



# 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: April 25, 1985  
Day: Thursday  
Time: 5:30 p.m.  
Place: Council Chamber

Approx.  
Time \*

Presented By

- |      |  |  |
|------|--|--|
| 5:30 | CALL TO ORDER<br>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<br><i>5.1 BEAR GROTTO NEGOTIATED BID: DECISION TO REBID</i>   |  |
| 5:50 | 6. CONSENT AGENDA  |  |
|      | 6.1 Approval of Minutes of the Meeting of March 28, 1985   |  |
|      | 6.2 <u>Consideration of Resolution No. 85-561, for the Purpose of Amending the Transportation Improvement Program to Include a Fremont Bridge Debris Control Fencing Project</u> |  |

\* All times listed on this agenda are approximate; items may not be considered in the exact order indicated.

(continued)

7. RESOLUTIONS

- 5:55            7.1 Consideration of Resolution No. 85-564, for the            Wietting  
                  Purpose of Requiring Mandatory Prequalification  
                  for the Contract for Operating the St. Johns  
                  Landfill
- 6:10            7.2 Consideration of Resolution No. 85-560, for the            Cotugno  
                  Purpose of Approving the FY 1985 Highway  
                  Allocation Plan for the Interstate Transfer  
                  Program and Amending the Transportation Improvement  
                  Program Accordingly
- 6:20            7.3 Consideration of Resolution No. 85-562, for the            Sims  
                  Purpose of Adopting the Annual Budget of the  
                  Metropolitan Service District for FY 1985-86,  
                  Making Appropriations from Funds of the  
                  District in Accordance with Said Annual Budget,  
                  Creating a St. Johns Methane Recovery Fund and a  
                  Building Management Fund, and Levying Ad Valorem  
                  Taxes
- 6:45            7.4 Consideration of Resolution No. 85-563, for the            Sims  
                  Purpose of Approving the FY 1985-86 Budget and  
                  Transmitting the Approved Budget to the Tax  
                  Supervising and Conservation Commission

8. OTHER BUSINESS

- 6:50            8.1 Consideration of a Waiver of the Personnel            Sims  
                  Rules, Section 54(C)

6:55            9. COMMITTEE REPORTS

7:00            ADJOURN

MINUTES OF THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

March 28, 1985

Councilors Present: Councilors DeJardin, Gardner, Hansen,  
Kirkpatrick, Kafoury, Kelley, Myers, Van Bergen,  
Waker and Bonner

Councilors Absent: Councilors Cooper and Oleson

Also Present: Rick Gustafson, Executive Officer

Staff Present: Don Carlson, Eleanore Baxendale, Dan Durig, Doug  
Drennen, Buff Winn, Peg Henwood, Mary Jane Aman,  
Norm Weitting, Wayne Rifer, Jill Hinckley,  
Phillip Fell, Ed Stuhr, Richard Brandman, Kay  
Rich, Gene Leo, Ray Barker

Chairman Bonner called the meeting to order at 5:30 p.m.

1. INTRODUCTIONS

None.

2. COUNCILOR COMMUNICATIONS

None.

3. EXECUTIVE OFFICER COMMUNICATIONS

Report of the Telecommunications Working Group. Executive Officer Gustafson invited Richard Brandman to present a report summary on conclusions and recommendations of the Telecommunications Working Group. The group was formed to provide advice to Metro and local transportation providers regarding the potential for telecommuting to occur in the region by the year 2005. He explained it would cost about \$10,000 to continue the efforts of the Working Group and Metro could coordinate these efforts.

Presiding Officer Bonner asked what would be accomplished for \$10,000. Mr. Brandman said the first three tasks of the proposed work program could be completed: 1) identifying regional issues; 2) identifying essential elements of the regional telecommunications infrastructure; and 3) identifying telecommunications issues which cross jurisdictional boundaries.

Ed Morrison, Oregon Public Utilities Commission, Telecommunications Division, thanked Metro for providing a forum for jurisdictions to

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discuss these issues. He said it would be important for this forum to continue to test out solutions for the problems identified.

Councilor DeJardin asked when the Group would address communication networks with Salem, Eugene and Central Oregon. Mr. Morrison explained Senator Otto and Representative Shiprack had asked the group to examine the Portland metropolitan area problem. Other Oregon areas would be examined five to ten years later, he said.

A discussion followed about funding the \$10,000 project. Councilor Van Bergen thought the Group should investigate whether funds collected for cable franchise fees by local governments could be allocated to the project.

Councilor Kirkpatrick said she agreed the work program was important but was concerned the proposed budget would not provide enough funds to do a thorough job and encouraged matching government funds with private funds. She was also concerned that the project had not be reviewed by the Intergovernmental Resource Committee and funded through the regular budget process.

Councilor Gardner asked for examples of the problems the Group would work to resolve. Mr. Brandman explained, for example, cable television franchise agreements included provisions for transmitting business data. These agreements, however, did not require cable networks to be compatible which prohibited telecommuting between some local areas.

Councilor Waker asked how the public would benefit from the proposed investment. Mr. Brandman said better telecommunication networks would encourage development of new business and would improve efficiency of existing businesses. The cost of doing business in the area would also decrease, he explained.

