which is the maximum allowable amount including approval of the option to transfer \$1.288 million from capital to operating with the associated penalty of losing \$644,000 in capital back to UMTA. The capital amount available is programmed to complete the previously approved amount for the Banfield plus a variety of small projects and a reserve.

#### Interstate/Primary Funds

Interstate and Primary projects are programmed in accordance with the ODOT Six-Year Plan.

#### Air Quality

The TIP is in conformity with the Oregon State Implementation Plan (SIP) for Air Quality adopted in 1982. Updates to the

carbon monoxide and ozone plans demonstrate attainment of both standards by 1987. All projects specified in the SIP as necessary for attainment of these standards are included in the TIP. In addition, the TIP has been reviewed to ensure that it does not include actions which would reduce the effectiveness of planned transportation control measures.

TPAC and JPACT have reviewed the TIP update and recommend approval of the Resolution.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 84-498.

BP/srb  
9275B/353-5  
09/13/84

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 84-498
FY 1985 TO POST-1988 TRANSPORTA-	)	
TION IMPROVEMENT PROGRAM AND THE	)	Introduced by the Joint
FY 1985 ANNUAL ELEMENT	)	Policy Advisory Committee on
	)	Transportation

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

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

WHEREAS, Some 1984 Annual Element projects may not be obligated by the end of FY 1984 because the exact point in time for obligation is indeterminate; now, therefore,

BE IT RESOLVED,

1. That the Metro Council adopts the FY 1985 TIP for the urban area as contained in the Attachment to this Resolution marked Exhibit "A."
2. That projects that are not obligated by September 30, 1984, be automatically reprogrammed for FY 1985 for all funding sources.
3. That the TIP is in conformance with the Regional Transportation Plan and the 1982 Air Quality State Implementation Plan (Ozone and Carbon Monoxide) and that the planning process meets all requirements of Title 23-Highways and Title 49-Transportation of the Code of Federal Regulations.

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

5. That the Metro Council hereby finds the projects in accordance with the Regional Transportation Plan and, hereby, gives affirmative Intergovernmental Project Review approval.

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

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

BP/srb  
9275B/353-4  
09/13/84

EXHIBIT "A"

STAFF REPORT 87

TRANSPORTATION IMPROVEMENT PROGRAM

PROPOSED PROGRAM FOR FISCAL YEARS 1985 TO POST 1988

EFFECTIVE OCTOBER 1, 1984

DRAFT

SEPTEMBER 13, 1984

**Metropolitan Service District**

INTERSTATE TRANSFER PROJECTS

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

**INTERSTATE TRANSFER PROJECTS**

CATEGORY I  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAM	
***7 MCLOUGHLIN CORRIDOR-UNION/GRAND AVE VIADUCT TO SE RIVER ROAD*****127*293*294*291*292*****									FAP26
INTERSTATE TRANSFER FUNDS									
PE 437,425	0	0	0	0	0	0	437,425		
RESRV 0	0	0	0	0	0	24,772,611	24,772,611		
TOTAL 437,425	0	0	0	0	0	24,772,611	25,210,036		
***8 MCLOUGHLIN BLVD INTERSECTION AND SIGNAL IMPROVEMENTS*****147*301*****									FAP26
INTERSTATE TRANSFER FUNDS									
PE 114,656	1	0	0	0	0	0	114,657		
CONST 809,194	34,006	0	0	0	0	0	843,200		
RESRV 0	0	0	0	0	0	-48,772	-48,772		
TOTAL 923,850	34,007	0	0	0	0	-48,772	909,085		
***9 POWELL BLVD R/W & CONSTRUCTION-ROSS ISLAND BRIDGE TO 52ND-SECT I*****162*332*****									FAP24
INTERSTATE TRANSFER FUNDS									
PE 172,027	0	0	0	0	0	0	172,027		
R/W 1,339,429	1,121	0	0	0	0	0	1,340,550		
CONST 3,624,490	0	0	0	0	0	0	3,624,490		
RESRV 0	0	0	0	0	0	44,543	44,543		
TOTAL 5,135,946	1,121	0	0	0	0	44,543	5,181,610		
***10 POWELL BLVD R/W & CONST-50TH AVE TO I205-SECTION II*****164*334*548*333*****									FAP24
INTERSTATE TRANSFER FUNDS									
PE 520,806	573	0	0	0	0	0	521,379		
R/W 6,525,846	306,040	0	0	0	0	0	6,831,886		
CONST 4,199,502	12,547	0	0	0	0	0	4,212,049		
RESRV 0	0	0	0	0	0	199,166	199,166		
TOTAL 11,246,154	319,160	0	0	0	0	199,166	11,764,479		
***11 SUNSET HIGHWAY OVERLAYS - CONSTRUCTION*****267*468*****									FAP27
INTERSTATE TRANSFER FUNDS									
CONST 1,422,729	0	0	0	0	0	0	1,422,729		

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1985 TO POST 1988  
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PORTLAND URBANIZED AREA

**IN FEDERAL DOLLARS  
INTERSTATE TRANSFER PROJECTS  
CATEGORY I**

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAN
OBLIGATED									
***1 BANFIELD TRANSITWAY-HIGHWAY FUNDS*****115*280*279*****									FAP68
INTERSTATE TRANSFER FUNDS									
PE 5,192,931	0	0	0	0	0	0	0	5,192,931	
R/W 8,927,639	0	0	0	0	0	0	0	8,927,639	
CONST 12,444,658	0	0	0	0	0	0	0	12,444,658	
RESRV 0	0	0	0	0	0	19,273	19,273	19,273	
TOTAL 26,565,228	0	0	0	0	0	19,273	26,584,501		
***2 BANFIELD TRANSITWAY-TRANSIT FUNDS(T)*****116*281*330*374*494*509*417*547*282*580*****									FAP68
INTERSTATE TRANSFER FUNDS									
PE 10,956,546	0	0	0	0	0	0	0	10,956,546	
R/W 13,371,853	0	0	0	0	0	0	0	13,371,853	
CONST 106,155,644	0	0	0	0	0	0	0	106,155,644	
RESRV 0	8,998,357	0	0	0	0	5,927,475	14,925,832		
TOTAL 130,484,043	8,998,357	0	0	0	0	5,927,475	145,409,875		
***3 WESTSIDE TRANSITWAY-PHASE II/DEIS STUDY-299003(T)*****117*284*285*283*****									N/A
INTERSTATE TRANSFER FUNDS									
PE 2,217,044	0	0	0	0	0	0	0	2,217,044	
***4 BANFIELD TRANSITWAY-METRO PLANNING(T)*****118*483*582*****									FAP68
INTERSTATE TRANSFER FUNDS									
PE 300,000	0	0	0	0	0	0	0	300,000	
***5 TRI-MET TECHNICAL STUDY - 5 WORK ELEMENTS(T)*****120*286*****									N/A
INTERSTATE TRANSFER FUNDS									
PE 428,000	0	0	0	0	0	0	0	428,000	
***6 METRO CORRIDOR PLANNING(T)*****126*484*583*****									N/A
INTERSTATE TRANSFER FUNDS									
PE 827,772	0	0	0	0	0	0	0	827,772	
RESRV 0	300,000	299,917	0	0	0	0	0	599,917	
TOTAL 827,772	300,000	299,917	0	0	0	0	1,427,689		



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**INTERSTATE TRANSFER PROJECTS**

**CATEGORY I  
(CONTINUED)**

PROJECT DESCRIPTION		ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR						AUTHORIZED	FAM
	OBLIGATED	1984	1985	1986	1987	1988	POST 1988		
**17 WESTSIDE CORRIDOR RELATED HIGHWAY PROJECTS-FHWA FUNDED*****559*306*585*****									N/A
INTERSTATE TRANSFER FUNDS									
PE	38,187	0	0	0	0	0	0	38,187	
**18 MCLOUGHLIN CORRIDOR TRANSIT ANALYSIS(T)*****588*312*****									FAP26
INTERSTATE TRANSFER FUNDS									
PE	100,000	0	0	0	0	0	0	100,000	
**19 REGIONAL RESERVE*****625*485*593*473*586*****									N/A
INTERSTATE TRANSFER FUNDS									
RESRV	0	0	0	0	0	0	250,243	250,243	
**20 NW NICOLAI ST-NW 29TH TO NW 24TH*****731*489*****									FAU9296
INTERSTATE TRANSFER FUNDS									
R/U	43,775	85,000	0	0	0	0	0	128,775	
CONST	1,862,856	0	0	0	0	0	0	1,862,856	
TOTAL	1,906,631	85,000	0	0	0	0	0	1,991,631	
**21 NW YEON AVE-NW ST HELENS RD TO NW NICOLAI*****733*489*****									FAP1
INTERSTATE TRANSFER FUNDS									
R/U	2,125,000	0	0	0	0	0	0	2,125,000	
CONST	0	0	9,945,000	0	0	0	0	9,945,000	
RESRV	0	0	0	0	0	0	610,685	610,685	
TOTAL	2,125,000	0	9,945,000	0	0	0	610,685	12,680,685	
**22 NW ST HELENS RD-NW KITTRIDGE ST TO NW 29TH AVE*****734*490*****									FAU9296
INTERSTATE TRANSFER FUNDS									
R/U	189,550	11,050	0	0	0	0	0	200,600	
CONST	0	1,530,000	0	1,770,000	0	0	0	3,300,000	
RESRV	0	0	0	0	0	0	25,527	25,527	
TOTAL	189,550	1,541,050	0	1,770,000	0	0	25,527	3,526,127	

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**INTERSTATE TRANSFER PROJECTS**

**CATEGORY I  
(CONTINUED)**

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAH	
<b>**12 RECONSTRUCTION OF YEON/VAUGHN/NICOLAI/WARDWAY AND ST HELENS RD*****269*471*487*****</b>									
INTERSTATE TRANSFER FUNDS									MISC
PE 818,550	52,400	100,000	0	0	0	0	970,950		
RESRV 0	0	0	0	0	0	514,290	514,290		
TOTAL 818,550	52,400	100,000	0	0	0	514,290	1,485,240		
<b>**13 BANFIELD LRT STATION AREA PLANNING PROGRAM(T)*****290*510*****</b>									
INTERSTATE TRANSFER FUNDS									N/A
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		
<b>**14 TRI-MET RIDESHARE PROGRAM*****295*535*472*304*552*534*****</b>									
INTERSTATE TRANSFER FUNDS									N/A
OPRTG 1,044,156	0	0	0	0	0	0	1,044,156		
RESRV 201,857	0	320,000	253,633	0	0	-52,505	722,985		
TOTAL 1,246,013	0	320,000	253,633	0	0	-52,505	1,767,140		
<b>**15 IS NORTH RIDESHARE PROGRAM*****296*536*553*****</b>									
INTERSTATE TRANSFER FUNDS									N/A
PE 95,379	0	0	0	0	0	0	95,379		
OPRTG 69,621	0	0	0	0	0	0	69,621		
TOTAL 165,000	1	0	0	0	0	0	165,001		
<b>**16 PORTLAND/VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE(T)*****310*560*584*****</b>									
INTERSTATE TRANSFER FUNDS									N/A
PE 72,311	0	0	0	0	0	0	72,311		
RESRV 0	0	0	0	0	0	0	0		
TOTAL 72,311	0	0	0	0	0	0	72,311		

**METROPOLITAN SERVICE DISTRICT  
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**FISCAL YEARS 1985 TO POST 1988  
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**PORTLAND URBANIZED AREA**

**IN FEDERAL DOLLARS**

**INTERSTATE TRANSFER PROJECTS**

**CATEGORY I  
(CONTINUED)**

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
OBLIGATED									
**29 SUNSET LIGHT RAIL PROGRAM(T)*****773*319*587*****									FAP27
INTERSTATE TRANSFER FUNDS									
PE 500,004	0	0	0	0	0	0	0	500,004	
**30 NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM*****802*493*****									MISC
INTERSTATE TRANSFER FUNDS									
PE 0 142,034	0	0	0	0	0	0	0	142,034	
CONST 0 0	70,466	0	0	0	0	0	0	70,466	
TOTAL 0 142,034	70,466	0	0	0	0	0	0	212,500	
**31 SUNSET HIGHWAY RAMP METERING*****827*320*****									FAP27
INTERSTATE TRANSFER FUNDS									
PE 0 40,000	0	0	0	0	0	0	0	40,000	
CONST 0 0	0	730,000	0	0	0	0	0	730,000	
TOTAL 0 40,000	0	730,000	0	0	0	0	0	770,000	
**32 OBLIGATIONAL AUTHORITY RESERVE-CATEGORY I-HIGHWAY*****832*476*****									N/A
INTERSTATE TRANSFER FUNDS									
RESRV 0 156,961	0	0	0	0	0	-156,961	0		
**33 OBLIGATIONAL AUTHORITY RESERVE-CATEGORY I-TRANSIT*****843*481*****									N/A
INTERSTATE TRANSFER FUNDS									
RESRV 0 2,635,734	0	0	0	0	0	-2,635,734	0		
<b>AGENCY TOTAL: CATEGORY I</b>									
INTERSTATE TRANSFER FUNDS									
PE 23,989,707	315,010	100,000	0	0	0	0	0	24,404,717	
R/U 34,276,641	403,212	0	0	0	0	0	0	34,679,853	
CONST 130,725,538	1,563,377	13,415,466	3,520,000	0	0	0	0	149,224,381	
OPRTG 1,167,157	0	0	0	0	0	0	0	1,167,157	
RESRV 201,857	12,091,052	619,917	253,633	0	0	47,269,030	60,435,488		
TOTAL 190,360,900	14,372,650	14,135,383	3,773,633	0	0	47,269,030	269,911,595		

**METROPOLITAN SERVICE DISTRICT  
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**IN FEDERAL DOLLARS  
INTERSTATE TRANSFER PROJECTS**

**CATEGORY I  
(CONTINUED)**

PROJECT DESCRIPTION	ESTIMATED OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAM
<b>**23 VAUGHN ST/HARDWAY-NW 29TH AVE TO NW 24TH AVE*****735*491*****</b>									
INTERSTATE TRANSFER FUNDS									FAU9296
CONST	0	0	0	1,020,000	0	0	0	1,020,000	
RESRV	0	0	0	0	0	0	64,128	64,128	
TOTAL	0	0	0	1,020,000	0	0	64,128	1,084,128	
<b>**24 FRONT-YEON CONNECTION*****738*492*****</b>									
INTERSTATE TRANSFER FUNDS									FAU9300
R/W	1,753,549	1	0	0	0	0	0	1,753,550	
CONST	0	0	3,400,000	0	0	0	0	3,400,000	
RESRV	0	0	0	0	0	0	86,402	86,402	
TOTAL	1,753,549	1	3,400,000	0	0	0	86,402	5,239,952	
<b>**25 REGIONAL RESERVE*****755*570*397*581*432*511*359*315*508*****</b>									
INTERSTATE TRANSFER FUNDS									N/A
RESRV	0	0	0	0	0	0	17,120,464	17,120,464	
<b>**26 PHASE I ALTERNATIVES ANALYSIS(T)*****765*486*****</b>									
INTERSTATE TRANSFER FUNDS									MISC
PE	170,000	80,000	0	0	0	0	0	250,000	
<b>**27 BANFIELD CORRIDOR RIDESHARE MARKETING PROGRAM*****770*317*****</b>									
INTERSTATE TRANSFER FUNDS									FAP68
OPRTG	53,380	0	0	0	0	0	0	53,380	
<b>**28 BANFIELD TRAFFIC MONITORING PROGRAM*****771*318*****</b>									
INTERSTATE TRANSFER FUNDS									FAP68
CONST	206,465	-13,175	0	0	0	0	0	193,290	

**METROPOLITAN SERVICE DISTRICT  
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**INTERSTATE TRANSFER PROJECTS**

CITY OF PORTLAND

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#	
**34 N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE*****4***9*434*517*****									
INTERSTATE TRANSFER FUNDS								FAU9956	
R/W 331,500	0	0	0	0	0	0	331,500		
CONST 2,742,935	0	0	0	0	0	0	2,742,935		
TOTAL 3,074,435	0	0	0	0	0	0	3,074,435		
**35 BASIN AVENUE/GOING STREET PROJECT*****18*362*****									
INTERSTATE TRANSFER FUNDS								FAU9930	
R/W 271,150	0	25,160	0	0	0	0	296,310		
CONST 1,679,623	0	0	0	0	0	0	1,679,623		
TOTAL 1,950,773	0	25,160	0	0	0	0	1,975,933		
**36 N INTERSTATE AVE-GREELEY TO RUSSELL*****4*21*363*****									
INTERSTATE TRANSFER FUNDS								FAU9945	
CONST 88,403	0	0	0	0	0	0	88,403		
**37 TRAFFIC SIGNAL PROJECTS*****23*563*****									
INTERSTATE TRANSFER FUNDS								MISC	
PE 0	0	62,500	0	0	-62,500	0	0		
**38 SIGNAL COMPUTER CONTROL EXPANSION*****26*435*****									
INTERSTATE TRANSFER FUNDS								MISC	
CONST 55,334	-84	0	0	0	0	0	55,250		
**39 MACADAM AVE(OR43) PROJECT-ROSS ISL BRIDGE TO SELLWOOD BRIDGE*****27*364*365*****									
INTERSTATE TRANSFER FUNDS								FAU9565	
PE 198,370	0	0	0	0	0	0	198,370		
R/W 72,507	0	0	0	0	0	0	72,507		
CONST 3,910,000	87,124	0	0	0	0	0	3,997,124		
RESRV 0	0	0	0	0	0	0	0		
TOTAL 4,180,877	87,124	0	0	0	0	0	4,268,001		

METROPOLITAN SERVICE DISTRICT  
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PORTLAND URBANIZED AREA

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INTERSTATE TRANSFER PROJECTS

CATEGORY I  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAH	
AGENCY TOTAL: CATEGORY I									
PE 23,989,707	315,010	100,000	0	0	0	0	24,404,717		
R/W 34,276,641	403,212	0	0	0	0	0	34,679,853		
CONST 130,725,538	1,563,377	13,415,466	3,520,000	0	0	0	149,224,381		
OPRTC 1,167,157	0	0	0	0	0	0	1,167,157		
RESRV 201,857	12,091,052	619,917	253,633	0	0	47,269,030	60,435,488		
TOTAL 190,360,900	14,372,650	14,135,383	3,773,633	0	0	47,269,030	269,911,595		

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

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INTERSTATE TRANSFER PROJECTS

CITY OF PORTLAND  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR

OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
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<b>45 MCDOUGHILIN BLVD(OR99E) PED UNDERPASS - 100 FT SO OF HAIG*****169*337*****</b> INTERSTATE TRANSFER FUNDS PE 37,100 -280 0 0 0 0 0 36,820	FAP26
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<b>46 GRAND AVE(OR99E) AT MORRISON - 2 LEFT TURN LANES*****170*338*****</b> 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	FAU9809
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<b>47 33RD AT BROADWAY - SB/NB LEFT TURN REFUGES*****173*340*339*****</b> INTERSTATE TRANSFER FUNDS PE 25,245 0 0 0 0 0 0 25,245 R/U 132,600 826 0 0 0 0 0 133,426 CONST 121,603 0 0 0 0 0 0 121,603 TOTAL 279,448 826 0 0 0 0 0 280,274	FAU9823
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<b>48 39TH AVE - SE GLENWOOD TO CRYSTAL SPRINGS BLVD - WIDENING*****175*341*****</b> INTERSTATE TRANSFER FUNDS PE 46,450 0 0 0 0 0 0 46,450 R/U 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	FAU9699
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<b>49 39TH @ STARK -WIDENING/SB LEFT TURN MEDIAN/SIGNAL INTERTIE/STRIP*****178*343*342*****</b> INTERSTATE TRANSFER FUNDS PE 15,800 0 0 0 0 0 0 15,800 R/U 37,788 4,032 0 0 0 0 0 41,820 CONST 123,505 3,001 0 0 0 0 0 126,506 TOTAL 177,093 7,033 0 0 0 0 0 184,126	FAU9699
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PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROJECTS

CITY OF PORTLAND  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1984 1985 1986 1987 1988 POST 1988

AUTHORIZED

FA#

**\*\*40 HOLLYWOOD DISTRICT IMPROVEMENTS-NE SANDY BLVD-37TH TO 47TH\*\*\*\*\*28\*546\*\*\*\*\*** FAU9326  
INTERSTATE TRANSFER FUNDS  
PE 198,889 51,467 0 0 0 0 0 250,356  
R/W 163,200 34,000 0 0 0 0 0 197,200  
CONST 0 0 2,610,563 0 0 0 0 2,610,563  
TOTAL 362,089 85,467 2,610,563 0 0 0 0 3,058,119