Presiding Officer Bonner thought the Group should approach its work program with a wider vision and the project should be funded at a higher level. The Executive Officer explained he had not proposed funding the project in FY 1985-86. The Council could, however, identify and approve funds.

Alaska Tundra Project Litigation. Eleanore Baxendale circulated correspondence from Andrew Jordan explaining the current status of litigation. She said the claim was recently revised to increase the amount of the claim and to include an additional surety company. A motion was currently before the court to consolidate a subcontractors claim with the main claim. Because no action had been taken on these matters, she had no new information to report.

Legislative Update. The Executive Officer reported he, Councilors Waker and Myers, and Carl Halvorson met with Governor Atiyeh to encourage the Governor's support of HB 2037 regarding local government dues extension. He also reported the House Intergovernmental Affairs Committee scheduled a public hearing at the Portland Building on April 2 to receive testimony on the three bills regarding Metro's organizational structure (making the Executive Officer the 13th member of the Council; granting Metro the authority to create commissions; and authorizing the Executive Officer to appoint the Tri-Met Board).

4. WRITTEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

None.

5. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

Judy Dehen, 2965 N.W. Verde Vista Terrace, Portland, Oregon, representing the Columbia Group of the Sierra Club, said she had received a copy of a memo from Dennis Mulvihill dated March 14, 1985, regarding the Sierra Club, Jack Dingman, organic bioconversion and composting. The memo referred to misleading statements made by the Club regarding the Executive Officer and Mr. Mulvilhill's approval of Mr. Dingman's composting system. Ms. Dehen said when she left the meeting regarding the composting system, she thought Metro was supportive of the program and was suprised a misunderstanding had resulted.

Ms. Dehen also discussed Metro's complaint about not getting a satisfactory response to requests from Mr. Dingman. She thought reasons for a lack of response could have been because he did not think staff were seriously interested in his program or because he had already targeted other, more promising markets. She emphasized Mr. Dingman's company was not the only provider of the service and if staff were interested in this alternative or other alternative processes, there were plenty of firms with which to make contact.

Ms. Dehen said she wanted to work as a team with Metro in developing alternatives to landfill disposal and wanted to be kept informed about progress in pursuing these alternatives. The Presiding Officer said she would be kept informed and welcomed her participation.

Miles Stanley addressed the Council about alternative waste recovery systems. He encouraged this mode of solid waste management due to increasing markets for recyclables. He distributed material to the Council which explained his proposal in more detail and invited the Council to contact him, via Dennis Mulvihill, if they had questions about this proposal.

6. CONSENT AGENDA

Motion: Councilor Kafoury moved adoption of the Consent Agenda. Councilor Van Bergen seconded the motion.

Councilor Kirkpatrick noted on March 21, the Council Management Committee recommended adding one item to the Development Officer's list of typical duties: requiring the Development Officer to assist the Zoo Director in in fund-raising efforts for the Friends of the Zoo. The job description distributed to the Council did not reflect that recommendation, she said. She also asked that Committee recommendations be included in future staff reports.

Vote: A vote on the motion resulted in:

Ayes: Councilors DeJardin, Gardner, Kirkpatrick, Kafoury, Kelley, Myers, Van Bergen, Waker and Bonner

Absent: Councilors Cooper, Hansen and Oleson

The motion carried and the following items were adopted or approved:

Minutes of the Meetings of February 28 and March 7, 1985

Resolution No. 85-555, Adding Chris Thomas to the Approved List of Hearings Officers

Appointment of a Zoo Development Officer

A New Position Request by the Zoo for a Program Coordinator for the Purpose of Offering an Expanded Naturalist Program to the Public

Adding One Half-time Program Assistant 1 (Working Title: Graphics Technician) Position to the Zoo's Educational Services Division

7. ORDINANCES

7.1 Consideration of Ordinance No. 85-187, for the Purpose of Adopting a Final Order and Amending the Metro Urban Growth Boundary in Contested Case No. 83-1 (First Reading)

The Clerk read the Ordinance by title only.

Motion: Councilor Kafoury moved the Ordinance be adopted and Councilor Kelley seconded the motion.

Jill Hinckley reported the city of Gresham and Multnomah County supported this action. No one spoke against the action and the Hearings Officer recommended approval, she said. Because there was no opposition to the case, public testimony was not received at this meeting.

The Presiding Officer announced a second reading of the Ordinance would take place April 11, 1985.

8. RESOLUTIONS

8.1 Consideration of Resolution No. 85-545, for the Purpose of Adopting a Council Position on Proposed Legislation Modifying State Landfill Siting Authority

Phillip Fell explained Resolutions No. 545 and 554 were brought to the Council at its request. Resolution No. 545 was worded to address the general principles by which landfills should be sited, and Resolution No. 85-554 specifically addressed Metro's position regarding SB 662. There was no discussion regarding Resolution No. 85-545.

Motion: Councilor Kafoury moved to adopt Resolution No. 85-545 and Councilor Waker seconded the motion.

Vote: A vote on the motion resulted in:

Ayes: Councilors DeJardin, Gardner, Kirkpatrick, Myers, Van Bergen, Waker and Bonner

Nays: Councilor Kelley

Absebt: Councilors Cooper, Hansen and Oleson

The motion carried and the Resolution was adopted.

8.2 Consideration of Resolution No. 85-554, for the Purpose of Adopting a Council Position on Senate Bill 662, Modifying State Landfill Siting Authority

Motion: Councilor Gardner moved to adopted Resolution No. 85-554 and Councilor Kelley seconded the motion.

Councilor Kafoury said she could not support the Resolution because she had not read SB 662. Councilor Kirkpatrick said she was concerned about the bill's incorrectly worded provision for a 50¢ surcharge and because she had not seen the latest draft, she was reluctant to support the Resolution.

Mr. Fell explained several changes had recently been made to the bill: 1) counties would be allowed to consider statewide goals but not local comprehensive plans in siting landfills; 2) if counties failed to recommend a landfill site, they could not later appeal an EQC site selection; and 3) the bill now read, "that area in Multnomah County situated west of Interstate Highway 5 between the Willamette and Columbia Rivers."

Withdrawal of Motion: Councilors Gardner and Kelley agreed to withdraw their motion until the Council could examine the latest draft of the bill.

Councilor Myers urged the Council to reconsider their position on SB 662 in order to assist Representative Burton in preparing his amendments. He asked for reconsideration at the April 11 Council meeting.

Mr. Fell explained staff and Counsel were preparing responses to SB 662 and many issues had not been satisfactorily addressed. He said he could bring back a Resolution for consideration on April 11 if all staff's questions were answered before that date. Presiding Officer Bonner agreed the Council would reconsider the Resolution at the April 11 meeting.

8.3 Consideration of Resolution No. 85-556, for the Purpose of Adopting a Council Position on Proposed Legislation: HB 2038, Making the Executive Officer the 13th Member of the Council; and HB 2427, Executive Officer to be Appointed by the Council

Motion: Councilor Kirkpatrick moved the Resolution be adopted and Councilor Kafoury seconded the motion.

Ray Barker noted HB 2427 had been erroneously referred to as HB 2027 in the resolution and staff report.

Presiding Officer Bonner questioned whether the Council should approve the Resolution because he did not know whether the Metropolitan Citizens League, City Club or Columbia Willamette Futures study groups were actually carrying out studies on these issues. He thought the Council should take a position independent of other studies.

Councilor Kirkpatrick said she understood the City Club and the Citizens League were still involved in studies related to the Council's structure. Don Carlson confirmed a Citizens League study was in progress. Councilor DeJardin suggested staff check with the three groups regarding actual status of their studies.



In response to the Presiding Officer's request to postpone action until the status of studies was known, Councilor Kirkpatrick said the Council needed to take a position before the April 2 House Intergovernmental Affairs Committee public hearing.

Vote: A vote on the motion resulted in:

Ayes: Councilors DeJardin, Gardner, Kirkpatrick, Kafoury, Kelley, Myers, Van Bergen, Waker and Bonner

Absent: Councilors Cooper, Hansen and Oleson

The motion carried and the Resolution was adopted.

8.4 Consideration of Resolution No. 85-557, for the Purpose of Authorizing Certain Automobile Leases with McCullagh Leasing, Inc.

Motion: Councilor Van Bergen moved the Resolution be adopted. Councilor Hansen seconded the motion.

There was no discussion about the Resolution.

Vote: A vote on the motion resulted in:

Ayes: Councilors DeJardin, Gardner, Hansen, Kirkpatrick, Kafoury, Kelley, Myers, Van Bergen, Waker and Bonner

Absent: Councilors Cooper and Oleson

The motion carried and the Resolution was adopted.

9. OTHER BUSINESS

9.1 Consideration of a Contract with the Friends of the Washington Park Zoo

Gene Leo reviewed changes from the previous contract with the Friends: the contract would be automatically reviewed every three years; \$5.00 per membership would be applied to a specific Zoo project to provide more incentive for membership growth; and the contract provided for a strategic planning and priorities process with participation from key Zoo staff and designated Metro Councilors and Friends' Board members to assure common Zoo/Friends development goals.

Motion: Councilor Kafoury moved to approve the contract and Councilor DeJardin seconded the motion.

Councilor Kafoury said she was very encouraged with the provisions of the new contract, especially those of working toward common Zoo/Friends fund-raising goals.

Grant Stebbner, President of the Friends' Board, and Carol Bailey, Executive Director, reported they were pleased with the contact and looked forward to working with Metro under the revised program.

Councilor Waker questioned why a \$5.00 fee would be donated to the development fund regardless of the class of membership and fee paid for each membership. Mr. Leo responded it was administratively simpler to establish one fee.

In response to Councilor Kelley's question, Mr. Leo explained the Friends' budget was reviewed by the Executive Committee of the Friends' Board of Directors.

Presiding Officer Bonner called at recess at 6:50 p.m. The Council reconvened at 7:00 p.m.

9.2 Consideration of Preferred Option for Development of Methane Gas Resource at the St. Johns Landfill

Motion:

Dan Durig introduced key staff and consultants working on the methane gas development project. Doug Drenned explained the history of the project, how landfill gas was produced and the various ways of treating gas in order to prepare it for market. Buff Winn then reviewed the process for purchasing gas after it was treated.