**\*\*41 NW FRONT AVE-NW 26TH AVE TO NW KITTRIDGE\*\*\*\*\*29\*366\*\*\*\*\*** FAU9300  
INTERSTATE TRANSFER FUNDS  
CONST 522,074 0 0 0 0 0 0 522,074

**\*\*42 SE HOLGATE BLVD-SE 17TH AVE TO SE 28TH AVE-BRIDGE AND APPROACHES\*\*\*\*\*42\*329\*\*\*\*\*** FAU9793  
INTERSTATE TRANSFER FUNDS  
CONST 4,450,600 0 0 0 0 0 0 4,450,600

**\*\*43 ARTERIAL STREET 3R PROGRAM\*\*\*\*\*43\*519\*520\*521\*518\*\*\*\*\*** MISC  
INTERSTATE TRANSFER FUNDS  
PE 193,111 26,690 0 0 0 0 0 219,801  
R/W 0 850 0 0 0 0 0 850  
CONST 4,666,090 960,227 1,927,175 0 0 0 0 7,553,492  
RESRV 0 0 0 0 0 0 -382,202 -382,202  
TOTAL 4,859,201 987,767 1,927,175 0 0 0 -382,202 7,391,941

**\*\*44 MCLOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION\*\*\*\*\*153\*302\*\*\*\*\*** N/A  
INTERSTATE TRANSFER FUNDS  
PE 19,000 0 0 0 0 0 0 19,000  
RESRV 0 0 0 0 0 0 414,153 414,153  
TOTAL 19,000 0 0 0 0 0 414,153 433,153



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INTERSTATE TRANSFER PROJECTS

CITY OF PORTLAND  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
OBLIGATED									
<b>**56 39TH AVENUE CORRIDOR IMPROVEMENT-GLISAN TO HOLGATE*****</b>	<b>191*351*350*****</b>								<b>FAU9699</b>
INTERSTATE TRANSFER FUNDS									
PE 76,592	0	0	0	0	0	0	0	76,592	
R/W 425,000	0	0	0	0	0	0	0	425,000	
CONST 1,158,908	15,171	0	0	0	0	0	0	1,174,079	
TOTAL 1,660,500	15,171	0	0	0	0	0	0	1,675,671	
<b>**57 CONTINGENCY-CATEGORY II-CITY OF PORTLAND*****</b>	<b>194*352*****</b>								<b>N/A</b>
INTERSTATE TRANSFER FUNDS									
RESRV 0	0	0	0	0	0	0	1,439,934	1,439,934	
<b>**58 UNION AVENUE(OR99E)-WIDLER TO COLUMBIA BLVD-W6*****</b>	<b>195*380*549*****</b>								<b>FAU9809</b>
INTERSTATE TRANSFER FUNDS									
PE 267,944	0	0	0	0	0	0	0	267,944	
R/W 205,700	0	0	0	0	0	0	0	205,700	
CONST 6,521,829	-176,726	0	0	0	0	0	0	6,345,103	
TOTAL 6,995,473	-176,727	0	0	0	0	0	0	6,818,746	
<b>**59 GOING STREET NOISE MITIGATION PROJECT*****</b>	<b>198*381*550*****</b>								<b>FAU9945</b>
INTERSTATE TRANSFER FUNDS									
PE 287,720	5,049	0	0	0	0	0	0	292,769	
CONST 626,450	0	0	0	0	0	0	0	626,450	
TOTAL 914,170	5,049	0	0	0	0	0	0	919,219	
<b>**60 SW BROADWAY-SW 4TH TO SW 6TH*****</b>	<b>200*382*****</b>								<b>MISC</b>
INTERSTATE TRANSFER FUNDS									
PE 50,000	49,194	0	0	0	0	0	0	99,194	
CONST 0	654,606	0	0	0	0	0	0	654,606	
TOTAL 50,000	703,800	0	0	0	0	0	0	753,800	

METROPOLITAN SERVICE DISTRICT  
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INTERSTATE TRANSFER PROJECTS

CITY OF PORTLAND  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR									
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#	
**50 CURB EXTENSION PROGRAM*****179*344*****									
INTERSTATE TRANSFER FUNDS								MISC	
PE	13,889	0	0	0	0	0	13,889		
**51 CURB CORNER MODIFICATION PROGRAM*****180*345*****									
INTERSTATE TRANSFER FUNDS								MISC	
PE	2,969	0	0	0	0	0	2,969		
CONST	7,259	0	0	0	0	0	7,259		
TOTAL	10,228	0	0	0	0	0	10,228		
**52 ACTUATED SIGNALS-SE BYBEE @ 23RD/SE TOLMAN @ MILWAUKIE-@17TH*****183*346*****									
INTERSTATE TRANSFER FUNDS								FAU9760	
PE	1,153	0	0	0	0	0	1,153		
CONST	41,152	0	0	0	0	0	41,152		
TOTAL	42,305	0	0	0	0	0	42,305		
**53 SIGNAL MODIFICATION AND REPLACEMENT PROGRAM - 8 LOCATIONS*****185*347*****									
INTERSTATE TRANSFER FUNDS								MISC	
PE	1,691	0	0	0	0	0	1,691		
CONST	13,313	0	0	0	0	0	13,313		
TOTAL	15,004	0	0	0	0	0	15,004		
**54 MCLOUGHLIN(OR99E)/MILWAUKIE CONNECTION*****187*348*****									
INTERSTATE TRANSFER FUNDS								FAP26	
PE	2,742	0	0	0	0	0	2,742		
**55 SE DIVISION CORRIDOR-DIVISION/CLINTON/HARRISON*****189*349*****									
INTERSTATE TRANSFER FUNDS								FAU9800	
PE	51,550	0	0	0	0	0	51,550		

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PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAH
PROJECT DESCRIPTION								
OBLIGATED								
***67 W BURNSIDE ROAD/TICHER DRIVE INTERSECTION IMPROVEMENT*****								FAU9326
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	465,797	21,952	0	0	0	0	487,749	
TOTAL	562,589	22,952	0	0	0	0	585,541	
***68 NORTHWEST PORTLAND TRANSPORTATION STUDY*****								N/A
INTERSTATE TRANSFER FUNDS								
PE	32,130	0	0	0	0	0	32,130	
***69 NW FRONT AVENUE RECONSTRUCTION-NW GLISAN TO NW 26TH AVE*****								FAU9300
INTERSTATE TRANSFER FUNDS								
PE	243,537	0	0	0	0	0	243,537	
R/W	120,700	0	0	0	0	0	120,700	
CONST	4,152,444	20,058	0	0	0	0	4,172,502	
TOTAL	4,516,681	20,058	0	0	0	0	4,536,740	
***70 MARINE DRIVE WIDENING TO FOUR LANES-15 TO RIVERGATE*****								FAU9962
INTERSTATE TRANSFER FUNDS								
PE	0	459,425	0	0	0	0	459,425	
CONST	0	0	0	4,470,575	0	0	4,470,575	
TOTAL	0	459,425	0	4,470,575	0	0	4,930,000	
***71 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES-NE 60TH AVE TO 1205*****								FAU9917
INTERSTATE TRANSFER FUNDS								
PE	137,445	53,125	0	0	0	0	190,570	
***72 COLUMBIA BLVD/COLUMBIA WAY/N PORTLAND RD INTERSECTION IMPRVIT*****								FAU9956
INTERSTATE TRANSFER FUNDS								
PE	12,436	0	0	0	0	0	12,436	
CONST	115,762	50,154	0	0	0	0	165,916	
TOTAL	128,198	50,154	0	0	0	0	178,352	

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PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#	
<b>**61 CONTINGENCY-CITY OF PORTLAND-CATEGORY III*****203*383*****</b>									N/A
INTERSTATE TRANSFER FUNDS									
RESRV 0	0	0	0	0	0	1,401,056	1,401,056		
<b>**62 NW 18TH/19TH AND NW 14TH/16TH COUPLETS*****239*424*****</b>									FAU9295
INTERSTATE TRANSFER FUNDS									
PE 55,920	0	0	0	0	0	0	55,920		
CONST 384,680	0	0	0	0	0	0	384,680		
TOTAL 440,600	0	0	0	0	0	0	440,600		
<b>**63 BEAVERTON HILLSDALE HWY(OR10)-CAPITOL HWY TO SCHOLLS FY RD*****243*425*551*****</b>									FAU9228
INTERSTATE TRANSFER FUNDS									
PE 272,935	0	0	0	0	0	0	272,935		
R/W 522,410	0	0	0	0	0	0	522,410		
CONST 0	1,972,849	0	0	0	0	0	1,972,849		
RESRV 0	0	0	0	0	0	109,651	109,651		
TOTAL 795,345	1,972,849	0	0	0	0	109,651	2,877,845		
<b>**64 FAU REPLACEMENT CONTINGENCY-CITY OF PORTLAND*****261*449*532*4*****</b>									N/A
INTERSTATE TRANSFER FUNDS									
RESRV 0	0	0	0	0	0	1,093,431	1,093,431		
<b>**65 ST HELENS ROAD RECONSTRUCTION-WEST CITY LIMITS TO NW KITTRIDGE A*****271*495*****</b>									FAP1
INTERSTATE TRANSFER FUNDS									
PE 197,665	23,803	0	0	0	0	0	221,468		
RESRV 0	0	0	0	0	0	250,000	250,000		
TOTAL 197,665	23,803	0	0	0	0	250,000	471,468		
<b>**66 TRANSPORTATION IMPROVEMENTS IN NORTHWEST PORTLAND*****278*496*****</b>									MISC
INTERSTATE TRANSFER FUNDS									
RESRV 0	0	0	0	0	0	4,185,724	4,185,724		

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INTERSTATE TRANSFER PROJECTS

CITY OF PORTLAND  
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PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1984 1985 1986

1987

1988

POST 1988

AUTHORIZED

FAW

##78 EAST BURNSIDE-90TH TO 94TH\*\*\*\*\*599\*353\*\*\*\*\* FAU9822

INTERSTATE TRANSFER FUNDS

PE	35,700	8,538	0	0	0	0	0	44,238
CONST	295,926	33,436	0	0	0	0	0	329,362
TOTAL	331,626	41,975	0	0	0	0	0	373,601

##79 NW 23RD AVE/BURNSIDE\*\*\*\*\*626\*500\*\*\*\*\* FAU9326

INTERSTATE TRANSFER FUNDS

PE	60,200	49,449	0	0	0	0	0	109,649
R/W	0	0	274,999	160,201	0	0	0	435,200
CONST	0	0	0	1,125,000	0	0	0	1,125,000
TOTAL	60,200	49,449	274,999	1,285,201	0	0	0	1,669,849

##80 NW 21ST/22ND-THURMAN TO FRONT\*\*\*\*\*630\*501\*\*\*\*\* FAU9317

INTERSTATE TRANSFER FUNDS

PE	112,710	0	0	0	0	0	0	112,710
R/W	0	19,975	0	0	0	0	0	19,975
CONST	0	0	0	0	792,000	0	0	792,000
TOTAL	112,710	19,975	0	0	792,000	0	0	924,685

##81 NW INTERSECTION IMPROVEMENTS-22 LOCATIONS\*\*\*\*\*631\*502\*\*\*\*\* MISC

INTERSTATE TRANSFER FUNDS

PE	33,000	0	0	0	0	0	0	33,000
CONST	0	0	294,015	0	0	32,985	0	327,000
TOTAL	33,000	0	294,015	0	0	32,985	0	360,000

##82 NW CIRCULATION IMPROVEMENTS-10 INTERSECTIONS\*\*\*\*\*632\*503\*\*\*\*\* MISC

INTERSTATE TRANSFER FUNDS

PE	0	15,000	0	0	0	0	0	15,000
R/W	0	0	8,500	0	0	0	0	8,500
CONST	0	0	0	59,800	0	0	0	59,800
TOTAL	0	15,000	8,500	59,800	0	0	0	83,300

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**CITY OF PORTLAND  
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PROJECT DESCRIPTION		ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR						AUTHORIZED	FAM
	OBLIGATED	1984	1985	1986	1987	1988	POST 1988		
**73 COMMERCIAL ARTERIAL STREET LIGHT CONVERSION-CITY WIDE*****307*556*****									
INTERSTATE TRANSFER FUNDS									MISC
PE	28,681	0	0	0	0	0	0	28,681	
CONST	1,088,000	0	0	0	0	0	0	1,088,000	
TOTAL	1,116,681	0	0	0	0	0	0	1,116,681	
**74 POWELL BUTTE/MT SCOTT STUDY AREA-PROJECT DEVELOPMENT*****308*557*****									
INTERSTATE TRANSFER FUNDS									MISC
PE	29,750	6,922	0	0	0	0	0	36,672	
**75 SW TERWILLIGER BLVD-BARBUR BLVD TO TAYLORS FERRY RD*****309*559*****									FAU9361
INTERSTATE TRANSFER FUNDS									
PE	272,506	4	55,200	0	0	0	0	327,710	
R/W	0	0	602,225	0	0	0	0	602,225	
CONST	0	0	0	551,920	0	0	0	551,920	
RESRV	0	0	0	0	0	0	-602,225	-602,225	
TOTAL	272,506	4	657,425	551,920	0	0	-602,225	879,630	
**76 82ND AVENUE-SISKIYOU TO BROADWAY*****551*561*****									FAU9713
INTERSTATE TRANSFER FUNDS									
PE	37,442	0	0	0	0	0	0	37,442	
CONST	221,178	22	0	0	0	0	0	221,200	
TOTAL	258,620	22	0	0	0	0	0	258,642	
**77 SIGNAL MODIFICATION AT 10 LOCATIONS(LEFT TURN)-SE PORTLAND*****558*450*****									MISC
INTERSTATE TRANSFER FUNDS									
PE	2,082	-332	0	0	0	0	0	1,750	
CONST	48,960	250	0	0	0	0	0	49,210	
TOTAL	51,042	-82	0	0	0	0	0	50,960	

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**INTERSTATE TRANSFER PROJECTS**

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PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
OBLIGATED									
**89 NE SANDY BLVD AT 50TH AND 70TH-NEW SIGNALS*****652*453*****									FAU9326
INTERSTATE TRANSFER FUNDS									
CONST 44,724	0	0	0	0	0	0	0	44,724	
**90 COLUMBIA BLVD AT 47TH-NEW TRAFFIC SIGNAL*****653*454*****									FAU9956
INTERSTATE TRANSFER FUNDS									
PE 1,410	1,140	0	0	0	0	0	0	2,550	
CONST 38,208	10,079	0	0	0	0	0	0	48,287	
TOTAL 39,618	11,219	0	0	0	0	0	0	50,837	
**91 SW CAPITOL AT HUBER-NEW TRAFFIC SIGNAL*****655*455*****									FAU9407
INTERSTATE TRANSFER FUNDS									
CONST 60,810	0	0	0	0	0	0	0	60,810	
**92 COLISEUM AREA TRAFFIC SIGNALS-SIGNAL IMPROVEMENT*****657*354*562*****									MISC
INTERSTATE TRANSFER FUNDS									
CONST 390,000	1	0	0	0	0	0	0	390,001	
**93 CITYWIDE SIGNAL SYSTEM ANALYSIS*****660*356*355*394*539*****									MISC
INTERSTATE TRANSFER FUNDS									
PE 305,374	197,700	0	0	0	0	0	0	503,074	
CONST 1,064,300	-219,300	900,000	350,000	0	0	0	0	2,095,000	
TOTAL 1,369,674	-21,600	900,000	350,000	0	0	0	0	2,598,074	
**94 CBD TRAFFIC SIGNAL REPLACEMENTS UNIT A-21 LOCATIONS*****661*456*****									MISC
INTERSTATE TRANSFER FUNDS									
CONST 645,022	126,478	0	0	0	0	0	0	771,500	

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PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
OBLIGATED									
**83 NW EVERETT/GLISAN-NW 18TH TO WESTOVER ROAD*****633*504*****									FAU9314
INTERSTATE TRANSFER FUNDS									
PE	0	0	0	0	0	8,500	0	8,500	
CONST	0	0	0	0	0	50,700	0	50,700	
TOTAL	0	0	0	0	0	59,200	0	59,200	
**84 WEST FREMONT TSM*****641*505*****									FAU9305
INTERSTATE TRANSFER FUNDS									
PE	10,710	-10,710	0	0	0	0	0	0	
**85 SIGNAL REPLACEMENT-34 LOCATIONS*****643*537*****									MISC
INTERSTATE TRANSFER FUNDS									
PE	54,825	0	0	0	0	0	0	54,825	
CONST	0	1,064,350	0	0	0	0	0	1,064,350	
TOTAL	54,825	1,064,350	0	0	0	0	0	1,119,175	
**86 SIGNAL REPLACEMENT-16 LOCATIONS*****645*538*****									MISC
INTERSTATE TRANSFER FUNDS									
CONST	386,083	0	0	0	0	0	0	386,083	
**87 NEW SIGNALS-5 LOCATIONS-PORTLAND BLVD ET AL*****647*451*****									MISC
INTERSTATE TRANSFER FUNDS									
CONST	129,310	0	0	0	0	0	0	129,310	
**89 COLUMBIA BLVD (3) NEW TRAFFIC SIGNALS*****650*452*****									FAU9956
INTERSTATE TRANSFER FUNDS									
CONST	239,837	0	0	0	0	0	0	239,837	



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**PROJECT DESCRIPTION**

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR									
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAW	
*100 NORTHWEST RIDESHARE*****723*506*****									
INTERSTATE TRANSFER FUNDS									N/A
OPRTG	85,000	0	0	0	0	0	85,000		
*101 BANFIELD FIRE LINE*****724*566*****									
INTERSTATE TRANSFER FUNDS									FAP68
PE	0	17,000	0	0	0	0	17,000		
*102 SW VERMONT STREET-30TH AVENUE TO OLESON ROAD*****726*313*357*396*413*****									
INTERSTATE TRANSFER FUNDS									FAU9398
PE	208,930	23,000	0	0	0	-72,980	0	158,950	
RESRV	0	0	0	0	0	0	5,076	5,076	
TOTAL	208,930	23,000	0	0	0	-72,980	5,076	164,026	
*103 MARQUAM RAMP STREET IMPROVEMENTS-SE WATER/YAMHILL/TAYLOR/CLAY*****727*358*****									
INTERSTATE TRANSFER FUNDS									FAU9366
PE	37,400	0	0	0	0	0	0	37,400	
R/W	0	0	170,000	0	0	0	0	170,000	
CONST	0	0	0	487,050	0	0	0	487,050	
TOTAL	37,400	0	170,000	487,050	0	0	0	694,450	
*104 82ND AVENUE-DIVISION TO CRYSTAL SPRINGS-UNITS 1 & 2*****730*567*****									
INTERSTATE TRANSFER FUNDS									FAU9713
PE	72,845	115,685	0	0	0	0	0	188,530	
R/W	0	0	0	1,404,200	0	0	0	1,404,200	
CONST	0	0	0	586,500	543,022	0	0	1,129,522	
TOTAL	72,845	115,685	0	1,990,700	543,022	0	0	2,722,252	
*105 CITY OF PORTLAND REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS*****749*568*470*469*****									
INTERSTATE TRANSFER FUNDS									0
RESRV	0	0	0	0	0	0	948,648	948,648	

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PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR									
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#	
**95 CBD TRAFFIC SIGNAL REPLACEMENTS UNIT B-BANFIELD LRT CORRIDOR*****662*589*****									MISC
INTERSTATE TRANSFER FUNDS									
PE	0	105,500	0	0	0	0	0	105,500	
CONST	0	1,055,000	0	0	0	0	0	1,055,000	
TOTAL	0	1,160,500	0	0	0	0	0	1,160,500	
**96 INTERSTATE AT TILLAMOOK-SIGNAL REPLACEMENT*****663*457*****									FAU9361
INTERSTATE TRANSFER FUNDS									
PE	2,040	0	0	0	0	0	0	2,040	
CONST	28,033	9,350	0	0	0	0	0	37,383	
TOTAL	30,073	9,350	0	0	0	0	0	39,423	
**97 82ND AVE (6) SIGNAL REPLACEMENTS-SANDY TO WASHINGTON*****668*540*****									FAU9713
INTERSTATE TRANSFER FUNDS									
PE	6,623	0	0	0	0	0	0	6,623	
CONST	193,148	16,643	0	0	0	0	0	209,791	
TOTAL	199,771	16,643	0	0	0	0	0	216,414	
**98 COLUMBIA BLVD-DELAWARE TO CHAUTAUGUA*****712*564*****									FAU9956
INTERSTATE TRANSFER FUNDS									
PE	118,150	0	0	0	0	0	0	118,150	
R/W	0	0	255,000	0	0	0	0	255,000	
CONST	0	0	1,377,850	0	0	0	0	1,377,850	
RESRV	0	0	0	0	0	-184,450	0	-184,450	
TOTAL	118,150	0	1,632,850	0	0	-184,450	0	1,566,550	
**99 SE FOSTER RD IMPROVEMENTS-122ND TO JENNE RD*****714*395*565*****									FAU9776
INTERSTATE TRANSFER FUNDS									
PE	180,965	0	0	0	0	0	0	180,965	
RESRV	0	0	0	0	0	-180,965	0	-180,965	
TOTAL	180,965	0	0	0	0	-180,965	0	0	

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PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAH
*111 OBLIGATIONAL AUTHORITY RESERVE-CITY OF PORTLAND*****833*477*****									N/A
INTERSTATE TRANSFER FUNDS									
RESRV	0	6,179,818	0	0	0	0	-6,179,818	0	
*112 SIGNAL MODIFICATIONS(3)-NORTH PORTLAND*****840*460*****									MISC
INTERSTATE TRANSFER FUNDS									
PE	0	7,100	0	0	0	0	0	7,100	
CONST	0	0	76,500	0	0	0	0	76,500	
TOTAL	0	7,100	76,500	0	0	0	0	83,600	
*113 NEW CBD TRAFFIC SIGNALS(5)*****841*461*****									MISC
INTERSTATE TRANSFER FUNDS									
PE	0	18,800	0	0	0	0	0	18,800	
CONST	0	0	205,000	0	0	0	0	205,000	
TOTAL	0	18,800	205,000	0	0	0	0	223,800	
*114 SIGNAL REPLACEMENTS(22)*****842*545*360*575*****									MISC
INTERSTATE TRANSFER FUNDS									
PE	0	37,500	0	0	0	0	0	37,500	
CONST	0	0	856,600	0	0	0	0	856,600	
TOTAL	0	37,500	856,600	0	0	0	0	894,100	
*115 NE HOLLADAY LRT TRAFFIC SIGNALS*****847*597*****									FAU9903
INTERSTATE TRANSFER FUNDS									
CONST	0	696,900	0	0	0	0	0	696,900	
*116 SW BERTHA BLVD-SW VERMONT TO BARBUR BLVD*****849*598*538*****									FAU9420
INTERSTATE TRANSFER FUNDS									
PE	0	141,950	0	0	0	0	0	141,950	
R/U	0	0	9,350	0	0	0	0	9,350	
CONST	0	0	0	671,350	0	0	0	671,350	
TOTAL	0	141,950	9,350	671,350	0	0	0	822,650	

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PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#	
*106 NW FRONT AVE-GLISAN TO COUCH (EVERETT-FRONT CONNECTOR)*****751*507*****									FAU9300
INTERSTATE TRANSFER FUNDS									
PE 159,120	0	0	0	0	0	0	159,120		
R/W 0	6,800	0	0	0	0	0	6,800		
CONST 0	0	1,102,450	0	0	0	0	1,102,450		
RESRV 0	0	0	0	0	0	415,790	415,790		
TOTAL 159,120	6,800	1,102,450	0	0	0	415,790	1,684,160		
*107 N VANCOUVER WAY-UNION AVENUE TO MARINE DRIVE*****762*571*398*****									FAU9960
INTERSTATE TRANSFER FUNDS									
PE 270,300	0	0	0	0	0	0	270,300		
R/W 0	21,250	0	0	0	0	0	21,250		
CONST 0	2,777,630	0	0	0	0	0	2,777,630		
TOTAL 270,300	2,798,880	0	0	0	0	0	3,069,180		
*108 UNALLOCATED RESERVE-CITY OF PORTLAND*****788*474*****									N/A
INTERSTATE TRANSFER FUNDS									
RESRV 0	0	0	0	0	0	162,575	162,575		
*109 PEDESTRIAN/SCHOOL SIGNAL-NE 47TH AVENUE AND OREGON*****801*572*****									FAU9837
INTERSTATE TRANSFER FUNDS									
PE 3,500	0	0	0	0	0	0	3,500		
CONST 0	35,094	6,906	0	0	0	0	42,000		
TOTAL 3,500	35,094	6,906	0	0	0	0	45,500		
*110 BANFIELD FREEWAY-CITY BRIDGE REPAIR WORK*****808*573*****									FAI84
INTERSTATE TRANSFER FUNDS									
CONST 0	87,875	0	0	0	0	0	87,875		

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 1985 TO POST 1988  
EFFECTIVE OCTOBER 1, 1984**

**PORTLAND URBANIZED AREA**

**IN FEDERAL DOLLARS  
INTERSTATE TRANSFER PROJECTS**

**CITY OF PORTLAND  
(CONTINUED)**

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES OBLIGATED	BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
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**AGENCY TOTAL: CITY OF PORTLAND**

**INTERSTATE TRANSFER FUNDS**

PE	4,567,751	1,879,845	467,700	21,005	0	-126,980	0	6,809,320
R/W	2,352,416	87,733	1,345,234	1,564,401	0	0	0	5,349,784
CONST	37,360,914	10,434,679	10,045,619	8,302,195	2,432,922	6,023,785	0	74,600,114
OPRTG	85,000	0	0	0	0	0	0	85,000
RESRV	0	6,179,818	0	0	0	0	2,896,377	9,076,195
<b>TOTAL</b>	<b>44,366,081</b>	<b>18,582,075</b>	<b>11,858,553</b>	<b>9,887,601</b>	<b>2,432,922</b>	<b>5,896,805</b>	<b>2,896,377</b>	<b>95,920,414</b>

**AGENCY TOTAL: CITY OF PORTLAND**

PE	4,567,751	1,879,845	467,700	21,005	0	-126,980	0	6,809,320
R/W	2,352,416	87,733	1,345,234	1,564,401	0	0	0	5,349,784
CONST	37,360,914	10,434,679	10,045,619	8,302,195	2,432,922	6,023,785	0	74,600,114
OPRTG	85,000	0	0	0	0	0	0	85,000
RESRV	0	6,179,818	0	0	0	0	2,896,377	9,076,195
<b>TOTAL</b>	<b>44,366,081</b>	<b>18,582,075</b>	<b>11,858,553</b>	<b>9,887,601</b>	<b>2,432,922</b>	<b>5,896,805</b>	<b>2,896,377</b>	<b>95,920,414</b>

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROJECTS

CITY OF PORTLAND  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAU
*117 NE LOMBARD/COLUMBIA BLVD VIA NE 60TH AVENUE*****854*569*****	INTERSTATE TRANSFER FUNDS								FAU9917
PE	0	0	50,000	0	0	0	0	50,000	
*118 N RIVERGATE DRIVE-SLOUGH BRIDGE STREET APPROACHES*4*****856*576*****	INTERSTATE TRANSFER FUNDS								FAU9958
PE	31,875	85	0	0	0	0	0	31,960	
CONST	0	1,132,540	0	0	0	0	0	1,132,540	
TOTAL	31,875	1,132,625	0	0	0	0	0	1,164,500	
*119 NE GERTZ/13TH-VANCOUVER WAY TO HERRITT/FAZIO*****857*577*****	INTERSTATE TRANSFER FUNDS								FAU9961
PE	0	78,540	0	0	0	0	0	78,540	
CONST	0	0	688,560	0	0	0	0	688,560	
TOTAL	0	78,540	688,560	0	0	0	0	767,100	
*120 AIRPORT WAY-I205 TO 148TH AVE-UNIT I*****858*578*****	INTERSTATE TRANSFER FUNDS								FAU9940
PE	0	397,500	300,000	21,005	0	0	0	718,505	
CONST	0	0	0	0	1,889,900	0	0	1,889,900	
TOTAL	0	397,500	300,000	21,005	1,889,900	0	0	2,608,405	
*121 AIRPORT WAY-NE 148TH TO NE 168TH-UNIT II*****859*361*****	INTERSTATE TRANSFER FUNDS								FAU9940
CONST	0	0	0	0	0	1,364,300	0	1,364,300	
*122 AIRPORT WAY-NE 168TH TO 181ST/SANDY-UNIT III*****861*579*****	INTERSTATE TRANSFER FUNDS								FAU9940
CONST	0	0	0	0	0	3,783,800	0	3,783,800	

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROJECTS

MULTNOMAH COUNTY  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#	
*128 SE 72ND RECONSTRUCTION-DUE TO CLACKAMAS COUNTY LINE*****165*335*****								FAU9723	
INTERSTATE TRANSFER FUNDS									
PE 17,800	0	0	0	0	0	0	17,800		
CONST 567,115	0	0	0	0	0	0	567,115		
TOTAL 584,915	0	0	0	0	0	0	584,915		
*129 BURNSIDE BRIDGE RESURFACING AND JOINTS*****166*336*****								FAU9326	
INTERSTATE TRANSFER FUNDS									
PE 5,974	0	0	0	0	0	0	5,974		
CONST 284,518	0	0	0	0	0	0	284,518		
TOTAL 290,492	0	0	0	0	0	0	290,492		
*130 BROADWAY BRIDGE RESURFACING-H3*****204*384*****								FAU9318	
INTERSTATE TRANSFER FUNDS									
PE 5,540	0	0	0	0	0	0	5,540		
CONST 87,276	0	0	0	0	0	0	87,276		
TOTAL 92,816	0	0	0	0	0	0	92,816		
*131 221ST/223RD-POWELL BLVD TO FARISS RD-UNITS 1 & 2*****205*386*405*385*****								FAU9867	
INTERSTATE TRANSFER FUNDS									
PE 234,891	43,667	0	0	0	0	0	278,558		
R/W 1,003,000	0	0	0	0	0	0	1,003,000		
CONST 1,907,171	9,999	0	0	0	0	0	1,917,170		
TOTAL 3,145,062	53,667	0	0	0	0	0	3,198,729		
*132 FAIRVIEW AVE SIGNALIZATION- AT HALSEY ST AND AT SANDY BLVD*****212*406*****								FAU9867	
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		
TOTAL 43,618	0	0	0	0	0	0	43,618		

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988  
EFFECTIVE OCTOBER 1, 1984

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS  
INTERSTATE TRANSFER PROJECTS  
MULTNOMAH COUNTY

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
OBLIGATED									
*123 SELLWOOD BRIDGE PROJECT*****52*436*401*522*367*****									FAU9704
INTERSTATE TRANSFER FUNDS									
CONST 903,436	-3,898	0	0	0	0	0	0	899,538	
RESRV 0	0	0	0	0	0	0	0	0	
TOTAL 903,436	-3,898	0	0	0	0	0	0	899,538	
*124 238TH AVE IMPROVEMENT-UP RRXNG TO HALSEY ST*****58*402*****									FAU9877
INTERSTATE TRANSFER FUNDS									
PE 36,216	0	0	0	0	0	0	0	36,216	
R/W 16,267	0	0	0	0	0	0	0	16,267	
CONST 275,200	0	0	0	0	0	0	0	275,200	
TOTAL 327,683	1	0	0	0	0	0	0	327,684	
*125 EAST COUNTY SIGNAL PROJECTS-STARK/22ND/HALSEY/A02ND*****137*298*403*****									MISC
INTERSTATE TRANSFER FUNDS									
PE 14,591	19,409	0	0	0	0	0	0	34,000	
CONST 466,842	0	0	0	0	0	0	0	466,842	
TOTAL 481,433	19,409	0	0	0	0	0	0	500,842	
*126 242ND AVE TSM IMPROVEMENTS-DIVISION TO GLISAN*****138*379*404*331*299*****									FAU9877
INTERSTATE TRANSFER FUNDS									
PE 18,844	12,691	0	0	0	0	0	0	31,535	
CONST 453,335	73,414	0	0	0	0	0	0	526,749	
RESRV 0	0	0	0	0	0	1,723,603	1,723,603	1,723,603	
TOTAL 472,179	86,105	0	0	0	0	1,723,603	2,281,887	2,281,887	
*127 257TH AVE IMPROVEMENT & EXTENSION-COLUMBIA HWY TO STARK ST*****139*300*****									FAU9883
INTERSTATE TRANSFER FUNDS									
PE 74,000	148,777	0	0	0	0	0	0	222,777	
R/W 0	1,224,000	0	0	0	0	0	0	1,224,000	
CONST 0	0	1,347,653	0	0	0	0	0	1,347,653	
TOTAL 74,000	1,372,777	1,347,653	0	0	0	0	0	2,794,430	



METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

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INTERSTATE TRANSFER PROJECTS

MULTNOMAH COUNTY  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
OBLIGATED									
*138 POWELL AND 190TH INTERSECTION IMPROVEMENT*****293*516*****									FAP24
INTERSTATE TRANSFER FUNDS									
PE 153,340 26,222	0	0	0	0	0	0	179,562		
R/W 0 1,000,001	0	0	0	0	0	0	1,000,001		
CONST 0 0 1,573,886	0	0	0	0	0	0	1,573,886		
RESRV 0 0	0	0	0	0	0	-289,475	-289,475		
TOTAL 153,340 1,026,223 1,573,886	0	0	0	0	0	-289,475	2,463,973		
*139 BURNSIDE ST-STARK TO 223RD AVE*****294*411*533*****									FAU9822
INTERSTATE TRANSFER FUNDS									
R/W 198,473 0	0	0	0	0	0	0	198,473		
CONST 0 1,800,000	0	0	0	0	0	0	1,800,000		
RESRV 0 0	0	0	0	0	0	622,775	622,775		
TOTAL 198,473 1,800,000	0	0	0	0	0	622,775	2,621,250		
*140 221ST AVENUE-POWELL THROUGH JOHNSON CREEK BRIDGE-(1 & 2)*****715*412*****									FAU9867
INTERSTATE TRANSFER FUNDS									
R/W 342,635 0	0	0	0	0	0	0	342,635		
CONST 308,142 1,085,558	0	0	0	0	0	0	1,393,700		
RESRV 0 0	0	0	0	0	0	106,733	106,733		
TOTAL 650,777 1,085,558	0	0	0	0	0	106,733	1,843,068		
*141 SYLVAN/SKYLINE IMPROVEMENTS-VICINITY OF SUNSET HIGHWAY*****831*399*459*323*543*433*574*****									TBD
INTERSTATE TRANSFER FUNDS									
PE 0 100,000	0	0	0	0	0	0	100,000		
R/W 0 0	0	1,243,000	0	0	0	0	1,243,000		
CONST 0 0 23,800 318,000	115,200	0	0	0	457,000				
TOTAL 0 100,000 23,800 1,561,000	115,200	0	0	0	1,800,000				
*142 OBLIGATIONAL AUTHORITY RESERVE-MULTNOMAH COUNTY*****834*478*****									N/A
INTERSTATE TRANSFER FUNDS									
RESRV 0 972,362	0	0	0	0	0	-972,362	0		

**METROPOLITAN SERVICE DISTRICT  
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PORTLAND URBANIZED AREA

**IN FEDERAL DOLLARS  
INTERSTATE TRANSFER PROJECTS**

**MULTNOMAH COUNTY  
(CONTINUED)**

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
OBLIGATED									
*133 182ND AVENUE WIDENING-DIVISION ST TO POWELL BLVD*****213*407*39*****									FAU9891
INTERSTATE TRANSFER FUNDS									
PE 53,700	0	0	0	0	0	0	0	53,700	
R/W 72,250	0	0	0	0	0	0	0	72,250	
CONST 1,009,875	20,900	0	0	0	0	0	0	1,030,775	
RESRV 0	0	0	0	0	0	0	84,263	84,263	
TOTAL 1,135,825	20,900	0	0	0	0	0	84,263	1,240,988	
*134 221ST AVE EXTENSION/TOWLE RD IMPVMT-JOHNSON CREEK TO HEINEY(3)*****214*408*****									FAU9867
INTERSTATE TRANSFER FUNDS									
PE 283,000	0	0	0	0	0	0	0	283,000	
R/W 0	85,465	0	0	0	0	0	0	85,465	
CONST 0	1,004,000	0	0	0	0	0	0	1,004,000	
TOTAL 283,000	1,089,465	0	0	0	0	0	0	1,372,465	
*135 CHERRY PARK RD/257TH DRIVE-242ND AVE TO TROUTDALE RD*****216*409*****									FAU9880
INTERSTATE TRANSFER FUNDS									
PE 47,887	0	0	0	0	0	0	0	47,887	
CONST 581,400	0	0	0	0	0	0	0	581,400	
RESRV 0	0	0	0	0	0	0	-1	-1	
TOTAL 629,287	0	0	0	0	0	0	-1	629,286	
*136 SANDY BLVD CORRIDOR-99TH AVE TO 162ND AVE*****244*427*426*****									FAU9326
INTERSTATE TRANSFER FUNDS									
PE 76,586	734	0	0	0	0	0	0	77,320	
R/W 41,990	0	0	0	0	0	0	0	41,990	
CONST 453,163	0	0	0	0	0	9,597	0	462,760	
TOTAL 571,739	734	0	0	0	0	9,597	0	582,070	
*137 E BURNSIDE-SE 223RD TO SE POWELL BLVD-CONSTRUCTION*****252*410*431*448*****									FAU9822
INTERSTATE TRANSFER FUNDS									
CONST 1,634,200	0	0	0	0	0	0	0	1,634,200	
RESRV 0	0	0	0	0	0	0	0	0	
TOTAL 1,634,200	0	0	0	0	0	0	0	1,634,200	

**METROPOLITAN SERVICE DISTRICT  
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FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROJECTS

CLACKAMAS COUNTY

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR									
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#		
*144 LOWER BOONES FERRY RD-MADRONA TO SW JEAN*****68*415*368*271*****										FAU9473
INTERSTATE TRANSFER FUNDS										
R/W 525,583	165,750	0	0	0	0	0	691,333			
CONST 0	477,694	0	0	0	0	0	477,694			
TOTAL 525,583	643,444	0	0	0	0	0	1,169,027			
*145 82ND DRIVE-HIGHWAY 212 TO I205- CONSTRUCTION*****71*437*****										FAU9653
INTERSTATE TRANSFER FUNDS										
CONST 393,474	0	0	0	0	0	0	393,474			
*146 SUNNYSIDE ROAD-STEVENS ROAD TO 122ND UNIT I*****77*523*****										FAU9718
INTERSTATE TRANSFER FUNDS										
PE 21,845	0	0	0	0	0	0	21,845			
R/W 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			
*147 SUNNYSIDE ROAD REALIGNMENT-0.25 MI WEST OF 142ND (S CURVE)*****78*438*****										FAU9718
INTERSTATE TRANSFER FUNDS										
CONST 172,517	0	0	0	0	0	0	172,517			
*148 OSWEGO CREEK BRIDGE(OR43)-BRIDGE REPLACEMENT AND NEW BIKEWAY*****103*278*371*442*463*528*512*****										FAU9565
INTERSTATE TRANSFER FUNDS										
PE 98,856	0	0	0	0	0	0	98,856			
R/W 37,635	0	0	0	0	0	0	37,635			
CONST 1,836,168	37,332	0	0	0	0	0	1,873,500			
RESRV 0	0	0	0	0	0	49,254	49,254			
TOTAL 1,972,659	37,333	0	0	0	0	49,254	2,059,246			
*149 OSWEGO HIGHWAY(OR43) AT CEDAR OAKS-LEFT TURN REFUGES*****113*529*****										FAU9565
INTERSTATE TRANSFER FUNDS										
CONST 34,438	0	0	0	0	0	0	34,438			

**METROPOLITAN SERVICE DISTRICT  
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FISCAL YEARS 1985 TO POST 1988  
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PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROJECTS

MULTNOMAH COUNTY  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1984 1985 1986

1987

1988

POST 1988

AUTHORIZED

FA#

\*143 SE STARK STREET-242ND AVENUE TO 257TH AVENUE\*\*\*\*\*837\*324\*414\*400\*\*\*\*\* FAU9810

INTERSTATE TRANSFER FUNDS

PE	20,400	55,080	0	0	0	0	0	75,480
R/W	0	850	0	0	0	0	0	850
CONST	0	804,150	0	0	0	0	0	804,150
TOTAL	20,400	860,080	0	0	0	0	0	880,480

AGENCY TOTAL: MULTNOMAH COUNTY

INTERSTATE TRANSFER FUNDS

PE	1,046,041	406,580	0	0	0	0	0	1,452,621
R/W	1,674,617	2,310,317	0	1,243,000	0	0	0	5,227,934
CONST	8,972,019	4,794,123	2,945,339	318,000	115,200	9,597	0	17,154,277
RESRV	0	972,362	0	0	0	0	1,275,536	2,247,898
TOTAL	11,692,677	8,483,381	2,945,339	1,561,000	115,200	9,597	1,275,536	26,082,730