Ted Briggs of EMCON Associates presented detailed information regarding how markets were evaluated and could be developed. He described the relative advantages and disadvantages of the owner developing markets versus hiring an outside developer to develop them.

Mr. Winn then reviewed a summary of current development options available including Metro-developed for a medium-Btu project, developed by BioGas Technology, Incorporated for a pipeline quality project, and outside developed for a medium-Btu project. Staff recommended the Council approve the second option because Metro would be insulated from any financial liability if problems should occur in recovering, processing or transmitting the gas. Also, BioGas had an ensured market for 100 percent of the gas produced. Because the firm is well respected and established, staff was confident BioGas could honor contractual commitments for the duration of the project.

Motion: Councilor Kirkpatrick moved to select the BioGas Technology, Incorporated proposal as the preferred option and to instruct the Executive Officer to negotiate a contract to implement the project.

George Ward, Portland, Oregon, consulting civil engineer and designer of the Malarkey methane pipeline currently in service, complimented Metro on entering into the project and encouraged use of his technology to stimulate gas production by introducing specially design wells into the landfill.

John Van Bladeren, President, BioGas Technology, Incorporated, Portland, Oregon, discussed his company's history in gas technology and said he looked forward to working with Metro on the new venture.

Delyn Keys, City of Portland, explained she and City employee Gene Apple had recently sent correspondence to the City Council advocating mining of gas from the landfill, assuring the Council a good public process was used, explaining the process for considering the alternatives and recommended the City Council support Metro staff's recommendation. In response to Councilor Hansen's question, she said she was concerned that end use options for St. Johns might be limited as a result of gas development and this would be discussed during the contract negotiations phase of the project.

Brian Lightcap, West Multnomah Soils & Conservation District, testified his district supported the BioGas Technology proposal, saying the technology was consistent with a resolution adopted by an industry convention in November 1984. He also explained the Land Resources Committee of the Soils & Water Conservation Commission was meeting on April 3 and he would make a favorable report to that Committee about Metro's methane gas project. He invited staff and the Council to attend these meetings along with Commission meetings in Salem where interest in Metro's activities was high. Mr. Bonner requested more information about meeting dates so he could forward this information to staff and Councilors.

Councilor Myers declared he would abstain from voting on this action because his law firm performed work for Northwest Natural Gas Company.

Councilor Gardner said he appreciated the thoroughness of information presented to the Council at every phase of the project. He supported staff's recommendation because it presented an excellent financial opportunity for Metro. He did, however, express concern regarding the financial extremes of the two development options.

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March 28, 1985  
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Councilor Hansen thanked Doug Drennen for his excellent work on the project and was pleased no negative comments were received at this meeting.

Vote: A vote on the motion resulted in:

Ayes: Councilors DeJardin, Gardner, Hansen, Kirkpatrick, Kafoury, Kelley, Van Bergen, Waker and Bonner

Abstain: Councilor Myers

The motion carried and the Executive Officer's recommendation was approved.

10. COMMITTEE REPORTS

Councilor Kelley, member of the Tri-Met Special Needs Task Force, requested Councilors read a progress report prepared by the task force addressing transportation for the handicapped. She said she would have additional reports for review at future meetings and requested Councilors familiarize themselves with these issues because Metro could be approached about funding proposed programs.

There being no further business, Presiding Officer Bonner adjourned the meeting at 8:00 p.m.

Respectfully submitted,



A. Marie Nelson  
Clerk of the Council

amn  
3234C/313-3  
3/12/85

CONSIDERATION OF RESOLUTION NO. 85-564 ADOPTING A  
PRE-QUALIFICATION PROCESS FOR BIDDING THE  
ST. JOHNS LANDFILL OPERATION CONTRACT

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Date: April 11, 1985

Presented by: Norm Wietting

FACTUAL BACKGROUND AND ANALYSIS

In April 1980 Metro and the City of Portland approved an agreement by which Metro assumed the financial and operational responsibility for St. Johns Landfill. Metro elected at that time to implement a system by which Metro would operate the gatehouse with its own employees and maintain control of all monies flowing through the landfill. Metro then developed specifications and selected, through a public bid process, a private firm to perform the actual onsite operations. Because of the short time frame between the mutual approvals by Metro and the City of Portland, a four-month contract was awarded to operate the landfill to allow time to develop the contracts and specifications for a five-year period. The five-year contract began October 1, 1980, and expires on September 30, 1985.

Alternatives

In order to assure an orderly and timely process for operations at the landfill on October 1, 1985, it is essential that the selection process begin now. Metro staff has reviewed the following alternatives to operate the landfill:

1. Develop a revised set of specifications which take into account any changes that have occurred over the last five years, any changes that we foresee over the next five years and any revised policies set by the Metro Council. Once these specifications are developed we would publicly bid the contract and anticipate Council approval on August 8, 1985.
2. Prior to the public bidding described in Alternative 1, Metro would issue a Request for Qualifications and evaluate all firms that submit qualifications to determine if, in fact, they are acceptable as bidders on this project. Once a list of qualified bidders is established, only those firms would be allowed to bid on the final specifications.
3. Metro could prepare to take over the operation of the landfill with its own equipment and personnel.