AGENCY TOTAL: MULTNOMAH COUNTY

PE	1,046,041	406,580	0	0	0	0	0	1,452,621
R/W	1,674,617	2,310,317	0	1,243,000	0	0	0	5,227,934
CONST	8,972,019	4,794,123	2,945,339	318,000	115,200	9,597	0	17,154,277
RESRV	0	972,362	0	0	0	0	1,275,536	2,247,898
TOTAL	11,692,677	8,483,381	2,945,339	1,561,000	115,200	9,597	1,275,536	26,082,730

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

**INTERSTATE TRANSFER PROJECTS**

**CLACKAMAS COUNTY  
(CONTINUED)**

**PROJECT DESCRIPTION**

**ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED**

	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
<b>*154 RAILROAD AVENUE/HARMONY ROAD-82ND TO MILWAUKIE CBD-UNIT I*****553*305*****</b>								<b>FAU9702</b>
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	1,000,000	899,532	0	0	0	1,899,532	
TOTAL 124,992	95,000	1,000,000	899,532	0	0	0	2,119,524	
<b>*155 CLACKAMAS TOWN CENTER SIGNALS*****561*307*****</b>								<b>N/A</b>
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	
<b>*156 82ND DRIVE-HWY 212 TO GLADSTONE/I205 INTERCHANGE***(*****578*308*****(*****</b>								<b>FAU9653</b>
INTERSTATE TRANSFER FUNDS								
PE 170,000	0	0	0	0	0	0	170,000	
CONST 0	0	2,306,145	0	0	0	0	2,306,145	
TOTAL 170,000	0	2,306,145	0	0	0	0	2,476,145	
<b>*157 THIESSEN/JENNINGS CORRIDOR-OATFIELD ROAD TO I205*****581*309*****</b>								<b>FAU9698</b>
INTERSTATE TRANSFER FUNDS								
PE 145,520	57,205	0	0	0	0	0	202,725	
CONST 0	0	0	0	760,979	0	0	760,979	
TOTAL 145,520	57,205	0	0	760,979	0	0	963,704	
<b>*158 RAILROAD AVENUE/HARMONY ROAD-82ND/SUNNYSIDE REALIGNMENT-UNIT II*****764*316*****</b>								<b>FAU9702</b>
INTERSTATE TRANSFER FUNDS								
PE 34,850	15,150	0	0	0	0	0	50,000	
R/W 0	700,000	0	0	0	0	0	700,000	
CONST 0	285,000	0	0	0	0	0	285,000	
TOTAL 34,850	1,000,150	0	0	0	0	0	1,035,000	

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988  
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PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS  
INTERSTATE TRANSFER PROJECTS

CLACKAMAS COUNTY  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR									
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#	
*150 HIGHWAY 212 IMPROVEMENTS (I205 EAST TO HIGHWAY 224)*****124*289*376*514*288*530***** FAP74									
INTERSTATE TRANSFER FUNDS									
PE	437,580	52,955	0	0	0	0	490,535		
R/W	2,686,000	178,500	0	0	0	0	2,864,500		
CONST	2,013,073	3,157,096	0	0	0	0	5,170,169		
RESRV	0	0	0	0	0	0	0		
TOTAL	5,136,653	3,388,551	0	0	0	0	8,525,204		
*151 OREGON CITY BYPASS-PARK PLACE TO COMMUNITY COLLEGE*****125*515*377*378*290***** TBD									
INTERSTATE TRANSFER FUNDS									
PE	1,093,950	0	0	0	0	0	1,093,950		
R/W	4,632,500	263,585	0	0	0	0	4,896,085		
CONST	8,796,938	7,552,499	0	0	0	0	16,349,437		
RESRV	0	0	0	0	0	666,524	666,524		
TOTAL	14,523,388	7,816,084	0	0	0	666,524	23,005,996		
*152 STATE STREET CORRIDOR(OR43)-B AVENUE TO NORTH SHORE*****133*296*418***** FAU9565									
INTERSTATE TRANSFER FUNDS									
PE	94,605	53,295	0	0	0	0	147,900		
R/W	0	411,000	0	0	0	0	411,000		
CONST	96,461	-64,756	1,142,000	0	0	0	1,173,705		
RESRV	0	0	0	0	0	-117,773	-117,773		
TOTAL	191,066	399,539	1,142,000	0	0	-117,773	1,614,832		
*153 GLADSTONE/MILWAUKIE SUBAREA TSM*****248*447*429*428***** MISC									
INTERSTATE TRANSFER FUNDS									
PE	203,504	26,683	0	0	0	0	230,187		
R/W	138,492	21,913	0	0	0	0	160,405		
CONST	1,381,390	106,617	0	0	0	0	1,488,007		
RESRV	0	219,410	0	0	0	0	219,410		
TOTAL	1,723,386	374,623	0	0	0	0	2,098,009		

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 1985 TO POST 1988  
EFFECTIVE OCTOBER 1, 1984**

**PORTLAND URBANIZED AREA**

**IN FEDERAL DOLLARS  
INTERSTATE TRANSFER PROJECTS**

**CLACKAMAS COUNTY  
(CONTINUED)**

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR						AUTHORIZED	FA#
OBLIGATED	1984	1985	1986	1987	1988	POST 1988		

**AGENCY TOTAL: CLACKAMAS COUNTY**

**INTERSTATE TRANSFER FUNDS**

PE	2,538,317	419,522	0	0	0	0	0	2,957,839
R/W	8,702,760	1,772,740	0	0	0	0	0	10,475,500
CONST	15,124,989	13,474,483	4,448,145	899,532	760,979	0	0	34,708,128
RESRV	0	893,795	0	0	0	0	254,322	1,148,117
TOTAL	26,366,066	16,560,540	4,448,145	899,532	760,979	0	254,322	49,289,584

**AGENCY TOTAL: CLACKAMAS COUNTY**

PE	2,538,317	419,522	0	0	0	0	0	2,957,839
R/W	8,702,760	1,772,740	0	0	0	0	0	10,475,500
CONST	15,124,989	13,474,483	4,448,145	899,532	760,979	0	0	34,708,128
RESRV	0	893,795	0	0	0	0	254,322	1,148,117
TOTAL	26,366,066	16,560,540	4,448,145	899,532	760,979	0	254,322	49,289,584

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1985 TO POST 1988  
EFFECTIVE OCTOBER 1, 1984

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

**INTERSTATE TRANSFER PROJECTS**

**CLACKAMAS COUNTY  
(CONTINUED)**

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAM
*159 UNALLOCATED RESERVE-CLACKAMAS COUNTY*****									
INTERSTATE TRANSFER FUNDS									N/A
RESRV	0	0	0	0	0	0	62,812	62,812	
*160 OBLIGATIONAL AUTHORITY RESERVE-CLACKAMAS COUNTY*****									
INTERSTATE TRANSFER FUNDS									N/A
RESRV	0	674,385	0	0	0	0	-674,385	0	
*161 SUNNYSIDE ROAD-UNIT II*****									
INTERSTATE TRANSFER FUNDS									FAU9718
PE	58,310	0	0	0	0	0	0	58,310	
R/W	533,800	0	0	0	0	0	0	533,800	
CONST	0	1,318,000	0	0	0	0	0	1,318,000	
RESRV	0	0	0	0	0	0	267,890	267,890	
TOTAL	592,110	1,318,000	0	0	0	0	267,890	2,178,000	
*162 HUBBARD ROAD EXTENSION TO CLACKAMAS HIGHWAY*****									
INTERSTATE TRANSFER FUNDS									TBD
PE	43,775	21,225	0	0	0	0	0	65,000	
CONST	0	435,000	0	0	0	0	0	435,000	
TOTAL	43,775	456,225	0	0	0	0	0	500,000	
*163 HIGHWAY 43 @ MCKILICAN/HOOD AVENUE WIDENING*****									
INTERSTATE TRANSFER FUNDS									FAU9565
CONST	0	170,000	0	0	0	0	0	170,000	
*164 BEAVERCREEK RD EXT(RED SOILS)-BEAVERCREEK RD TO WARNER-MILNE*****									
INTERSTATE TRANSFER FUNDS									FAU9742
PE	0	130,000	0	0	0	0	0	130,000	



**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROJECTS

WASHINGTON COUNTY  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1984 1985 1986 1987 1988 POST 1988 AUTHORIZED FAN

\*171 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I\*\*\*\*\*95\*526\*276\*\*\*\*\* FAU9326

INTERSTATE TRANSFER FUNDS

PE	62,186	0	0	0	0	0	62,186
R/W	255,000	0	0	0	0	0	255,000
CONST	846,023	30,769	0	0	0	0	876,792
RESRV	0	0	0	0	0	133,624	133,624
TOTAL	1,163,209	30,769	0	0	0	133,624	1,327,602

\*172 SW JENKINS/158TH-MURRAY BLVD TO SUNSET HIGHWAY\*\*\*\*\*97\*527\*277\*\*\*\*\* FAU9030

INTERSTATE TRANSFER FUNDS

CONST	1,683,738	88,660	0	0	0	0	1,772,398
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\*173 SCHOLLS HWY(OR210) @ ALLEN - SIGNALS/WIDENING\*\*\*\*\*106\*443\*\*\*\*\* FAU9234

INTERSTATE TRANSFER FUNDS

PE	4,100	0	0	0	0	0	4,100
CONST	110,438	0	0	0	0	0	110,438
TOTAL	114,538	0	0	0	0	0	114,538

\*174 PROGRESS INTCHG-OFF-RAMP TO SCHOLLS FERRY RD(OR210)\*\*\*\*\*109\*464\*372\*444\*\*\*\*\* FAU9234

INTERSTATE TRANSFER FUNDS

CONST	295,276	-403	0	0	0	0	294,873
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\*175 HALL BLVD(AT HWY217)-LEFT TURN REFUGE FOR SB ON RAMP\*\*\*\*\*110\*445\*373\*\*\*\*\* FAU9091

INTERSTATE TRANSFER FUNDS

CONST	111,674	0	0	0	0	0	111,674
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\*176 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE\*\*\*\*\*121\*375\*287\*513\*\*\*\*\* FAP79

INTERSTATE TRANSFER FUNDS

PE	250,000	197,100	0	0	0	0	447,100
R/W	3,485,000	700,000	0	0	0	0	4,185,000
CONST	0	7,298,454	0	0	0	0	7,298,454
RESRV	0	0	0	0	0	504,446	504,446
TOTAL	3,735,000	8,195,553	0	0	0	504,446	12,434,999

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

INTERSTATE TRANSFER PROJECTS

WASHINGTON COUNTY

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
*165 SW 65TH/NYBERG RD-I5 TO SAGERT RD-UNIT #1-CONSTRUCTION*****83*439*****								FAU9556
INTERSTATE TRANSFER FUNDS								
CONST 382,344	1	0	0	0	0	0	382,345	
RESRV 0	0	0	0	0	0	39,861	39,861	
TOTAL 382,344	1	0	0	0	0	39,861	422,206	
*166 SW NYBERG ROAD-SW 89TH AVE TO I5-UNIT #2*****84*524*369*****								FAU9282
INTERSTATE TRANSFER FUNDS								
R/W 329,293	0	0	0	0	0	0	329,293	
CONST 1,555,499	22,744	0	0	0	0	0	1,578,243	
RESRV 0	0	0	0	0	0	2,210	2,210	
TOTAL 1,884,792	22,744	0	0	0	0	2,210	1,909,746	
*167 CORNELL RD @ MURRAY BLVD - IMPROVE/SIGNALIZE*****87*440*****								FAU9022
INTERSTATE TRANSFER FUNDS								
CONST 104,683	3,834	0	0	0	0	0	108,517	
*169 SW GREENBURG RD - HALL TO OAK*****91*441*272*****								FAU9207
INTERSTATE TRANSFER FUNDS								
CONST 758,608	100,742	0	0	0	0	0	859,350	
*169 185TH-UNIT 2*****92*273*274*525*370*****								FAU9043
INTERSTATE TRANSFER FUNDS								
PE 17,085	0	0	0	0	0	0	17,085	
CONST 1,399,564	19,381	0	0	0	0	0	1,418,945	
RESRV 0	0	0	0	0	0	73,970	73,970	
TOTAL 1,416,649	19,381	0	0	0	0	73,970	1,510,000	
*170 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217*****93*416*275*****								FAU9088
INTERSTATE TRANSFER FUNDS								
PE 94,911	0	0	0	0	0	0	94,911	
R/W 836,425	575,063	0	0	0	0	0	1,411,488	
CONST 1,608,632	106,184	0	0	0	0	0	1,714,816	
RESRV 0	0	0	0	0	0	62,174	62,174	
TOTAL 2,539,968	681,247	0	0	0	0	62,174	3,283,389	

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1985 TO POST 1988  
EFFECTIVE OCTOBER 1, 1984

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

**INTERSTATE TRANSFER PROJECTS**

**WASHINGTON COUNTY  
(CONTINUED)**

**PROJECT DESCRIPTION**

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR		1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAM
PROJECT DESCRIPTION	OBLIGATED								
*181 PACIFIC HWY U(OR99U)-BULL MTN RD TO N TIGARD INTCHG-TSM IMP #1*****228*419*466*****									FAP9
INTERSTATE TRANSFER FUNDS									
PE	91,674	0	0	0	0	0	0	91,674	
CONST	916,488	0	0	0	0	0	0	916,488	
RESRV	0	0	0	0	0	0	44,519	44,519	
TOTAL	1,008,162	0	0	0	0	0	44,519	1,052,681	
*182 CANYON/TV HWY CORRIDOR(OR8) TSM-WALKER RD TO MURRAY BLVD*****229*420*****									FAP32
INTERSTATE TRANSFER FUNDS									
PE	36,950	0	0	0	0	0	0	36,950	
CONST	580,810	0	0	0	0	0	0	580,810	
RESRV	0	0	0	0	0	0	79,054	79,054	
TOTAL	617,760	0	0	0	0	0	79,054	696,814	
*183 FARMINGTON RD CORRIDOR(OR208) TSM-MURRAY BLVD INTERSECTION*****235*595*****									FAU9064
INTERSTATE TRANSFER FUNDS									
PE	0	8,500	0	0	0	0	0	8,500	
CONST	0	116,500	0	0	0	0	0	116,500	
TOTAL	0	125,000	0	0	0	0	0	125,000	
*184 FARMINGTON RD CORRIDOR(OR208) TSM-185TH AVE TO LOMBARD AVE*****236*421*****									FAU9064
INTERSTATE TRANSFER FUNDS									
PE	55,420	47,770	0	0	0	0	0	103,190	
CONST	107,430	14,380	0	0	0	0	0	121,810	
TOTAL	162,850	62,150	0	0	0	0	0	225,000	
*185 HALL BLVD CORRIDOR TSM-TV HWY TO SCHOLLS FERRY RD*****237*422*303*****									FAU9091
INTERSTATE TRANSFER FUNDS									
PE	47,780	0	0	0	0	0	0	47,780	
R/U	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	

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1985 TO POST 1988

EFFECTIVE OCTOBER 1, 1984

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROJECTS

WASHINGTON COUNTY  
(CONTINUED)

**PROJECT DESCRIPTION**

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1984 1985 1986 1987 1988 POST 1988 AUTHORIZED FAW

\*177 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY\*\*\*\*\*132\*295\*\*\*\*\* FAU9022

INTERSTATE TRANSFER FUNDS

PE	153,000	0	0	0	0	0	0	153,000
R/W	238,000	25,000	0	0	0	0	0	263,000
CONST	0	2,125,000	0	0	0	0	0	2,125,000
RESRV	0	0	0	0	0	159,000	0	159,000
TOTAL	391,000	2,150,000	0	0	0	159,000	0	2,700,000

\*178 BEAVERTON HILLSDALE HWY SIGNAL INTERTIE-LOMBARD TO SW 91ST AVE\*\*\*\*\*135\*297\*\*\*\*\* FAU9228

INTERSTATE TRANSFER FUNDS

PE	6,083	0	0	0	0	0	0	6,083
CONST	67,716	0	0	0	0	0	0	67,716
RESRV	0	0	0	0	0	16,201	0	16,201
TOTAL	73,799	0	0	0	0	16,201	0	90,000

\*179 TUALATIN VALLEY HIGHWAY(OR8) @ 185TH STREET\*\*\*\*\*207\*387\*594\*\*\*\*\* FAP32

INTERSTATE TRANSFER FUNDS

PE	144,160	43,095	0	0	0	0	0	187,255
R/W	85,000	1,072,700	0	0	0	0	0	1,157,700
CONST	0	0	628,575	0	0	0	0	628,575
RESRV	0	0	0	0	0	0	0	0
TOTAL	229,160	1,115,795	628,575	0	0	0	0	1,973,530

\*180 HWY 217/72ND AVE INTCHG-PE & CONSTRUCTION-H2\*\*\*\*\*208\*465\*389\*388\*\*\*\*\* FAP79

INTERSTATE TRANSFER FUNDS

PE	221,188	0	0	0	0	0	0	221,188
R/W	233,750	0	0	0	0	0	0	233,750
CONST	1,012,463	30,881	0	0	0	0	0	1,043,344
TOTAL	1,467,401	30,881	0	0	0	0	0	1,498,282

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1985 TO POST 1988

EFFECTIVE OCTOBER 1, 1984

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

**INTERSTATE TRANSFER PROJECTS**

**WASHINGTON COUNTY  
(CONTINUED)**

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAW	
*191 NW 185TH-ROCK CREEK BLVD TO TV HIGHWAY*****752*314*****									FAU9043
INTERSTATE TRANSFER FUNDS									
PE	225,590	500,660	0	0	0	0	726,250		
R/U	0	0	0	3,000,000	0	0	3,000,000		
CONST	0	0	0	5,591,895	0	0	5,591,895		
RESRV	0	0	0	0	0	-303,237	-303,237		
TOTAL	225,590	500,660	0	3,000,000	5,591,895	-303,237	9,014,908		
*192 TV HIGHWAY-21ST TO OAK*****828*321*****									FAP32
INTERSTATE TRANSFER FUNDS									
R/U	0	500,000	0	0	0	0	500,000		
CONST	0	0	1,300,000	0	0	0	1,300,000		
TOTAL	0	500,000	1,300,000	0	0	0	1,800,000		
*193 SCHOLLS FERRY ROAD/HALL BOULEVARD INTERSECTION*****829*542*****									FAU9234
INTERSTATE TRANSFER FUNDS									
PE	0	55,000	0	0	0	0	55,000		
CONST	0	0	345,000	0	0	0	345,000		
TOTAL	0	55,000	345,000	0	0	0	400,000		
*194 HALL BOULEVARD-ALLEN TO GREENWAY*****830*322*****									FAU9091
INTERSTATE TRANSFER FUNDS									
PE	0	340,000	0	0	0	0	340,000		
CONST	0	0	860,000	0	0	0	860,000		
TOTAL	0	340,000	860,000	0	0	0	1,200,000		
*195 OBLIGATIONAL AUTHORITY RESERVE-WASHINGTON COUNTY*****836*460*****									N/A
INTERSTATE TRANSFER FUNDS									
RESRV	0	1,840,068	0	0	0	-1,840,068	0		

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROJECTS

WASHINGTON COUNTY  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1984 1985 1986

1987

1988

POST 1988

AUTHORIZED

FA#

\*186 CEDAR HILLS BLVD/WALKER RD INTERSECTION IMPROVEMENT\*\*\*\*\*238\*446\*423\*\*\*\*\* FAU9097

INTERSTATE TRANSFER FUNDS

PE	8,624	0	0	0	0	0	8,624
CONST	81,461	0	0	0	0	0	81,461
RESRV	0	0	0	0	0	20,539	20,539
TOTAL	90,085	0	0	0	0	20,539	110,624

\*187 BEAVERTON TUALATIN HIGHWAY--FANNO CREEK BRIDGE WIDENING\*\*\*\*\*249\*391\*430\*531\*\*\*\*\* FAU9091

INTERSTATE TRANSFER FUNDS

CONST	248,113	0	0	0	0	0	248,113
RESRV	0	0	0	0	0	2,637	2,637
TOTAL	248,113	0	0	0	0	2,637	250,750

\*188 ALLEN BLVD INTERCHANGE - CONSTRUCTION\*\*\*\*\*264\*392\*467\*\*\*\*\* FAP79

INTERSTATE TRANSFER FUNDS

CONST	6,081,528	0	0	0	0	0	6,081,528
RESRV	0	0	0	0	0	0	0
TOTAL	6,081,528	0	0	0	0	0	6,081,528

\*189 CORNELL ROAD PHASE II-ECL TO CORNELIUS PASS ROAD\*\*\*\*\*585\*310\*\*\*\*\* FAU9022

INTERSTATE TRANSFER FUNDS

PE	178,500	230,000	0	0	0	0	408,500
R/W	0	370,000	0	0	0	0	370,000
CONST	0	0	1,571,500	0	0	0	1,571,500
TOTAL	178,500	600,000	1,571,500	0	0	0	2,350,000

\*190 MURRAY BLVD-JENKINS ROAD TO SUNSET HIGHWAY\*\*\*\*\*586\*311\*\*\*\*\* FAU9067

INTERSTATE TRANSFER FUNDS

PE	150,000	150,000	0	0	0	0	300,000
R/W	0	2,000,000	0	0	0	0	2,000,000
CONST	0	0	0	3,201,530	0	0	3,201,530
TOTAL	150,000	2,150,000	0	3,201,530	0	0	5,501,530

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROJECTS

FUNDS TO BE ALLOCATED

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR						AUTHORIZED	FA#
OBLIGATED	1984	1985	1986	1987	1988	POST 1988		
*196 FUNDS TO BE REALLOCATED*****1000*482*****								N/A
INTERSTATE TRANSFER FUNDS								
OTHER -18,699	18,702	0	0	0	0	0	3	
AGENCY TOTAL: FUNDS TO BE ALLOCATED								
INTERSTATE TRANSFER FUNDS								
OTHER -18,699	18,702	0	0	0	0	0	3	
TOTAL -18,699	18,702	0	0	0	0	0	3	
AGENCY TOTAL: FUNDS TO BE ALLOCATED								
OTHER -18,699	18,702	0	0	0	0	0	3	
TOTAL -18,699	18,702	0	0	0	0	0	3	

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988  
EFFECTIVE OCTOBER 1, 1984

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS  
INTERSTATE TRANSFER PROJECTS

WASHINGTON COUNTY  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAM	
AGENCY TOTAL: WASHINGTON COUNTY									
INTERSTATE TRANSFER FUNDS									
PE	1,747,251	1,572,126	0	0	0	0	3,319,377		
R/W	5,470,230	4,742,764	500,000	3,000,000	0	0	13,712,994		
CONST	18,125,883	9,957,125	3,060,075	4,846,530	5,591,895	0	41,581,508		
RESRV	0	1,840,068	0	0	0	-1,005,070	834,998		
TOTAL	25,343,364	18,112,083	3,560,075	7,846,530	5,591,895	-1,005,070	59,448,877		
AGENCY TOTAL: WASHINGTON COUNTY									
PE	1,747,251	1,572,126	0	0	0	0	3,319,377		
R/W	5,470,230	4,742,764	500,000	3,000,000	0	0	13,712,994		
CONST	18,125,883	9,957,125	3,060,075	4,846,530	5,591,895	0	41,581,508		
RESRV	0	1,840,068	0	0	0	-1,005,070	834,998		
TOTAL	25,343,364	18,112,083	3,560,075	7,846,530	5,591,895	-1,005,070	59,448,877		



**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 1985 TO POST 1988**

**PORTLAND URBANIZED AREA**

**EFFECTIVE OCTOBER 1, 1984**

**IN FEDERAL DOLLARS**

**INTERSTATE TRANSFER PROJECTS**

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAM
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**GRAND TOTAL**

**INTERSTATE TRANSFER FUNDS**

PE	33,889,067	4,593,081	567,700	21,005	0	-126,980	0	38,943,873
R/W	52,476,664	9,316,765	1,845,234	5,807,401	0	0	0	69,446,064
CONST	210,309,343	40,223,787	33,914,644	17,886,256	8,900,996	6,033,382	0	317,268,408
OPRTG	1,252,157	0	0	0	0	0	0	1,252,157
RESRV	201,857	21,977,095	619,917	253,633	0	0	50,690,195	73,742,697
OTHER	-18,699	18,702	0	0	0	0	0	3
<b>TOTAL</b>	<b>298,110,389</b>	<b>76,129,430</b>	<b>36,947,495</b>	<b>23,968,295</b>	<b>8,900,996</b>	<b>5,906,402</b>	<b>50,690,195</b>	<b>500,653,202</b>

**REPORT TOTAL**

PE	33,889,067	4,593,081	567,700	21,005	0	-126,980	0	38,943,873
R/W	52,476,664	9,316,765	1,845,234	5,807,401	0	0	0	69,446,064
CONST	210,309,343	40,223,787	33,914,644	17,886,256	8,900,996	6,033,382	0	317,268,408
OPRTG	1,252,157	0	0	0	0	0	0	1,252,157
RESRV	201,857	21,977,095	619,917	253,633	0	0	50,690,195	73,742,697
OTHER	-18,699	18,702	0	0	0	0	0	3
<b>TOTAL</b>	<b>298,110,389</b>	<b>76,129,430</b>	<b>36,947,495</b>	<b>23,968,295</b>	<b>8,900,996</b>	<b>5,906,402</b>	<b>50,690,195</b>	<b>500,653,202</b>

URBAN MASS TRANSPORTATION PROJECTS

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
***8 PURCHASE OF REMOTE COMPUTER TERMINALS AND SOFTWARE*****	432*188*****								N/A
CAP	865,120	0	0	0	0	0	0	865,120	
***9 BANFIELD LRT CAPITAL GRANT*****	434*187*****								N/A
CAP	8,900,000	8,794,750	34,455,250	0	0	0	0	52,150,000	
RESRV	0	0	0	0	0	0	15,455,250	15,455,250	
TOTAL	8,900,000	8,794,750	34,455,250	0	0	0	15,455,250	67,605,250	
***10 DEVELOPMENT OF TICARD PARK AND RIDE*****	4435*190*****								N/A
R/W	0	0	0	896,000	0	0	0	896,000	
CONST	0	0	0	796,000	0	0	0	796,000	
TOTAL	0	0	0	1,692,000	0	0	0	1,692,000	
***11 DEVELOPMENT OF LENTS TRANSIT STATION*****	448*191*****								N/A
CONST	0	0	0	500,000	0	0	0	500,000	
***12 PURCHASE OF 60 STANDARD BUSES*****	452*192*****								N/A
CAP	0	0	0	7,920,000	0	0	0	7,920,000	
***13 PURCHASE OF 30 ARTICULATED BUSES*****	455*193*****								N/A
CAP	0	0	0	5,520,000	0	0	0	5,520,000	

METROPOLITAN SERVICE DISTRICT  
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URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAH
***1 SELF-SERVICE FARE COLLECTION*****	398*181*****								N/A
CAP	2,771,040	0	0	0	0	0	0	2,771,040	
***2 PURCHASE/INSTALLATION OF 440 ELECTRONIC BUS DESTINATION SIGNS*****	415*182*****								N/A
CAP	0	0	0	2,756,552	0	0	0	2,756,552	
***3 PURCHASE OF 75 NEW STANDARD 40-FOOT DIESEL TRANSIT BUSES*****	417*183*****								N/A
CAP	9,129,420	0	0	9,416,000	0	0	0	18,545,420	
***4 DEVELOPMENT OF LAKE OSWEGO TRANSIT STATION*****	419*184*****								N/A
CONST	0	800,000	0	0	0	0	0	800,000	
***5 WESTSIDE BUS GARAGE-PHASE I*****	420*185*****								N/A
CONST	242,372	0	0	0	0	0	0	242,372	
***6 PURCHASE OF 87 ARTICULATED BUSES*****	424*186*****								N/A
CAP	17,080,284	0	0	0	0	0	0	17,080,284	
***7 PURCHASE OF BUS COMMUNICATIONS EQUIPMENT*****	431*187*****								N/A
CAP	1,924,249	0	0	0	0	0	0	1,924,249	

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

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URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAM	

\*\*21 SECTION 3 CAPITAL CONTINGENCIES...OR030029\*\*\*\*\*742\*201\*\*\*\*\*N/A

CAP	0	0	0	0	0	0	0	0
OTHER	63,400	0	0	0	0	0	0	63,400
TOTAL	63,400	0	0	0	0	0	0	63,400

\*\*22 DOWNTOWN PORTLAND BANFIELD LRT IMPROVEMENTS\*\*\*\*\*767\*202\*\*\*\*\*MIXC

PE	336,432	0	0	0	0	0	0	336,432
CONST	3,663,568	0	0	0	0	0	0	3,663,568
TOTAL	4,000,000	0	0	0	0	0	0	4,000,000

\*\*23 VINTAGE TROLLEY PROJECT\*\*\*\*\*768\*203\*\*\*\*\*MISC

PE	120,000	0	0	0	0	0	0	120,000
CONST	498,000	0	0	0	0	0	0	498,000
CAP	382,000	0	0	0	0	0	0	382,000
TOTAL	1,000,000	0	0	0	0	0	0	1,000,000

\*\*24 HUMAN RESOURCES-MINORITY BUSINESS ENTERPRISE\*\*\*\*\*814\*204\*\*\*\*\*N/A

OTHER	0	124,998	0	0	0	0	0	124,998
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TOTAL: UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM

PE	456,432	0	0	0	0	0	0	456,432
R/W	19,200	0	0	896,000	0	0	0	915,200
CONST	4,633,340	800,000	0	3,568,900	0	0	0	9,002,240
CAP	42,060,113	9,091,750	34,455,250	25,612,552	0	0	9,857,200	121,076,865
RESRV	0	0	0	0	0	0	15,455,250	15,455,250
OTHER	74,800	124,998	0	0	0	0	0	199,798
TOTAL	47,243,885	10,016,748	34,455,250	30,077,452	0	0	25,312,450	147,105,785

CAP	0	139,000	0	0	0	0	0	139,000
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METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

EFFECTIVE OCTOBER 1, 1984

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 5 CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAH	

**31 PRESSURE FUEL SYSTEM*****611*212*****									N/A
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CAP	0	213,600	0	0	0	0	0	213,600	
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**32 AUTOMATED FUEL CONSUMPTION SYSTEM*****613*213*****									N/A
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CAP	0	248,000	0	0	0	0	0	248,000	
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**33 FUEL PUMP AND FUEL INJECTOR TESTING EQUIPMENT*****615*214*****									N/A
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CAP	0	48,000	0	0	0	0	0	48,000	
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**34 PIONEER SQUARE CUSTOMER ASSISTANCE OFFICE*****684*215*****									N/A
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PE	0	12,000	0	0	0	0	0	12,000	
CONST	0	418,400	0	0	0	0	0	418,400	
OTHER	0	108,293	0	0	0	0	0	108,293	
TOTAL	0	538,693	0	0	0	0	0	538,693	

TOTAL: UMTA SECTION 5 CAPITAL PROGRAM

PE	0	108,000	0	0	0	0	0	108,000	
CONST	1,728,000	466,400	1,752,800	0	0	0	0	3,947,200	
CAP	188,000	1,202,528	0	0	0	0	0	1,390,528	
RESRV	0	0	174,806	0	0	0	0	174,806	
OTHER	0	132,293	26,400	0	0	0	0	158,693	
TOTAL	1,916,000	1,909,221	1,954,006	0	0	0	0	5,779,227	

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1983

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

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URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 5 CAPITAL PROGRAM

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAM
**25 WESTSIDE BUS GARAGE-PHASE I*****420*206*****									N/A
CONST	1,064,000	0	0	0	0	0	0	1,064,000	
**26 PURCHASE/INSTALLATION OF MICROWAVE RADIO TRANSMISSION FACILITY*****421*207*****									N/A
CONST	0	48,000	0	0	0	0	0	48,000	
CAP	0	656,000	0	0	0	0	0	656,000	
OTHER	0	24,000	0	0	0	0	0	24,000	
TOTAL	0	728,000	0	0	0	0	0	728,000	
**27 PURCHASE OF 60 PASSENGER COUNTERS-SEC 5 CAPITAL*****433*208*****									N/A
CAP	188,000	36,928	0	0	0	0	0	224,928	
**28 DEVELOPMENT OF MILWAUKIE TRANSIT CENTER-SEC 5 CAPITAL*****591*209*****									N/A
CONST	308,000	0	0	0	0	0	0	308,000	
**29 CLACKAMAS TOWN CNTR TRANSIT CENTER/PARK & RIDE-SEC 5 CAPITAL*****592*210*****									N/A
CONST	356,000	0	0	0	0	0	0	356,000	
**30 POWELL GARAGE EXPANSION*****610*211*****									N/A
PE	0	96,000	0	0	0	0	0	96,000	
CONST	0	0	1,752,800	0	0	0	0	1,752,800	
RESRV	0	0	174,806	0	0	0	0	174,806	
OTHER	0	0	26,400	0	0	0	0	26,400	
TOTAL	0	96,000	1,954,006	0	0	0	0	2,050,006	



**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

**PORTLAND URBANIZED AREA**

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**IN FEDERAL DOLLARS**

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**URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS**

**UMTA SECTION 3 TRADED CAPITAL PROGRAM**

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR									
	OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#	
<b>**39 WESTSIDE CORRIDOR RESERVE(T)*****117*218*****</b>										<b>N/A</b>
RESRV	0	0	0	0	0	0	7,070,847	7,070,847		
<b>**40 DEVELOPMENT OF TICARD TRANSIT CENTER*****131*219*****</b>										<b>N/A</b>
PE	47,184	0	0	0	0	0	0	47,184		
R/W	328,000	72,000	0	0	0	0	0	400,000		
CONST	435,840	124,160	0	0	0	0	0	560,000		
RESRV	0	0	0	0	0	0	87,089	87,089		
TOTAL	811,024	196,160	0	0	0	0	87,089	1,094,273		
<b>**41 MILWAUKIE TRANSIT STATION DEVELOPMENT*****144*220*****</b>										<b>N/A</b>
PE	44,744	-44,744	0	0	0	0	0	0		
R/W	20,000	-20,000	0	0	0	0	0	0		
CONST	599,440	-599,440	0	0	0	0	0	0		
RESRV	0	0	0	0	0	0	1,296,431	1,296,431		
TOTAL	664,184	-664,184	0	0	0	0	1,296,431	1,296,431		
<b>**42 MCLOUGHLIN CORRIDOR TRANSIT IMPROVEMENTS*****146*221*****</b>										<b>FAP26</b>
RESRV	0	0	0	0	0	0	1,571,154	1,571,154		
<b>**43 OREGON CITY TRANSIT STATION*****151*222*****</b>										<b>N/A</b>
PE	60,740	0	0	0	0	0	0	60,740		
R/W	228,000	0	0	0	0	0	0	228,000		
CONST	551,400	0	0	0	0	0	0	551,400		
RESRV	0	0	0	0	0	0	13,621	13,621		
TOTAL	840,140	0	0	0	0	0	13,621	853,761		

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988  
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PORTLAND URBANIZED AREA

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URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA DEMONSTRATION GRANTS

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAM	
**35 SPECIAL MARKETING MATERIALS FOR NON-ENGLISH SPEAKING RIDERS-41*****451*590*****									N/A
OTHER	0	0	14,250	0	0	0	14,250		
**36 SPECIAL NEEDS TRANSPORTATION DISPATCH CENTER ASSESSMENT-41*****454*591*****									N/A
OTHER	0	0	12,750	0	0	0	12,750		
**37 SELF SERVICE FARE COLLECTION*****475*216*****									N/A
CAP	1,678,550	1,218,350	0	0	0	0	2,896,900		
**38 HUMAN RESOURCES MANAGEMENT*****787*217*****									N/A
OTHER	0	123,750	0	0	0	0	123,750		
TOTAL: UMTA DEMONSTRATION GRANTS									
CAP	1,678,550	1,218,350	0	0	0	0	2,896,900		
OTHER	0	123,750	27,000	0	0	0	150,750		
TOTAL	1,678,550	1,342,100	27,000	0	0	0	3,047,650		

**METROPOLITAN SERVICE DISTRICT  
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URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 3 TRADED CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#	
**50 SUNSET TRANSIT CENTER AND PARK-AND-RIDE STATION*****702*229*****									
PE	320,435	0	0	0	0	0	320,435	N/A	
R/W	1,590,000	0	0	0	0	0	1,590,000		
CONST	0	0	4,889,565	0	0	0	4,889,565		
TOTAL	1,910,435	0	4,889,565	0	0	0	6,800,000		
**51 WESTSIDE BUS GARAGE-PHASE III*****704*230*****									
PE	34,594	0	0	0	0	0	34,594	N/A	
CONST	353,944	0	0	0	0	0	353,944		
TOTAL	388,538	0	0	0	0	0	388,538		
**52 WASHINGTON COUNTY TRANSIT TSM IMPROVEMENTS*****705*231*****									
PE	115,320	0	0	0	0	0	115,320	N/A	
R/W	256,000	0	0	0	0	0	256,000		
CONST	968,640	0	0	0	0	0	968,640		
RESRV	0	0	0	0	0	3,460,040	3,460,040		
TOTAL	1,339,960	0	0	0	0	3,460,040	4,800,000		
**53 WESTSIDE BUS GARAGE-PHASE II*****706*232*****									
CONST	5,640,810	0	0	0	0	0	5,640,810	N/A	
CAP	594,803	0	0	0	0	0	594,803		
TOTAL	6,235,613	0	0	0	0	0	6,235,613		
**54 SUPPORT SERVICES...OR030027*****707*233*****									
OTHER	207,600	0	0	0	0	192,130	399,730	N/A	

METROPOLITAN SERVICE DISTRICT  
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URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 3 TRADED CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAH
<b>**44 PURCHASE OF 10 STANDARD BUSES*****154*223*****</b>									
RESRV	0	0	0	0	0	0	978,137	978,137	N/A
<b>**45 TRANSIT TRANSFER PROJECT*****576*224*****</b>									
PE	94,160	0	0	0	0	0	0	94,160	
CONST	0	493,600	0	0	0	0	0	493,600	
RESRV	0	0	0	640,000	660,000	0	805,216	2,105,216	
TOTAL	94,160	493,600	0	640,000	660,000	0	805,216	2,692,976	
<b>**46 WEST BURNSIDE/MORRISON TSM IMPROVEMENTS*****600*225*****</b>									
PE	9,080	0	0	0	0	0	0	9,080	
CONST	60,000	0	0	0	0	0	0	60,000	
TOTAL	69,080	0	0	0	0	0	0	69,080	FAU9822
<b>**47 NORTHWEST TRANSIT STATIONS*****602*226*****</b>									
RESRV	0	0	0	0	0	0	77,060	77,060	N/A
<b>**48 NORTH TERMINAL FACILITY*****686*227*****</b>									
RESRV	0	699,704	340,296	0	0	0	0	1,040,000	N/A
<b>**49 BEAVERTON PARK-AND-RIDE STATION*****701*228*****</b>									
PE	50,080	-50,080	0	0	0	0	0	0	
R/W	62,400	-62,400	0	0	0	0	0	0	
CONST	612,800	-612,800	0	0	0	0	0	0	
RESRV	0	0	0	0	0	0	725,280	725,280	
TOTAL	725,280	-725,280	0	0	0	0	725,280	725,280	

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URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 3 TRADED CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
**60 SOUTHWEST TRANSIT TRANSFER POINTS*****815*239*****									N/A
RESRV	0	0	0	0	0	0	2,400,000	2,400,000	
**61 WASHINGTON SQUARE TRANSIT CENTER*****816*240*****									N/A
RESRV	0	0	0	0	0	0	320,000	320,000	
**62 TANNESBOURNE TRANSIT CENTER*****817*241*****									N/A
RESRV	0	0	0	0	0	0	560,000	560,000	
**63 TUALATIN TRANSIT CENTER*****818*242*****									N/A
RESRV	0	0	0	0	0	0	720,000	720,000	
**64 DOWNTOWN PORTLAND TSM*****819*243*****									N/A
RESRV	0	0	0	0	0	0	6,903,600	6,903,600	
**65 CENTRAL BEAVERTON TSM*****820*244*****									N/A
RESRV	0	0	0	0	0	0	1,600,000	1,600,000	
**66 SUNSET TRUNKLINE TRANSIT TRANSFER POINTS*****821*245*****									N/A
RESRV	0	0	0	0	0	0	400,000	400,000	

**METROPOLITAN SERVICE DISTRICT  
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URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 3 TRADED CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAH
**55 SECTION 3 TRADE CONTINGENCIES...OR030027*****741*234*****	OBLIGATED								N/A
OTHER	701,423	-701,423	0	0	0	0	0	0	
**56 HILLSBORO TRANSIT CENTER WITH PARK AND RIDE*****803*235*****									N/A
PE	67,240	0	0	0	0	0	0	67,240	
R/W	855,560	0	0	0	0	0	0	855,560	
CONST	672,402	0	0	0	0	0	0	672,402	
TOTAL	1,595,202	0	0	0	0	0	0	1,595,202	
**57 BEAVERTON TRANSIT CENTER*****806*236*****									N/A
PE	89,600	0	0	0	0	0	0	89,600	
R/W	1,012,000	0	0	0	0	0	0	1,012,000	
RESRV	0	0	0	0	0	0	1,698,400	1,698,400	
TOTAL	1,101,600	0	0	0	0	0	1,698,400	2,800,000	
**58 WESTSIDE TSM-LOVEJOY RAMP*****809*237*****									N/A
PE	2,560	0	0	0	0	0	1,440	4,000	
CONST	25,600	0	0	0	0	0	0	25,600	
TOTAL	28,160	0	0	0	0	0	1,440	29,600	
**59 WESTSIDE TSM-SYLWAN BUS PULLOUT*****813*238*****									N/A
PE	2,611	0	0	0	0	0	0	2,611	
CONST	26,109	0	0	0	0	0	0	26,109	
TOTAL	28,720	0	0	0	0	0	0	28,720	