## Analysis

In 1980 Metro selected Alternative 1 over Alternative 3 for several reasons. Metro did not feel that the benefits that could be gained from direct operation would offset the increased cost of administration. Metro would have had to borrow funds to purchase the required equipment, and Metro did not feel that hiring a complete staff to operate the landfill was appropriate. In evaluating Alternative 3 today, many of the same concerns are still valid. Specialized equipment would need to be purchased or leased, equipment operators and laborers would need to be hired and trained, contracts for final and daily cover would have to be developed and many smaller contracts for other materials and services would have to be issued.

In addition, Metro must consider its position as a regulator and administrator and whether it would be in Metro's interest to have to make day-to-day decisions when the potential choices for action involve environmental and economic impacts. Under direct operations, when these choices may be at odds, field staff are forced to make difficult choices. If provisions are properly covered under an operations contract the result will be to favor the environmental needs as the priority. In today's atmosphere of municipal funding reductions numerous government agencies that have operated disposal facilities with their own employees are finding contracting to be more attractive.

Under Alternative 2 a pre-qualification process would precede the actual bid phase for the contract. Under ORS 279.039 Metro must adopt a resolution requiring pre-qualification. Metro would review the qualifications and establish a list of qualified bidders. Pursuant to ORS 279.057 the potential bidders are required to submit the same information regarding their experience, key personnel, equipment and any past breaches of contractual obligations as in Alternative 1. The prime advantage in this process is that Metro evaluates the qualifications of each bidder and makes its decision of acceptability without the influence of bid prices. This also lessens the potential of an unqualified bidder submitting an extremely low bid because they were not aware of some of the requirements of this specialty contract. The prime disadvantage is that all companies that submit pre-qualification statements must be evaluated, in contrast to Alternative 1 where only the low bidder must be evaluated.

The process in Alternative 1 of developing a set of detailed specifications for soliciting public bids would be followed under either Alternative 1 or 2. Under Alternative 1 the qualifications of the bidders are submitted at the same time as the actual bids. If a low bidder is deemed to be unqualified, it is generally much more difficult to exclude them than in a pre-qualification process. Alternative 1 forces a potentially unqualified bidder to go through the significant expense of submitting a bid when it may not be accepted in the end.

## Recommendation

While Alternative 2 requires a longer process and more staff time, the benefits to Metro are significant. A sanitary landfill operation can be imagined by different persons to be many different things. For example, from an excavation contractor's perspective a landfill seems like a simple continuous fill sequence. However, in order to properly operate a landfill, one must realize the severe duty that the equipment is subjected to, the problems encountered by operating in all extremes of weather, the necessity to handle many types of special waste, recognize the inherent risk of dealing with hazardous waste, understand the relationship to the community as well as the necessity to deal with the variety of customers of the landfill. From the perspective of the untrained or inexperienced eye these duties seem simple, but one soon learns how much time and expertise these areas require. An unqualified bidder generally takes one of two approaches if they are awarded contracts of this type. They often realize the problems early in the contract and attempt to do a proper job and eventually end up in serious financial problems. In most cases, a contractor will attempt to do the minimum requirements, and then only when forced to by the contracting agency. In either case the contracting agency spends significantly more time and money administering the contract and also suffers the consequences of a substandard operation.

While Alternative 2 does not absolutely guarantee that the contractor that submits the low bid will perform to the expectations of the contracting agency, it does build an early warning stage into the process.

## EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 85-564 authorizing a pre-qualification procedure prior to bidding the operations contract for the St. Johns Landfill.

NW/gl  
3324C/411-2  
04/16/85

ST. JOHNS CONTRACT SCHEDULE

<u>TIME</u>	<u>REQUEST For QUALIFICATIONS (RFQ)</u>	<u>CONTRACT AND BID PROCESS</u>	<u>TASKS</u>
April --	4/05 .	Draft Report to Council	4/04 . Staff Meeting to Discuss Process & Assignments
	4/12 .	Final Report to Council	4/26 . Assignment Drafts Due
	4/25 .	Council Approves Bid and RFQ Process	
MAY --		Advertise	5/01 . Staff Meeting to Discuss Revisions
	5/10 .	Mail RFQ	5/17 . Assignments (Final Drafts)
			5/24 . Staff Meeting to Discuss Final Changes
	5/29 .	Receive Statements of Qualification	5/31 . Final Contract Submitted to WP
JUNE --	6/05 .	Notification of Applicants	
	6/10 .	Receive Appeals of Disqualification	
	6/13 .	Appeals Hearing and Selection of final Bidding List	
JULY --			6/14 . Contract & Invitation to Bid Mailed
			6/28 . Pre-Bid Conference
			7/12 . Bids Due & Opened
			7/19 . Draft Council Report
			7/26 . Final Council Report
AUG. --			8/08 . Council Awards Contract
SEPT. --			
OCT. --			10/01 . New Contract Starts



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF REQUIRING ) RESOLUTION NO. 85- 564  
MANDATORY PREQUALIFICATION FOR )  
THE CONTRACT FOR OPERATING THE ) Introduced by the  
ST. JOHNS LANDFILL ) Executive Officer