**METROPOLITAN SERVICE DISTRICT  
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URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 9/9A PROJECTS

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAH
**70 PROPERTY ACQUISITION-SE 17TH AND BOISE ST...LAND AND BUILDING*****									N/A
CAP	0	80,000	0	0	0	0	0	80,000	
**71 BANFIELD LINE SECTION 2 SIDEWALKS-199TH TO GATEWAY STATION*****									N/A
CONST	0	0	1,888,000	0	0	0	0	1,888,000	
**72 BANFIELD LINE SECTION 3-1205/GATEWAY TO HOLLADAY RAMP*****									N/A
CONST	0	4,311,101	488,899	0	0	0	0	4,800,000	
**73 SIGNAL GRAPHICS FABRICATION AND DELIVERY*****									N/A
CONST	0	0	408,000	0	0	0	0	408,000	
**74 PARTS AND EQUIPMENT*****									N/A
CAP	1,606,830	1,422,000	2,800,000	0	0	0	0	5,828,830	
**75 SPECIAL NEEDS TRANSPORTATION*****									N/A
CAP	245,600	0	0	0	0	0	0	245,600	
**76 TELECOMMUNICATION NETWORK SYSTEM*****									N/A
CAP	69,408	94,272	0	0	0	0	0	163,680	

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 3 TRADED CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1984 1985 1986

1987

1988

POST 1988

AUTHORIZED

FAM

\*\*67 BUS PURCHASES\*\*\*\*\*822\*246\*\*\*\*\*N/A

RESRV 0 0 0 0 0 0 3,200,000 3,200,000

\*\*68 OBLIGATIONAL AUTHORITY RESERVE-SECTION 9/9A\*\*\*\*\*825\*599\*\*\*\*\*N/A

RESRV 0 0 11,659,704 0 0 0 -11,659,704 0

\*\*69 BANFIELD TRANSITWAY\*\*\*\*\*826\*247\*\*\*\*\*FAP68

CONST 0 20,150,000 0 0 0 0 0 20,150,000

TOTAL: UMTA SECTION 3 TRADED CAPITAL PROGRAM

PE	938,348	-94,824	0	0	0	0	1,440	844,964
R/W	4,351,960	-10,400	0	0	0	0	0	4,341,560
CONST	9,944,985	19,555,519	0	4,889,565	0	0	0	34,392,069
CAP	594,803	0	0	0	0	0	0	594,803
RESRV	0	699,704	12,000,000	640,000	660,000	0	22,227,170	36,226,874
OTHER	909,023	-701,423	0	0	0	0	192,130	399,730
TOTAL	16,741,119	19,449,576	12,000,000	5,529,565	660,000	0	22,420,740	76,800,000



METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 9/9A PROJECTS  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
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\*\*\*83 SECTION 9 OPERATING PROGRAM\*\*\*\*\*824\*260\*\*\*\*\* N/A

OPRTG	5,949,528	0	5,949,528	5,949,528	0	0	0	17,848,584	
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TOTAL: UMTA SECTION 9/9A PROJECTS

PE	0	64,000	0	0	0	0	0	64,000	
R/W	1,317,343	0	0	0	0	0	0	1,317,343	
CONST	0	5,111,101	2,784,899	0	0	0	0	7,896,000	
CAP	2,676,278	2,435,243	4,750,725	7,935,624	0	0	0	17,797,870	
OPRTG	5,949,528	0	5,949,528	5,949,528	0	0	0	17,848,584	
RESRV	0	0	400,000	0	0	0	0	400,000	
OTHER	629,123	405,280	0	0	0	0	0	1,034,403	
TOTAL	10,572,272	8,015,624	13,885,152	13,885,152	0	0	0	46,358,200	

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988  
EFFECTIVE OCTOBER 1, 1984

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SECTION 9/9A PROJECTS  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR							AUTHORIZED	FA#
OBLIGATED	1984	1985	1986	1987	1988	POST 1988			
**77 MANAGEMENT INFORMATION SYSTEMS*****781*255*****									
CAP	622,280	292,419	0	0	0	0	0	914,699	N/A
**78 FY1984 UNIFIED WORK PROGRAM*****782*256*****									
CAP	31,360	0	0	0	0	0	0	31,360	
RESRV	0	0	400,000	0	0	0	0	400,000	
OTHER	629,123	405,280	0	0	0	0	0	1,034,403	
TOTAL	660,483	405,280	400,000	0	0	0	0	1,465,763	
**79 BUS TURN AROUND VICINITY 103RD/FOSTER*****783*257*****									
CAP	100,800	0	0	0	0	0	0	100,800	N/A
**80 122ND AND BURNSIDE PARK AND RIDE*****785*258*****									
PE	0	64,000	0	0	0	0	0	64,000	
R/W	1,317,343	0	0	0	0	0	0	1,317,343	
CONST	0	800,000	0	0	0	0	0	800,000	
TOTAL	1,317,343	864,000	0	0	0	0	0	2,181,343	
**81 WESTSIDE PE AND FEIS(LWP)*****786*596*****									
CAP	0	546,552	182,184	0	0	0	0	728,736	N/A
**82 SECTION 9 CAPITAL RESERVE*****823*259*****									
CAP	0	0	1,768,541	7,935,624	0	0	0	9,704,165	

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988  
EFFECTIVE OCTOBER 1, 1984

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SPECIAL TRANSPORTATION PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1984 1985 1986

1987

1988

POST 1988

AUTHORIZED

FA#

\*A91 SMALL BUS W/WHEELCHAIR LIFT-MITTMAN JEWISH COMMUNITY CENTER\*\*\*\*\*695\*268\*\*\*\*\* N/A

CAP	0	22,800	0	0	0	0	0	22,800
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\*A92 VANS(2) W/1 WHEELCHAIR LIFT-URBAN INDIAN COUNCIL INC\*\*\*\*\*697\*269\*\*\*\*\* N/A

CAP	0	23,600	0	0	0	0	0	23,600
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\*A93 VAN W/WHEELCHAIR LIFT-URBAN LEAGUE OF PORTLAND\*\*\*\*\*699\*270\*\*\*\*\* N/A

CAP	0	13,200	0	0	0	0	0	13,200
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TOTAL: UMTA SPECIAL TRANSPORTATION PROGRAM

CAP	0	357,888	34,400	0	0	0	0	392,288
OPRTG	0	7,052,967	0	0	0	0	0	7,052,967
TOTAL	0	7,410,855	34,400	0	0	0	0	7,445,255

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS

UMTA SPECIAL TRANSPORTATION PROGRAM

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#	
**84 VEHICLE WITH LIFT(10-16 PASS)-NEIGHBORHOOD HOUSE INC...SW PORTLAND*****					438	261		N/A	
CAP	0	13,600	0	0	0	0	13,600		
**85 VEHICLE(20-25 PASS)-TUALATIN VALLEY MENTAL HEALTH CENTER*****					439	262		N/A	
CAP	0	24,000	0	0	0	0	24,000		
**86 VEHICLE(10-16 PASS)-HIGHLAND COMMUNITY SERVICES...NE PORTLAND*****					440	263		N/A	
CAP	0	16,608	0	0	0	0	16,608		
**87 VEHICLE W/LIFT(10-16 PASS)-TRI COUNTY INDEPENDENT LIVING PROGRAM*****					441	264		N/A	
CAP	0	15,280	0	0	0	0	15,280		
**88 STA WAGON 5-9 PSGR/VANS 10-16 PSGR W/LIFTS-ROBISON JEWISH HOME*****					449	265		N/A	
CAP	0	0	34,400	0	0	0	34,400		
**89 TRI-MET SPECIAL EFFORTS PROGRAM*****					544	266		N/A	
OPRTG	0	6,911,967	0	0	0	0	6,911,967		
**90 RURAL SPECIAL TRANS-SEC 18 CAP-9 VANS W/LIFTS & RADIOS-1 REPEAT*****					685	267		N/A	
CAP	0	228,800	0	0	0	0	228,800		
OPRTG	0	141,000	0	0	0	0	141,000		
TOTAL	0	369,800	0	0	0	0	369,800		

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 1985 TO POST 1988**

**EFFECTIVE OCTOBER 1, 1984**

**IN FEDERAL DOLLARS**

**PORTLAND URBANIZED AREA**

**URBAN MASS TRANSPORTATION ADMINISTRATION PROJECTS**

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#	
<b>GRAND TOTAL</b>									
PE	1,394,780	77,176	0	0	0	1,440	1,473,396		
R/U	5,688,503	-10,400	0	896,000	0	0	6,574,103		
CONST	16,308,325	25,933,020	4,537,699	8,458,465	0	0	55,237,509		
CAP	47,197,744	14,305,759	39,240,375	33,548,176	0	9,857,200	144,149,254		
OPRTG	5,949,528	7,052,967	5,949,528	5,949,528	0	0	24,901,551		
RESRV	0	699,704	12,574,806	640,000	660,000	37,682,420	52,256,930		
OTHER	1,612,946	84,898	53,400	0	0	192,130	1,943,374		
<b>TOTAL</b>	<b>78,151,826</b>	<b>48,143,124</b>	<b>62,355,808</b>	<b>49,492,169</b>	<b>660,000</b>	<b>47,733,190</b>	<b>286,536,117</b>		

FEDERAL AID URBAN PROJECTS

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

CLACKAMAS COUNTY FEDERAL AID URBAN SYSTEM

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED

1984

1985

1986

1987

1988

POST 1988

AUTHORIZED

FA#

\*\*\*2 LOWER BOONES FERRY RD-MAORONA TO SW JEAN\*\*\*\*\*68\*\*47\*\*\*\*\*FAU9473

PE	83,394	77,305	0	0	0	0	0	160,699
CONST	0	383,575	100,316	787,590	0	0	0	1,271,481
TOTAL	83,394	460,880	100,316	787,590	0	0	0	1,432,180

TOTAL: CLACKAMAS COUNTY FEDERAL AID URBAN SYSTEM

PE	83,394	77,305	0	0	0	0	0	160,699
CONST	0	383,575	100,316	787,590	0	0	0	1,271,481
TOTAL	83,394	460,880	100,316	787,590	0	0	0	1,432,180

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

CITY OF PORTLAND FEDERAL AID URBAN SYSTEM

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#	
***1 ARTERIAL STREET 3R PROGRAM*****43**29*****									MISC
PE	8,109	0	0	0	0	0	8,109		
RESRV	0	69,977	70,959	1,078,182	0	0	1,219,118		
TOTAL	8,109	69,977	70,959	1,078,182	0	0	1,227,227		
TOTAL: CITY OF PORTLAND FEDERAL AID URBAN SYSTEM									
PE	8,109	0	0	0	0	0	8,109		
RESRV	0	69,977	70,959	1,078,182	0	0	1,219,118		
TOTAL	8,109	69,977	70,959	1,078,182	0	0	1,227,227		



METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

METRO REGIONAL RESERVE FEDERAL AID URBAN SYSTEM

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAM	

\*\*\*4 REGIONAL FAU AND FAU REPLACEMENT CONTINGENCY\*\*\*\*\*114\*\*85\*\*\*\*\* N/A

PE	1,286	0	0	0	0	0	0	1,286
RESRV	0	0	0	736,647	0	0	0	736,647
TOTAL	1,286	0	0	736,647	0	0	0	737,933

TOTAL: METRO REGIONAL RESERVE FEDERAL AID URBAN SYSTEM

PE	1,286	0	0	0	0	0	0	1,286
RESRV	0	0	0	736,647	0	0	0	736,647
TOTAL	1,286	0	0	736,647	0	0	0	737,933

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1983  
EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

CITY OF FOREST GROVE FEDERAL AID URBAN SYSTEM

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
***3 FOREST GROVE FEDERAL AID URBAN RESERVE*****5704478*****									MISC
CONST	307,855	0	0	0	0	0	0	307,855	
RESRV	0	170,730	53,022	53,022	0	0	0	276,774	
TOTAL	307,855	170,730	53,022	53,022	0	0	0	584,629	

TOTAL: CITY OF FOREST GROVE FEDERAL AID URBAN SYSTEM

CONST	307,855	0	0	0	0	0	0	307,855
RESRV	0	170,730	53,022	53,022	0	0	0	276,774
TOTAL	307,855	170,730	53,022	53,022	0	0	0	584,629

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1983

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR								
OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAH	
GRAND TOTAL									
PE	92,789	77,305	0	0	0	0	170,094		
CONST	307,855	383,575	100,316	787,590	0	0	1,579,336		
RESRV	0	240,707	123,981	1,867,851	0	0	2,232,539		
TOTAL	400,644	701,587	224,297	2,655,441	0	0	3,981,969		

INTERSTATE AND OTHER PROJECTS

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1989

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

ALL OTHER PROJECTS

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

PROJECT DESCRIPTION

	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
*****8 IS-IOWA STREET VIADUCT(8197)-DECK RESTORATION-4R*****4317**93*****									FA15
PE	0	27,600	0	0	0	0	0	27,600	
CONST	0	0	727,720	0	0	0	0	727,720	
TOTAL	0	27,600	727,720	0	0	0	0	755,320	
*****9 IS-EAST MARQUAM INTERCHANGE RAMP*****319**94*****									FA15
R/U	0	3,984,000	0	0	0	0	0	3,984,000	
CONST	0	0	11,040,000	0	23,000,000	0	9,200,000	43,240,000	
TOTAL	0	3,984,000	11,040,000	0	23,000,000	0	9,200,000	47,224,000	
*****10 IS-JANTZEN BEACH TO DELTA PARK INTERCHANGE*****322**95*****									FA15
R/U	0	941,000	0	0	0	0	0	941,000	
CONST	0	0	32,200,000	0	0	13,800,000	0	46,000,000	
TOTAL	0	941,000	32,200,000	0	0	13,800,000	0	46,941,000	
*****11 IS-DELTA PARK TO MARQUAM BRIDGE-BASE SHOULDER OVERLAY-4R*****323**96*****									FA15
PE	0	230,000	0	0	0	0	0	230,000	
CONST	0	0	0	0	7,367,360	0	0	7,367,360	
TOTAL	0	230,000	0	0	7,367,360	0	0	7,597,360	
*****12 NW NICOLAI/WEST FREMONT INTERCHANGE*****328**97*****									TBD
R/U	0	8,587,000	0	0	0	0	0	8,587,000	
CONST	0	0	0	22,100,000	0	0	0	22,100,000	
TOTAL	0	8,587,000	0	22,100,000	0	0	0	30,687,000	

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

ALL OTHER PROJECTS

FEDERAL AID INTERSTATE SYSTEM

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
***1 I5-SW HOOD TO SW TERWILLIGER PAVEMENT REMOVAL-4R*****300**86*****									FA15
CONST	0	184,000	0	0	0	0	0	184,000	
***2 I5-FREMONT VIADUCT & GREELEY AVE CONNECTION-OLAY-4R*****304**87*****									FA15
CONST	0	8,648,000	0	0	0	0	0	8,648,000	
***3 I205-JAIL DEMOLITION/LANDSCAPING/BELL DR NOISE WALL-4R*****305**88*****									FAI205
CONST	0	1,196,000	0	0	0	0	0	1,196,000	
***4 I205-AIRPORT WAY TO SE POLFLL-GRADING/PAVING/2 LANES*****306**89*****									FAI205
CONST	0	4,784,000	0	0	0	0	0	4,784,000	
***5 I5-MARQUAM BRIDGE TO H TIGARD INTCHG-OVERLAY/ILLUMINATION-4R*****313**90*****									FA15
PE	0	184,000	0	0	0	0	0	184,000	
CONST	0	0	0	5,342,440	0	0	0	5,342,440	
TOTAL	0	184,000	0	5,342,440	0	0	0	5,526,440	
***6 I5-S8 CONNECTION TO BANFIELD-WIDEN/ADD LANE-4R*****314**91*****									FA15
PE	0	8,280	0	0	0	0	0	8,280	
CONST	0	184,000	0	0	0	0	0	184,000	
TOTAL	0	192,280	0	0	0	0	0	192,280	
***7 I5-LOMBARD STREET TO PORTLAND BLVD-GRADING/PAVING-4R*****315**92*****									FA15
PE	0	59,800	0	0	0	0	0	59,800	
CONST	0	0	0	0	943,000	0	0	943,000	
TOTAL	0	59,800	0	0	943,000	0	0	1,002,800	

## PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

### ALL OTHER PROJECTS

## PROJECT DESCRIPTION

1986

**1987**

1988

**POST 1988**

**AUTHORIZED**

FA#

1405

**552,000**

**FAIS**

**5,566,000**

FAI5

**368,000**

FAI205

**4,876**

92,000

**96,876**

**FAIS**

9,230

**180,320**

**189,520**

**FAIS**

**13,800**

303,600

**317,400**

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

ALL OTHER PROJECTS

PORTLAND URBANIZED AREA

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAH
**13 I5-MORRISON BRIDGE RAMPS-DECK RESTORATION/JOINT REPAIR-4R*****332**98*****									FAIS
PE	0	46,000	0	0	0	0	0	46,000	
CONST	0	0	1,656,000	0	0	0	0	1,656,000	
TOTAL	0	46,000	1,656,000	0	0	0	0	1,702,000	
**14 I5-OVERCROSSING HASSALO/HOLIDAY(8583)-DECK RESTORATION-4R*****334**99*****									FAIS
PE	0	26,970	0	0	0	0	0	26,970	
CONST	0	0	641,870	0	0	0	0	641,870	
TOTAL	0	26,970	641,870	0	0	0	0	668,840	
**15 I5-N9 CONNECTION TO SB I405(8958E)-DECK RESTORATION-4R*****336**100*****									FAIS
PE	0	36,800	0	0	0	0	0	36,800	
CONST	0	0	0	0	0	875,840	0	875,840	
TOTAL	0	36,800	0	0	0	875,840	0	912,640	
**16 I5-OVERCROSSING COLUMBIA BLVD/UNION AVE(8882)-DECK RESTORATION-4*****337**101*****									FAIS
PE	0	36,800	0	0	0	0	0	36,800	
CONST	0	0	811,440	0	0	0	0	811,440	
TOTAL	0	36,800	811,440	0	0	0	0	848,240	
**17 I5-OVERCROSSING COLUMBIA SLOUGH(8883)-DECK RESTORATION-4R*****338**102*****									FAIS
PE	0	36,800	0	0	0	0	0	36,800	
CONST	0	0	1,294,440	0	0	0	0	1,294,440	
TOTAL	0	36,800	1,294,440	0	0	0	0	1,331,240	



METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

ALL OTHER PROJECTS

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAH
**30 I205-GLADSTONE INTCHG TO PARK PL-GRADING/PAVING/ADD LANE-4R*****356*115*****									FAI205
CONST	0	0	0	1,656,000	0	0	0	1,656,000	
**31 I205-AIRPORT ROAD INTERCHANGE INFORMATION CENTER-4R*****357*116*****									FAI205
CONST	0	0	0	736,000	0	0	0	736,000	
**32 I5-SO TIGARD INTERCHANGE TO E PORTLAND FWY LANDSCAPING-4R*****358*117*****									FAI5
CONST	0	0	0	0	230,000	0	0	230,000	
**33 I5-TERWILLIGER OVERCROSSING RAMPS-4R*****360*118*****									FAI5
CONST	0	0	0	0	2,208,000	0	0	2,208,000	
**34 I5-AT I84 INTERCHANGE-DECK RESTORATION AND JOINTS-4R*****361*119*****									FAI5
PE	0	0	0	0	46,000	0	0	46,000	
CONST	0	0	0	0	3,312,000	0	0	3,312,000	
TOTAL	0	0	0	0	3,358,000	0	0	3,358,000	
**35 I84-NE 117TH TO NE 122ND-GRADING/PAVING/STRUCTURE/INT/SIG*****362*120*****									FAI84
CONST	0	0	0	0	0	0	3,680,000	3,680,000	
**36 I84-181ST INTERCHANGE-GRADING/PAVING/WIDEN STRUCTURE*****364*121*****									FAI84
CONST	0	0	0	0	0	0	9,200,000	9,200,000	

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1989  
EFFECTIVE OCTOBER 1, 1984

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

ALL OTHER PROJECTS

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
**24 I5-E BANK VIADUCT SO OF BURNSIDE BR-OVERLAY AND JOINTS-4R*****350*109*****									FA15
PE	0	0	55,200	0	0	0	0	55,200	
CONST	0	0	2,524,480	0	0	0	0	2,524,480	
TOTAL	0	0	2,579,680	0	0	0	0	2,579,680	
**25 I5-OXING VICTORY BLVD(9316)-DECK RESTORATION-4R*****351*110*****									FA15
PE	0	0	13,800	0	0	0	0	13,800	
CONST	0	0	231,840	0	0	0	0	231,840	
TOTAL	0	0	245,640	0	0	0	0	245,640	
**26 I205-GLADSTONE INTERCHANGE SIGNAL-4R*****352*111*****									FA1205
CONST	0	0	230,000	0	0	0	0	230,000	
**27 I205-82ND AVE TO CLACKAMAS HWY-GRADING/PAVING/WIDEN-4R*****353*112*****									FA1205
CONST	0	0	460,000	0	0	0	0	460,000	
**28 I205-ROCKY BUTTE TO NE MULTNOMAH ST BIKEWAY*****354*113*****									FA1205
CONST	0	0	858,000	0	0	0	0	858,000	
**29 I5-SW TERWILLIGER CONNECTION(8199)-DECK RESTORATION-4R*****355*114*****									FA15
PE	0	0	0	9,200	0	0	0	9,200	
CONST	0	0	0	153,640	0	0	0	153,640	
TOTAL	0	0	0	162,840	0	0	0	162,840	

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

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ALL OTHER PROJECTS

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAN
43 I5/NYBERG ROAD RAMPS-4R*****374*128*****									FA15
PE	0	92,000	0	0	0	0	0	92,000	
CONST	0	0	0	920,000	0	0	0	920,000	
TOTAL	0	92,000	0	920,000	0	0	0	1,012,000	
44 I5/WILSONVILLE SIGNALS-4R*****375*129*****									FA15
PE	0	26,000	0	0	0	0	0	26,000	
CONST	0	276,000	0	0	0	0	0	276,000	
TOTAL	0	302,000	0	0	0	0	0	302,000	
45 I5-SIGNING WASHINGTON STATE LINE TO LINN/LANE COUNTY LINE-4R*****436*130*****									FA15
CONST	0	0	322,000	0	0	0	0	322,000	
46 I84-SIGNING PORTLAND TO IDAHO STATE LINE-4R*****437*131*****									FA184
CONST	0	0	0	322,000	0	0	0	322,000	
47 TUALATIN PARK-AND-RIDE*****670*132*****									FA15
CONST	0	0	0	0	368,000	0	0	368,000	
48 I5-MARQUAM BRIDGE TO HAINES ROAD RAMP METERING*****673*133*****									FA15
PE	0	46,000	0	0	0	0	0	46,000	
CONST	0	0	460,000	0	0	0	0	460,000	
TOTAL	0	46,000	460,000	0	0	0	0	506,000	

METROPOLITAN SERVICE DISTRICT  
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FISCAL YEARS 1985 TO POST 1988

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PORTLAND URBANIZED AREA

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ALL OTHER PROJECTS

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAM
**37 I205-SE LESTER RD INTERCHANGE-4R*****365*122*****									FAI205
CONST	0	0	0	0	0	0	3,496,000	3,496,000	
**38 I5-MARQUAM INTCHG-NB/SB MCLOUGHLIN RAMPS-PHASE 2 DEVELOPMENT*****369*123*****									FAI5
CONST	0	0	0	0	0	0	19,320,000	19,320,000	
**39 I5-GREELEY RAMP TO N BANFIELD INTERCHANGE-DEVELOPMENT*****370*124*****									FAI5
PE	0	0	0	0	0	0	184,000	184,000	
CONST	0	0	0	0	0	0	18,216,000	18,216,000	
TOTAL	0	0	0	0	0	0	18,400,000	18,400,000	
**40 I84-NE 122ND TO NE 181ST-DEVELOPMENT*****371*125*****									FAI84
CONST	0	0	0	0	0	0	11,960,000	11,960,000	
**41 I84-NE 181ST AVE TO SUNDIAL ROAD-DEVELOPMENT*****372*126*****									FAI84
R/W	0	0	0	0	0	0	1,840,000	1,840,000	
CONST	0	0	0	0	0	0	25,760,000	25,760,000	
TOTAL	0	0	0	0	0	0	27,600,000	27,600,000	
**42 I5/STAFFORD ROAD SIGNALS-4R*****373*127*****									FAI5
PE	0	28,588	0	0	0	0	0	28,588	
CONST	0	172,960	0	0	0	0	0	172,960	
TOTAL	0	201,548	0	0	0	0	0	201,548	

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1989

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

ALL OTHER PROJECTS

OTHER

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAM
**53 HIGHWAY 217 OVERLAY-SUNSET HIGHWAY TO I5*****342*138*****									FAP79
PE	0	176,000	0	0	0	0	0	176,000	
CONST	0	0	2,757,040	0	0	0	0	2,757,040	
TOTAL	0	176,000	2,757,040	0	0	0	0	2,933,040	
**54 SUNSET HWY AT CORNELL RD-WR OFF RAMP SIGNAL-FAP*****376*139*****									FAP27
CONST	0	88,000	0	0	0	0	0	88,000	
**55 SUNSET HWY AT VISIA RIDGE TUNNEL-PAVING-HES*****377*140*****									FAP27
CONST	0	225,000	0	0	0	0	0	225,000	
**56 US30-NW HOGE AVE TO NW HARBOR BLVD-SLIDE CORRECTION-FAP*****379*141*****									FAP24
CONST	0	264,000	0	0	0	0	0	264,000	
**57 US30B-SANDY BLVD-30TH TO I205-STATE*****381*142*****									
CONST	0	500,000	0	0	0	0	0	500,000	
**58 99W-PACIFIC HWY AT 30TH AVE-LT TURN/BEACON-HES*****383*143*****									0
CONST	0	135,000	0	0	0	0	0	135,000	
**59 OR213-82ND AT JOHNSON CREEK BLVD-SIGNAL UPGRADE-HES*****385*144*****									0
CONST	0	135,000	0	0	0	0	0	135,000	

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

ALL OTHER PROJECTS

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED

1984

1985

1986

1987

1988

POST 1988

AUTHORIZED

FAH

\*\*49 OREGON CITY PARK-AND-RIDE\*\*\*\*\*674\*134\*\*\*\*\* FAI205

CONST	0	0	0	0	230,000	0	0	230,000
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\*\*50 LENTS PARK-AND-RIDE\*\*\*44\*\*\*675\*135\*\*\*\*\* FAI205

CONST	0	0	0	0	230,000	0	0	230,000
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\*\*51 COLUMBIA BLVD/SANDY BLVD PARK-AND-RIDE\*\*\*44\*\*\*677\*136\*\*\*\*\* FAI205

PE	0	18,400	0	0	0	0	0	18,400
CONST	0	322,000	0	0	0	0	0	322,000
TOTAL	0	340,400	0	0	0	0	0	340,400

\*\*52 LOWER BOONES FERRY ROAD INTERCHANGE SIGNALS\*\*\*\*\*4681\*137\*\*\*\*\* FAU9473

PE	15,456	0	0	0	0	0	0	15,456
CONST	0	368,000	0	0	0	0	0	368,000
TOTAL	15,456	368,000	0	0	0	0	0	383,456

TOTAL: FEDERAL AID INTERSTATE SYSTEM

PE	15,456	908,914	92,000	9,200	46,000	0	184,000	1,255,570
R/U	0	13,512,000	0	0	0	0	1,840,000	15,352,000
CONST	0	22,712,960	53,941,710	31,230,080	37,888,360	14,675,840	100,832,000	261,280,950
TOTAL	15,456	37,133,874	54,033,710	31,239,280	37,934,360	14,675,840	102,856,000	277,888,520

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1989  
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PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS  
ALL OTHER PROJECTS

OTHER  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAN
**67 SE 82ND AT SE CAUSEY ROAD OPTICOM CONTROLLER-FAP*****394*152*****									0
CONST	0	0	44,000	0	0	0	0	44,000	
**68 BVTH/TUALATIN HWY AT SW BRIDGEPORT-SIGNAL/CHANNELIZE-HES*****395*153*****									0
CONST	0	0	135,000	0	0	0	0	135,000	
**69 I205-WILLAMETTE RIVER BR(W LINN) SLAG WELD INSPECTION-HER*****396*154*****									I205
CONST	0	0	0	280,000	0	0	0	280,000	
**70 US26-MT HOOD HWY AT PALMQUIST/ORIENT RD-GRADE/PAVE/SIGNAL-FAP*****397*155*****									FAP24
CONST	0	0	0	352,000	0	0	0	352,000	
**71 US26-SUNSET HWY AT SYLVAN-EB RAMP SIGNAL-FAP*****400*156*****									FAP27
CONST	0	0	0	132,000	0	0	0	132,000	
**72 US30-BURLINGTON RR TO WILLBRIDGE UNIT 1-OVERLAY-FAP*****402*157*****									FAP2U
CONST	0	0	0	1,584,000	0	0	0	1,584,000	
**73 US30B-NE 60TH TO NE 82ND-GRADE/PAVE/SIGNALS-FAP*****403*158*****									0
CONST	0	0	0	2,640,000	0	0	0	2,640,000	

METROPOLITAN SERVICE DISTRICT  
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FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

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ALL OTHER PROJECTS

OTHER  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
***60 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING-HES*****									
CONST	0	0	450,000	0	0	0	0	450,000	FAP27
***61 US30-SW DOANE AVE TO SW BALBOA AVE-CHANNELIZATION-HES*****									
CONST	0	0	135,000	0	0	0	0	135,000	2W
***62 BH HWY-CAPITOL HWY TO TERWILLIGER BLVD BIKEWAY-BIKE*****									
CONST	0	0	100,000	0	0	0	0	100,000	
***63 99W-PACIFIC HWY AT SW FISHER ROAD SIGNAL-HES*****									
CONST	0	0	90,000	0	0	0	0	90,000	0
***64 SCHOLLS HWY AT 135TH AVE-SIGNAL/REALIGNMENT-FAP*****									
CONST	0	0	264,000	0	0	0	0	264,000	0
***65 SCHOLLS HWY AT SORRENTO ROAD SIGNAL-FAP*****									
CONST	0	0	88,000	0	0	0	0	88,000	0
***66 SCHOLLS HWY AT NICOL ROAD TURN LANES-FAP*****									
CONST	0	0	132,000	0	0	0	0	132,000	0



METROPOLITAN SERVICE DISTRICT  
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ALL OTHER PROJECTS

PORTLAND URBANIZED AREA

OTHER  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAM
**81 RESERVE FOR SURFACE PRESERVATION-METRO REGION-FAP*****412*166*****									0
RESRV	0	0	0	0	2,288,000	2,288,000	2,112,000	6,688,000	
**62 BEAVERTON/TUALATIN HWY INTERSECTION CHANNELIZATION-FAP*****413*167*****									0
CONST	0	0	0	0	0	0	88,000	88,000	
**83 BEAVERTON/TUALATIN HWY AT SE OAK-SIGNAL/LEFT TURN-HES*****414*168*****									0
CONST	0	0	0	0	0	0	135,000	135,000	
**84 US26-SUNSET/HELVETIA ROAD INTERCHANGE-FAP*****416*169*****									FAP27
CONST	0	0	2,992,000	0	0	0	0	2,992,000	
**85 US26-SUNSET/CORNELIUS PASS ROAD INTCHG-DEVELOPMENT/FP*****422*170*****									FAP27
CONST	0	0	0	0	0	0	792,000	792,000	
**86 US308-NE COLUMBIA BLVD TO NE LOMBARD ST-DEVELOPMENT*****423*171*****									0
CONST	0	0	0	0	0	0	1,936,000	1,936,000	
**87 US26-SUNSET/JACKSON RD INTERCHANGE-DEVELOPMENT*****425*172*****									FAP27
CONST	0	0	0	0	0	0	4,400,000	4,400,000	

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1985 TO POST 1988  
EFFECTIVE OCTOBER 1, 1984

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS  
ALL OTHER PROJECTS

OTHER  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FAN
**74 US308-NE PORTLAND HWY AT NE 158TH-SIGNAL/CHANNELIZE-FAP*****404*159*****									0
CONST	0	0	0	176,000	0	0	0	176,000	
**75 TV HIGHWAY AT SW 91ST SIGNAL-FAP*****405*160*****									0
CONST	0	0	0	88,000	0	0	0	88,000	
**76 BVTN HILLSDALE HWY-SCHOLLS FY RD TO 65TH BIKEWAY-BIKE*****406*161*****									
CONST	0	0	0	50,000	0	0	0	50,000	
**77 I5/TERWILLIGER OVERCROSSING(A8392)-HBR*****407*162*****									FAI5
CONST	0	0	0	0	4,000,000	0	0	4,000,000	
**78 I205-SUNNYSIDE RD TO WEST LINN BIKEWAY PHASE1-BIKE*****409*163*****									I205
CONST	0	0	0	0	350,000	0	0	350,000	
**79 US26-SUNSET HWY CLIMB LAKE-CANYON RD TO VISTA RIDGE TUNNEL-FAP*****410*164*****									FAP27
CONST	0	0	0	0	4,400,000	0	0	4,400,000	
**80 US26-SUNSET HWY/CANYON RD TO RAAB RD BIKEWAY-BIKE*****411*165*****									FAP27
CONST	0	0	0	0	50,000	0	0	50,000	

METROPOLITAN SERVICE DISTRICT  
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ALL OTHER PROJECTS

PORTLAND URBANIZED AREA

OTHER  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
OBLIGATED									
**95 TV HWY AT MURRAY BLVD INTERSECTION IMPROVEMENT*****680*178***** FAP32									
PE	33,067	11,933	0	0	0	0	0	45,000	
R/W	0	30,000	0	0	0	0	0	30,000	
CONST	0	0	528,000	0	0	0	0	528,000	
TOTAL	33,067	41,933	528,000	0	0	0	0	603,000	
**96 ROSS ISLAND BRIDGE OVERLAY*****682*179***** FAP24									
PE	23,455	64,545	0	0	0	0	0	88,000	
CONST	0	1,760,000	0	0	0	0	0	1,760,000	
TOTAL	23,455	1,824,545	0	0	0	0	0	1,848,000	
TOTAL: OTHER									
PE	196,287	342,480	80,000	0	0	0	0	618,767	
R/W	0	30,000	0	0	0	0	0	30,000	
CONST	0	3,107,000	9,115,040	5,830,000	10,736,000	0	17,559,000	46,347,040	
RESRV	0	0	0	0	2,288,000	2,288,000	2,112,000	6,688,000	
TOTAL	196,287	3,479,480	9,195,040	5,830,000	13,024,000	2,288,000	19,671,000	53,683,807	

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1985 TO POST 1988

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1984

IN FEDERAL DOLLARS

ALL OTHER PROJECTS

OTHER  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR OBLIGATED	1984	1985	1986	1987	1988	POST 1988	AUTHORIZED	FA#
**88 US26-SUNSET/NE 185TH AVE INTERCHANGE-DEVELOPMENT*****426*173*****									FAP27
CONST	0	0	0	0	0	0	4,400,000	4,400,000	
**89 US26-SUNSET/CORNELL ROAD INTERCHANGE-DEVELOPMENT*****427*174*****									FAP27
CONST	0	0	0	0	0	0	4,400,000	4,400,000	
**90 US308-NE 82ND AVE TO I205-DEVELOPMENT*****428*175*****									0
CONST	0	0	0	0	0	0	1,408,000	1,408,000	
**91 NW CORNELL RD BRIDGES-AUDUBON SOCIETY BLDG TO TUNNEL #1-H8RR*****447*176*****									FAU9022
PE	0	0	80,000	0	0	0	0	80,000	
CONST	0	0	1,400,000	0	0	0	0	1,400,000	
TOTAL	0	0	1,480,000	0	0	0	0	1,480,000	
**92 HWY212 CLIMBING LANE-ROCK CREEK JCT TO MP 0.75-FAP DEVELOPMENT*****450*588*****									FAP74
CONST	0	0	0	528,000	0	0	0	528,000	
**93 TUALATIN VALLEY HIGHWAY-SE 21ST AVE TO SE OAK ST-FAP*****555*592*****									FAP32
PE	139,765	90,002	0	0	0	0	0	229,767	
**94 SUNSET/MURRAY INTERCHANGE-PHASE I-FAP*****567*177*****									FAP27
CONST	0	0	0	0	1,936,000	0	0	1,936,000	

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1985 TO POST 1988

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ALL OTHER PROJECTS

PORTLAND URBANIZED AREA

PROJECT DESCRIPTION	ESTIMATED OBLIGATED	EXPENDITURES 1984	BY FEDERAL FISCAL YEAR 1985	1986	1987	1988	POST 1988	AUTHORIZED	FAM
GRAND TOTAL									
PE	211,743	1,251,394	172,000	9,200	46,000	0	184,000	1,874,337	
R/W	0	13,542,000	0	0	0	0	1,840,000	15,382,000	
CONST	0	25,819,960	63,056,750	37,060,080	48,624,360	14,675,840	118,391,000	307,627,990	
RESRV	0	0	0	0	2,288,000	2,288,000	2,112,000	6,688,000	
TOTAL	211,743	40,613,354	63,228,750	37,069,280	50,958,360	16,963,840	122,527,000	331,572,327	

STAFF REPORT

Agenda Item No. 8.3

Meeting Date Sept. 25, 1984

CONSIDERATION OF RESOLUTION NO. 84-500 FOR THE  
PURPOSE OF ADOPTING LEGISLATIVE OBJECTIVES REGARDING  
DISTRICT FINANCES

---

Date: September 19, 1984

Presented By: Rick Gustafson

FACTUAL BACKGROUND AND ANALYSIS

The Resolution on Metro's financial legislative program has been slightly amended from the resolution distributed for the last Council meeting. The amendment is to change the adoption of specific bill drafts to adoption of the goals which the bills embody. For example, the Council's goal in the excise tax bill is to have authority to impose an excise tax to fund general government functions; this goal is achieved if the bill were expanded to allow a tax on regional services, amended to put a ceiling on the level of the tax, or moved to a different Metro Statute. This changed wording focuses legislative attention on Metro's needs and goals, and no new Council resolution will be required as these goals work their way through the legislative process.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of the revised Resolution No. 84-500.

RG:amn

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

(Revised)

FOR THE PURPOSE OF ADOPTING )  
LEGISLATIVE OBJECTIVES REGARDING )  
DISTRICT FINANCES )

RESOLUTION NO. 84-500

Introduced By  
Presiding Officer Kirkpatrick  
and Executive Officer  
Gustafson

WHEREAS, The Council of the Metropolitan Service District has adopted Resolution No. 84-444 establishing long-range financial policies for Metro; and

WHEREAS, The Council has adopted Resolution No. 84-477 which establishes priorities and objectives of Metro for the next two years including a Priority (b) to "Establish and Maintain Adequate and Firm Financial Support for All Services" and a concomitant objective to "Offer specific legislative proposals for improving Metro financing"; and

(WHEREAS, it has been determined that approximately \$1,000,000 is necessary to fund government activities; and)

WHEREAS, The Presiding Officer and Executive Officer have caused extensive research and analysis of Metro finances to be done and have consulted interested citizens and local officials on Metro functions; now, therefore,

BE IT RESOLVED,

(That the legislative proposals attached as Attachments "1" through "4" are hereby adopted by the Metropolitan Service District for submission to the 1985 Legislative Assembly.)

That the Council of the Metropolitan Service District adopts as legislative objectives bills which will (1) uncouple

approval of zoo financing from authorization to provide non-zoo functions, (2) provide state-shared revenues for general government purposes, (3) give Metro authority to tax Metro services for general government purposes, and (4) continue local government dues.

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

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

DC:amn





# 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: September 12, 1984

To: Metro Council

From: Corky Kirkpatrick, Presiding Officer CK

Regarding: Legislative Report

Please find attached a copy of the Executive Officer's and my memo regarding financial legislative proposals. I will discuss this memo with you at our September 13, 1984, meeting and plan to discuss the proposals with the House Legislative Task Force on Regional Governance (Otto Committee) on September 14, 1984.

The attached memo contains a proposed Resolution (No. 84-500) which will be formally considered at the September 13, 1984, Council meeting. If the Resolution is adopted, we plan to ask the House Legislative Task Force to include the proposals in their report. The final meeting of the House Task Force is scheduled for September 28, 1984.