WHEREAS, ORS 279.039 authorizes public contracting agencies to require mandatory prequalification for public contracts that are to be let by the agency; and

WHEREAS, The Metro Council finds that it is desirable to require mandatory prequalification for the 1985 contract for operating the St. Johns Landfill; and

WHEREAS, The time for submitting prequalification applications is set to provide current information and prompt responses and is consistent with a reasonable schedule for letting this contract; and

WHEREAS, ORS 279.039(1) requires prequalification applications to be on a standard form prescribed by the Director of the Department of General Services and ORS 279.037(2) allows the public contracting agency to make any necessary investigation and request information to determine whether an applicant is qualified; now, therefore,

BE IT RESOLVED,

1. That prequalification is mandatory for the 1985 contract for operating the St. Johns Landfill.
2. The time for submitting prequalification applications shall begin approximately May 10, 1985, and shall close at 5:00 p.m. on May 29, 1985.

3. That the prequalification application shall be in writing on a standard form prescribed by the Director of General Services, supplemented as necessary by requests for information consistent with the criteria in ORS 279.037.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1985.

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Ernie Bonner, Presiding Officer

ESB/srs  
3329C/411-2  
04/12/85



**HOWARD  
COOPER**  
CORPORATION

8501 N. E. KILLINGSWORTH  
P. O. BOX 3704 • PORTLAND, OREGON 97208 • (503) 256-5600

7.1

April 23, 1985

Mr. Ernie Bonner  
Presiding Officer  
Metropolitan Service District  
527 S.W. Hall  
Portland, OR 97201

Dear Ernie:

Since I am still continuing to have scheduling conflicts, I will not be able to attend the April 25th meeting.

I would like to comment on two items. First, is regarding the resolution adopting the prequalification for St. Johns Landfill. Because of the technical nature of operating a landfill (I know from first-hand experience), the only alternative that makes any sense at all is #2. 7.1

Alternative No. 2 will save a lot of grief in potentially expensive problems for Metro to eliminate the bidders who are not qualified to bid on a land fill operation. In the past, my dealings with unqualified bidders has been unpleasant to say the least. Usually, once they get in, it is nearly impossible to remove them without a lot of time, expense, and attorneys. In the end, Metro would be responsible. A good example is the problem we have with the Zoo Alaska Truck project.

The other item that concerns me is regarding the notes attached to the budget. As a businessman, I am opposed to putting footnotes into the budget which appear to be policy. It is the job of the council to make policy--not the budget committee. Only informational footnotes should accompany a budget. RE: 4/25 BUDGET COMMITTEE

Yours very truly,

  
Larry L. Cooper



# 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: April 25, 1985

To: Metro Council

From: Eleanore S. Baxendale, General Counsel *ESB*  
 Kay Rich, Assistant Zoo Director *AMR*

Regarding: Bear Grotto Bid

Todd Building Company was declared to be the second low bid in the Bear Grotto construction bid process. Todd has objections to the process which it plans to bring to Council on April 25. Staff has been aware of Todd's concerns and has been working with Todd since April 1. When Council awarded the contract to Bishop Contractors at the April 11 meeting, staff believed that Todd's concerns could be resolved and were not a protest of the bid but a request for information. Todd, however, did not know the Council would be awarding the contract at that meeting and is appearing at this meeting to request reconsideration.

This memo establishes the undisputed facts, identifies the areas of dispute and describes staff's recommendation. It is not confidential. A confidential legal memorandum is attached which should not be discussed at the meeting, except in Executive Session.

## SUMMARY

The issue here is the way the cost savings proposals were administered in determining the low bid. Todd makes the following allegations:

1. The process was vague. Although Todd knew cost savings were part of the bid process, when the bids for lump sum were solicited and no mention was made of cost savings, Todd thought cost savings had been dropped. On that basis Todd believes it is the low bid.
2. "Cost savings proposals" means "value engineering." Bishop's proposals are not value engineering and should be rejected. Had Todd realized cost savings was as broad as Metro interprets it, Todd would have included other ideas.

3. Todd put its best efforts into the lump sum and so has less value to deduct from its bid as cost savings.
4. Bishop's cost savings on rock, a major reduction, is a second bite at the apple because it is cutting the bid to compete with Todd rather than reflecting a true cost savings.
5. Since Todd was the low bid on the Primate Project and all bids were thrown out because of high cost, Todd finds the loss of this project suspect.

Todd wants to be awarded the contract as the low bid on the basis of the first objection or, alternatively, wants all the bids rejected.

Staff recommends that the Council reject these contentions for the following reasons:

1. Notice and pre-bid information clearly described the low bid as based lump sum less acceptable cost savings. Therefore, staff expected the bidders to submit such proposals; when the cost savings proposals were not submitted with the lump sum, they could legitimately be expected afterwards.
2. Cost savings were described identically to both parties and were described very broadly. Cost savings were never equated to value engineering, and Bishop's proposals are legitimate cost savings.
3. Todd had a lower bid on furniture than Bishop and so when both proposed deleting furniture Bishop had more to deduct. Staff checked Bishop's bid, and it was based on actual quotations.
4. Similarly for rock, Bishop had a subcontractor who bid a large quantity of rock and a standard method of placement which caused a larger expense for this item than Todd had. This was reduced by changing the type of rock and its placement. Staff has no reason to doubt that this was a valid adjustment. Even if this proposal were denied, Bishop is lower than Todd.
5. Staff rejects any imputation of prejudice against Todd, and has worked conscientiously to produce as fair a process as possible.