CK:amn

Attachments

FOR THE PURPOSE OF ADOPTING	)	RESOLUTION NO. 84-500
LEGISLATIVE PROPOSALS REGARDING	)	
DISTRICT FINANCES	)	Introduced by
	)	Presiding Officer Kirkpatrick
	)	and Executive Officer Gustafson

WHEREAS, The Council of the Metropolitan Service District has adopted Resolution No. 84-444 establishing long-range financial policies for Metro; and

WHEREAS, The Council has adopted Resolution No. 84-477 which establishes priorities and objectives of Metro for the next two years including a Priority (B) to "Establish and Maintain Adequate and Firm Financial Support for All Services" and a concomitant objective to "Offer specific legislative proposals for improving Metro financing"; and

WHEREAS, The Presiding Officer and Executive Officer have caused extensive research and analysis of Metro finances to be done and have consulted interested citizens and local officials on Metro functions and finances; now, therefore,

BE IT RESOLVED,

That the legislative proposals attached as Attachments "1" through "4" are hereby adopted by the Metropolitan Service District for submission to the 1985 Legislative Assembly.

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

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

purposes, (3) give Metro authority to tax Metro services for general government purposes, and (4) continue local government dues.

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

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

DC/gl  
1932C/388-6

PROPOSAL TO RECEIVE STATE-SHARED REVENUE FOR GENERAL PURPOSES

This legislative concept authorizes Metro to receive revenue based upon a \$.01 per pack tax on the sale of cigarettes statewide. Two options are proposed as follows:

Option A: Additional \$.01 per pack cigarette tax statewide will raise approximately \$3.3 million. Distribute funds to counties, but in tri-county area distribute funds to Metro on basis of Metro population in each county to total county population.

Additional \$.01 per pack tax distributed in this manner would yield approximately:

Clackamas County	100,975
Multnomah County	6,592
Washington County	35,039
Metro	<u>1,185,874</u>

Total	\$1,328,480
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Option B: Additional \$.03 per pack cigarette tax. Distribute funds to counties (\$.01), cities (\$.01) and Metro and COGs (\$.01). Metro would receive entire tri-county for general government purposes and as share as regional planning and coordination agency. Revenue would total approximately \$1,328,480.

1932C/388-4

PROPOSAL TO EXTEND LOCAL GOVERNMENT DUES ASSESSMENT AUTHORITY**268.513. Service charge for planning functions of district.**

(1) The council [,in its sole descretion may determine that,] shall consult with the local government officials advisory committee appointed under ORS 268.170 in determining whether it is necessary to charge the cities and counties within the district for the services and activities carried out under ORS 268.380 and 268.390. If the council determines that it is necessary to charge cities and counties within the district for any fiscal year, it shall determine the total amount to be charged and shall assess each city and county with the portion of the total amount as the population of the portion of the city or county within the district bears to the total population of the district provided, however, that the service charge shall not exceed the rate of 51¢ per capita per year. For the purposes of this subsection, the population of a county does not include the population of any city situated within the boundaries of that county. The population of each city and county shall be determined in the manner prescribed by the council.

(2) The council shall notify each city and county of its intent to assess and the amount it proposes to assess each city and county at least 120 days before the beginning of the fiscal year for which the charge will be made.

(3) The decision of the council to charge the cities and counties within the district, and the amount of the charge upon each, shall be binding upon those cities and counties. Cities and counties shall pay their charge on or before October 1 of the fiscal year for which the charge has been made.

(4) [This section shall not apply to a fiscal year which ends later than June 30, 1985.] The Port of Portland and Tri-County Metropolitan Transportation District established pursuant to Chapter 267 ORS shall each pay as charges a per capita amount equal to .125 of the per capita service charge set for the cities and counties for population within the Metropolitan Service District, and the provisions of subsections (2) and (3), above, shall apply to the charge.

PROPOSAL TO RECEIVE STATE-SHARED REVENUE FOR GENERAL PURPOSES

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Option B: Additional \$.03 per pack cigarette tax. Distribute funds to counties (\$.01), cities (\$.01) and Metro and COGs (\$.01). Metro would receive entire tri-county for general government purposes and as share as regional planning and coordination agency. Revenue would total approximately \$1,328,480.

PROPOSAL TO AUTHORIZE IMPOSITION OF FEE ON  
METRO SERVICES FOR GENERAL PURPOSES

268.515 Service and user charges; grants; loans, excise taxes. (1) A district may impose and collect service or user charges in payment for its services or for the purposes of financing the planning, design, engineering, construction, operation, maintenance, repair and expansion of facilities, equipment, systems or improvements authorized by this chapter.

(2) A district may seek and accept grants of financial and other assistance from public and private sources.

(3) A district may, with the approval of a majority of members of its governing body, borrow money from any county or city with territory in the district.

(4) A district may, by entering into loan or grant contracts or by the issuance of bonds, notes or other obligations with the approval of a majority of members of its governing body, borrow money from the state or its agencies or departments, including without being limited to, money from the Pollution Control Fund.

(5) Notwithstanding ORS 294.305 to 294.520, the authority to borrow granted under this section includes the authority to enter into agreements to repay such money subject to such terms and conditions as the parties may agree.

(6) A district may provide that its borrowing of money be secured by a lien and pledge of all or any part of the revenues derived by the district from the facilities constructed from the proceeds of the moneys borrowed.

(7) The district may impose an excise tax on any of its functions for the purposes of performing any of its functions and studying additional functions.

(8) [(7)] Except in an emergency, the imposition of or increase in a service or user charge and the imposition of an excise tax shall not become effective until 65 business days after approval by the governing body. As used in this subsection, business days mean Monday through Friday.

MEMORANDA PRESENTED TO COUNCIL ON LONG-RANGE FINANCES

- o "Future Funding--Background Information on Metro Financial Situation." July 26, 1983.
- o "The General Fund--Its Relationship to Other Funds and Functions Provided." July 26, 1983.
- o "Long-Range Financial Policies for Metro." September 7, 1983.
- o "Five-Year Projections for the General Fund." September 8, 1983.
- o "Preliminary Projections for Zoo Operating Fund." September 28, 1983.
- o "Long-Range Financial Policies for Metro." January 3, 1984.
- o "Zoo Five-Year Financial Plan." January 16, 1984.
- o "Intergovernmental Resource Center Funding Proposal and Schedule." May 25, 1984.
- o "Redefinition of Existing General Fund and Proposed Five Operating Fund System." May 30, 1984.
- o "Proposal for Extension of Mandatory Dues." June 20, 1984.
- o "General Government Cost Projections and Allocation of Support Service Costs." June 20, 1984.
- o "Long-Range Financing for Zoo Operations." July 26, 1984.

1932C/388-4



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 26th day of January, 1984.

*Conkie Kirkpatrick*  
Presiding Officer

DC/gl  
0512C/366  
01/05/84

## 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.

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. Approximately 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, 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 set of financial policies shall be prepared for adoption by the 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.

0512C/366  
1/26/84

## REVENUE PROPOSAL FOR GENERAL GOVERNMENT

BACKGROUND

FINANCIAL STABILITY IS IMPORTANT GOAL FOR METRO

POTENTIAL LOSS OF TWO FUNDING SOURCES

- o Zoo tax levy (passed May 1984).
- o Local government dues (expires June 1985).

FINANCIAL POLICIES ADOPTED BY METRO COUNCIL

- o Each functional area secure identified source of revenue.

Zoo - Admission/Concession Fees and Property Taxes

Solid Waste - Disposal and User Fees

Intergovernmental

Resource Center (IRC) - Grants and Local Government  
Dues

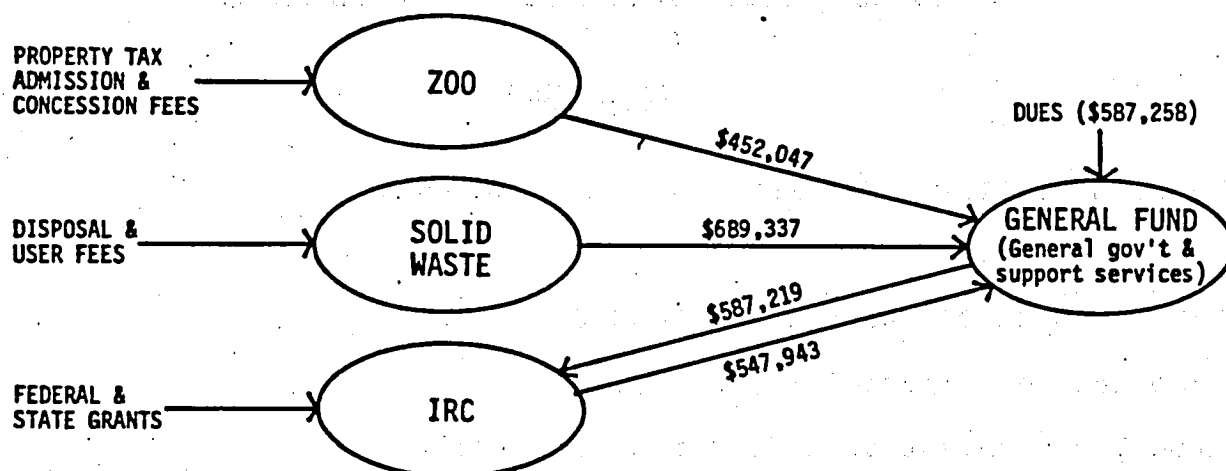
General Government - ???

- o General Government will pay for direct costs and its share of support service costs.
- o Support Services functions (Accounting, Personnel, Budget, Data Processing, etc.) shall be financed by other operating funds on basis of actual use.

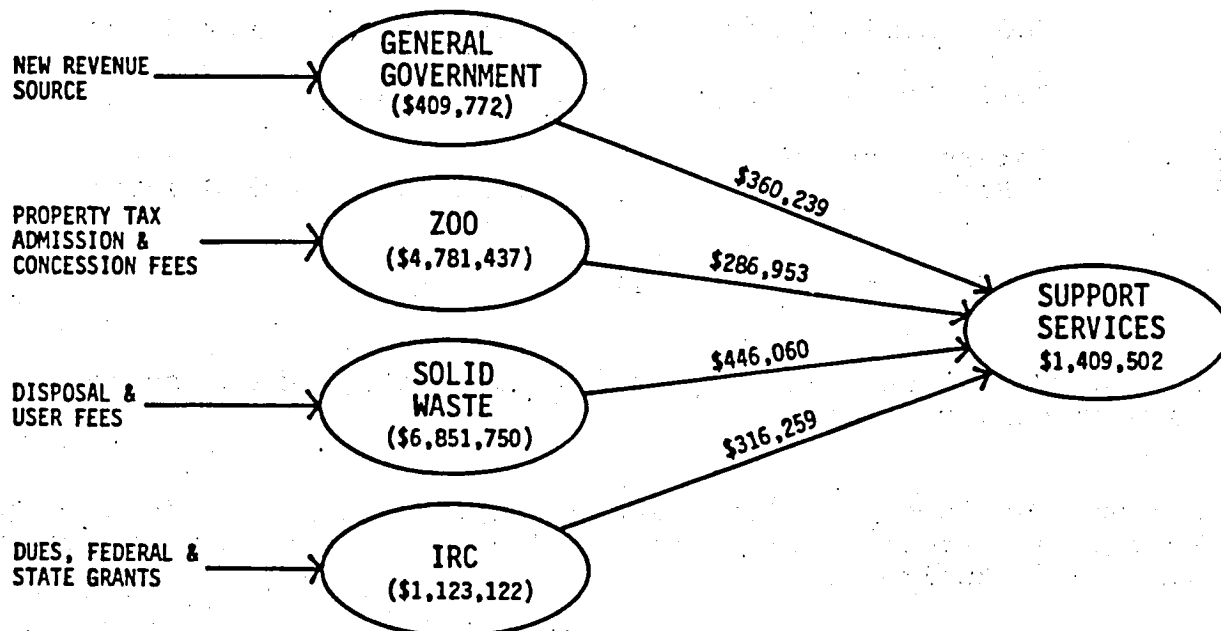
NEEDS

EXISTING GENERAL GOVERNMENT FUNCTIONS	\$ 660,000 - \$ 770,000
ENHANCE LOCAL ASSISTANCE PROGRAMS	60,000 - 100,000
REGIONAL SERVICE NEEDS ANALYSIS	<u>125,000 - 200,000</u>
TOTAL	\$ 845,000 - \$1,070,000

## Current (1984-85) Four Operating Fund System



## Proposed Five Operating Fund System



## Summary

	CURRENT	PROPOSED	DIFFERENCE
Dues*	\$129,956	\$ 0	\$(129,956)
Transfers			
Zoo	452,047	286,953	(165,094)
SW	689,337	446,060	(243,277)
IRC	547,943	316,259	(231,684)
New source	0	770,011	770,011
	<u>\$1,819,283</u>	<u>\$1,819,283</u>	<u>\$ 0</u>

\*The amount of dues currently used to pay for cost of general government functions (1984-85 Budget)

POTENTIAL REVENUE SOURCESEXISTING AUTHORITY

- o Property Tax
- o Income Tax

ADDITIONAL TAXING AUTHORITY

- o General or specific authority to tax a variety of goods or services.

STATE SHARED REVENUES

- o Liquor Revenue
- o Cigarette Tax Revenue

FEE FOR METRO SERVICES

- o Apportion revenue from Solid Waste, Zoo and IRC to cost of General Government.

REVENUE ALTERNATIVES  
(One or Any Combination)

STATE-SHARED REVENUE

Option A: Additional \$.01 per pack cigarette tax state-wide will raise approximately \$3.3 million. Distribute funds to counties, but in tri-county area distribute funds to Metro on basis of Metro population in each county to total county population.

Additional \$.01 per pack tax distributed in this manner would yield approximately:

Clackamas County	100,975
Multnomah County	6,592
Washington County	35,039
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Total	\$1,328,480

Option B: Additional \$.03 per pack cigarette tax. Distribute funds to counties (\$.01), cities (\$.01) and Metro and COGs (\$.01). Metro would receive entire tri-county for general government purposes and as share as regional planning and coordination agency. Revenue would total approximately \$1,328,480.

FEE FOR METRO SERVICES

Allow fees collected by Metro services to be used for general government purposes. Existing services include solid waste, Zoo and local government assistance (IRC). Revenue to general government could be obtained by any of three methods:

- o Continue the transfer on basis of cost allocation plan;
- o Budget a specific amount of fees directly in general government fund; and
- o Impose a tax on Metro services for general government purposes.

Financial impact based on current payment for general government is as follows:

Solid Waste:

Based on an estimate of 755,000 tons of waste generated each year in the region an allocation of \$.33 per ton would yield approximately \$249,000.

Zoo Admissions:

Based on an estimate of admissions fee revenue of \$961,900 for FY 1983-84 an allocation of 15 percent of admissions would yield approximately \$144,000.

Dues Assessment (IRC):

Based upon an estimate of local government dues of \$587,000 (\$.50 per capita) allocating \$.10 per capita to the general government would yield approximately \$117,000.

In summary, service revenue allocated for general government purposes as indicated above would yield approximately the following:

Solid Waste	\$249,000
Zoo	144,000
Dues	117,000
Eligible Grant Charges	<u>232,000</u>
Total	\$742,000

DC/srb  
1566C/D1  
08/14/84

STAFF REPORT

Agenda Item No. 8.4

Meeting Date Sept. 25, 1984

CONSIDERATION OF RESOLUTION ESTABLISHING REGIONAL  
CORRECTIONS TASK FORCE

---

Date: September 14, 1984

Presented by: Steve Siegel

FACTUAL BACKGROUND AND ANALYSIS

Informal discussions between county policy officials in the tri-county area have concluded that there is a need to deal with the adult corrections issue now. Multnomah County contacted Metro staff regarding the possibility of putting together a regional consensus-building program aimed at preparing legislative proposals for the 1985 Session. As part of that program, there is a need for a Task Force of policy officials from the primary affected governmental entities. This Task Force will meet two to three times during the next three months to coordinate a programmatic strategy. The make-up of the Task Force has been prepared in consultation with local officials.

In compliance with Council policy the charge, membership and time duration of the Task Force is outlined in Attachment A to the Resolution. The Resolution appoints the Metro representation on the Task Force.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of the Resolution.

SS/srb  
2011C/392-2  
09/14/84



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING	)	RESOLUTION NO. 84-502
A REGIONAL CORRECTIONS TASK FORCE	)	
	)	Introduced by the
	)	Council Management Committee

WHEREAS, The Metropolitan Service District has the  
statutory responsibility for regional criminal justice planning; and

WHEREAS, The affected local governments have expressed  
interest in a regional effort to resolve the adult sentenced felons  
and jail overcrowding issue; and

WHEREAS, The Council of the Metropolitan Service District  
has established procedures for establishing regional task forces;  
now, therefore,

BE IT RESOLVED,

1. That a Regional Corrections Task Force be established  
as described in Attachment A.

2. That the Council of the Metropolitan Service District  
hereby appoints its representatives to the Task Force as follows:

- a. Councilor Oleson
- b. Councilor Cooper
- c. Executive Officer Gustafson

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

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

SS/srb  
2011C/392-1  
09/14/84

## ATTACHMENT A

### Charge

1. Prepare a multi-year Regional Corrections Improvement Strategy.
2. Prepare an immediate action plan aimed at the 1985 Legislative Session.

### Membership

1. The Task Force is comprised of 13 members, including a Chairperson, one representative of each County Commission, one representative of each Sheriff's office, one representative of each District Attorney's office, and three representatives from the Metropolitan Service District.
2. Each entity self determines its appointment.
3. County Executive Buchanan, Multnomah County, will serve as Chairperson.

### Time Duration

Task Force terminates on December 31, 1984.

SS/srb  
2011C/392-1  
09/14/84

STAFF REPORT

Agenda Item No. 8.5

Meeting Date Sept. 25, 1984

CONSIDERATION OF APPOINTMENTS OF CITIZEN MEMBERS  
TO THE TRANSPORTATION POLICY ALTERNATIVES  
COMMITTEE (TPAC).

---

Date: September 13, 1984

Presented by: Peg Henwood

FACTUAL BACKGROUND AND ANALYSIS

Two of the six citizen members on the TPAC have resigned. Staff has actively recruited to fill the two vacancies.

A memo was sent to the Council on July 18, 1984 asking for recommendations for citizen members to serve on TPAC. A press release was mailed to the metropolitan area media. Notices appeared in several newspapers, radio stations and cable TV carried the notice as a public service announcement.

Twelve people applied to fill the two vacancies. Seven people, who most closely met the criteria, were interviewed by Corky Kirkpatrick, Andy Cotugno and Peg Henwood. Janice Foster and Jon Egge are being recommended to the Council to fill the two vacancies on TPAC. The other applicants are being encouraged to re-apply for the other citizen positions whose terms end in October.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends selection of Janice Foster and Jon Egge to fill the two vacant positions.

PH:mcp

TPAC CITIZEN MEMBERS RECOMMENDATIONS

JANICE FOSTER  
3805 N. E. 18th  
Portland, OR 97212

Ms. Foster, who is the Education Service Manager at Providence Hospital, has just completed requirements for a Master's degree of Public Administration. She has served on several educational and health care boards, and been active in targeting and registering voters for a U.S. Senatorial campaign.

Ms. Foster spent several hours at Metro studying past TPAC minutes and reviewing the Regional Transportation Plan (RTP) and other Metro functions. She is most interested in participating in policy development within a regional context.

JON EGGE  
6146 Kellogg Court  
Milwaukie, OR 97222

Mr. Egge is the owner and general manager of Milwaukie Plumbing Company. He currently is Senior Vice President of the North Clackamas County Chamber of Commerce Government & Legislative Affairs Committee, Chairman of the Portland Area Plumbers Apprentice Committee, and a Director of Government Affairs for the Independent Plumbing Contractors of Oregon. Mr. Egge's interest in applying to serve on TPAC comes from his ongoing interest in civic and political affairs in the Metro area.

He is very familiar with the Metro area since the nature of his business takes him to all parts of the region.

PH:mcp

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF CONSIDERING ) RESOLUTION NO. 84-503  
APPOINTMENTS OF CITIZEN MEMBERS )  
TO TRANSPORTATION POLICY )  
ALTERNATIVES COMMITTEE (TPAC) )

WHEREAS, there are six citizen members serving two-year terms on TPAC; and

WHEREAS, two citizen members have resigned prior to the end of their term; and

WHEREAS, members of the public were actively recruited to fill the two vacancies to serve two-year terms on TPAC; now, therefore,

BE IT RESOLVED,

That Janice Foster and Jon Egge are appointed to serve two-year terms as citizen members on TPAC.

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

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