#### THE EXEMPTION

On November 8, 1984, the Council adopted Resolution No. 84-513 which exempted this contract from the standard low bid process. The exemptions covered two deviations:

1. Only certain bidders would be allowed to bid on the project; and
2. The low bid would be the lump sum price less acceptable cost savings proposals.

The second element is the one contested by Todd. Although it is not exactly stated in the resolution or any accompanying or subsequent document, staff intended to have cost savings proposals submitted at the same time as the lump sum bid.

#### PROCESS PRIOR TO BID

Notice in the newspaper clearly states that low bid is the lump sum less acceptable savings proposals.

The invitation to the first pre-selection meeting states that the bidders would be evaluated on the basis of "willingness to commit to the process of cost savings proposals and value engineering." It is important to note this is the only document which mentions value engineering. During the interviews with each company Kay Rich and Jim Riccio, a former construction manager for the Zoo, who volunteered to assist the Zoo with this project, stated that the low bid would be determined on the basis of lump sum less cost savings proposals.

The bid documents do not mention cost savings proposals. Although Kay Rich anticipated using specific forms in the bid, Keith Larson, our architect, says no bid sheet was prepared because documentation for cost savings can be presented in different ways. He expected the proposals to be presented in whatever form the contractor felt effective.

#### THE BIDS

When the bids were opened on February 28 none of the bids had cost savings proposals, they only had lump sum. R. A. Gray submitted a general description of cost savings, but with no dollar amounts, so nothing could be deducted from the lump sum.

At this point staff had three choices:

1. Discard all bids on the ground that the bids were non-responsive.

2. Allow cost savings ideas to be submitted.
3. Award the bid to the lump sum low bidder, Todd.

Option 3 was rejected immediately because the exemption, notice and other communications said that the low bid was lump sum less cost savings. If the cost savings idea was eliminated, then the two other bidders would not be able to compete as described. It was never intended that the lump sum low bidder be the low bidder without consideration of cost savings.

The choice between Options 1 and 2 was based on which was closest to the expectation of the bidders and which damaged the competitive process least. Because the expectations of the bidders could have been that the cost savings would be submitted after lump sum and because there was less damage to competition by choosing that option, in staff's opinion, Option 2 was selected over Option 1.

#### COST SAVINGS SOLICITATION

When the bids were opened, staff announced that cost savings proposals would be required. No bidder objected at that time or at any other time to this process. (The next day staff considered the other options described above and reconfirmed its decision.) R. A. Gray decided not to participate any further because its lump sum was so high.

On March 6, Keith Larson called Todd and Bishop and read from written notes how the cost savings proposals were to be submitted. He was careful to give the same information to both contractors. After talking with Bishop, he called Todd back to repeat what he had clarified to Bishop: (paraphrase) "Do everything you can to reduce costs -- give us a shopping list." A follow-up letter was sent March 7. This letter reiterated the definition of low bidder: "Again, I would like to reiterate that we have no idea who the low bidder is. The two of you are so close that we don't want to lose either of you. We feel this is the most equitable way to evaluate the bids and the process follows the program outlined in our original solicitation. I am sure you will have some technical questions. If you do, please don't hesitate to call."

Again, no one objected to the process. Mr. Larson received two minor calls from each contractor, unrelated to the scope of the term "cost savings."

Staff considered and rejected Todd's current contention that the bids submitted February 28 should be hard bids because the bid documents did not refer to cost savings. All other communications had referred to cost savings and it appeared more likely that the

bidders believed the cost savings would be evaluated after lump sum bids, rather than abandoned altogether. This impression was confirmed by Todd's total acquiescence to the subsequent cost saving proposal process. Todd never objected to the timing of the cost savings proposals until after Todd lost the bid, and then Todd's initial objection was not to the timing of the process itself but to the effect of the timing: Todd believes that the timing allowed Bishop to bid chop.

COST SAVINGS PROPOSALS

Each contractor timely submitted cost savings proposals.

Items accepted from Todd Building Company cost savings proposals included the following:

Delete site furnishings chairs, tables and umbrellas  
Deduct \$14,500.00

Delete curved archway roof at viewing areas #1 and #2 and  
replace with metal roof and curved support structure  
Deduct \$3,500.00

Delete concrete cover at trellis columns and substitute  
6" diameter steel paint column in lieu of 3" diameter column  
Deduct \$3,400.00

Miscellaneous

- Alt. skylight glazing system
- Irrigation changes
- Changes in landscape plants: Scotch Heather from 5 gallon to 1 gallon Alaska Fern from 5 gallon to 2 gallon
- Substitute equipment in kitchen
- Change wood wall with stacco finish at viewing area #1 to 8" concrete wall.

Approximate Mag. Deduct \$6,500.00

---

Total Accepted Deducts \$27,900.00

Although the solicitation was for cost savings of \$5,000.00 or more, consideration was given to Todd for proposals under \$5,000.00 since only one item was over \$5,000.

Items accepted from Bishop Contractors, Inc. cost savings proposals included the following:



Delete furnishings - owner can use present furnishings, and buy additional as needed.	Deduct	\$33,400.00
Delete tree grates, provide block outs using pressure treated material.	Deduct	\$8,000.00
Delete trash receptacles, owner to reuse existing receptacles.	Deduct	\$5,650.00
Delete required Contractor furnished field office for Architect and Owner, and all furnishings related. Contractor will share common space and telephone.	Deduct	\$5,226.00
Change gravel fill material from 3/4-0 to reject rock.	Deduct	\$33,762.00
Delete exolite, maintain open trellis.	Deduct	\$8,950.00
Replace all concrete columns with wood columns.	Deduct	\$9,741.00
Delete registered surveyor, general contractor to be responsible for all lines, grades and elevations.	Deduct	\$5,140.00
<hr/>		
Total Accepted Deducts		\$109,869.00

Todd objects that the concept of cost savings should be limited to "value engineering." No document supports this contention. Our architect, Keith Larson, says he did not limit proposals to value engineering in any oral discussions, but encouraged any cost savings proposals. Todd claims this violates the language of Resolution No. 84-513, which request specificity in the bid process. Staff believes it was specific in requesting any cost saving idea, and was not arbitrary in evaluating all proposals. It appears that Todd used value engineering because this is the approach it favors.

Todd has objected that some of Bishop's cost savings are more deletions of requested items than alternative approaches. Staff rejects this because for each item deleted, an acceptable alternative solution was proposed.

Todd also objected to the amount of Bishop's deletion for furnishings because it was twice the amount of Todd's bid. Staff has

verified that Bishop received a retail quote from the same supplier who gave Todd a wholesale quote. Therefore, staff finds this cost savings proposal acceptable.

Finally, Todd objects to Bishop's deletion for rock. Staff finds no reason to question this deletion. However, if this proposal were rejected Bishop is the low bidder on the basis of the other accepted cost savings proposals:

	<u>Todd</u>	<u>Bishop</u>
Lump sum	\$2,275,500	\$2,309,000
Less acceptable cost savings (excluding Bishop's rock proposal)	<u>27,900</u>	<u>76,107</u>
	\$2,247,600	\$2,232,893

For these reasons, staff believes the cost savings accepted for Bishop were appropriate and that Bishop is the low bid.

#### RECOMMENDATION

Staff recommends rejecting Todd's bid protest. Although the cost savings proposals were not received as staff anticipated, it was more consistent with the Resolution and the goal of maintaining competition to proceed with requesting cost savings proposals after bid opening than to reject all bids or to award the contract to Todd on the basis of lump sum. Todd did not object. The cost savings proposals were described in the same manner to both parties, and no further questions were asked by Todd. Bishop's accepted proposals are reasonable and on that basis Bishop is the low bid.

If the Council finds that it is in the public interest to reject all bids because the competitive process was prejudiced by the manner of soliciting cost savings proposals, then staff recommends the following process as the most competitive, now that lump sum bids are known and cost savings ideas have been disclosed.

- All five previously approved contractors be invited to bid.
- The bid documents for the project will be revised to include the acceptable cost savings proposals plus Alternates 2 and 5 and allowances for gunite and exhibit contracts coordination. The project will be bid on a straight lump sum basis. The length of time recommended for bidding will be two (2) calendar weeks.

An amendment to Resolution No. 84-513 should be adopted to carry this out, and staff will prepare one for adoption at this meeting.

8.3. Consideration of Resolution No. 84-513, for the Purpose of Authorizing an Exemption to the Public Contracting Procedure Set Out in Metro Code Section 2.04.001 Et Seq for the Construction of the Bear Grotto Project

5.1

Ms. Baxendale explained Metro's contracting procedure provided for an exemption from the regular public bidding process when it was desirable to obtain price comparisons and when the unique nature of the project would disqualify many contractors. She said the Zoo's proposal varied from the standard procedure in two ways: 1) a prequalification procedure would be applied in order to determine three candidates deemed best qualified to bid on the work; and 2) the three candidates would then be allowed to submit bids, including cost savings proposals. Ms. Baxendale said this procedure was very similar to the standard state RFP process.

Motion: Councilor Kafoury moved to adopt the Resolution. Councilor Waker seconded the motion.

Councilor Van Bergen was concerned this was the second such appeal for a variance to the Public Contracting Procedure and requested staff work to revise the procedures to include provisions for major projects. He also thought it too restrictive to limit the bidding on the Bear Grotto project to three contractors.

Kay Rich said he could expand the process to allow for more than three bidders. He also explained the process being proposed was the most suitable one for most Zoo construction. Because most contractors were unfamiliar with the unique requirements of the Zoo, he said they were more likely to increase bid amounts to cover unforeseen expenses. When bids were negotiated, he said a better dialogue existed for discussing the scope of work and for contractors to share cost-saving ideas. He cited the Primate construction project as an example of how the negotiated bid process had saved Metro approximately \$300,000.

Councilor Waker questioned why the bidders would provide cost-saving ideas when some of this information could be shared with other contractors. Mr. Rich answered this procedure had been successful for the Primate Project and he expected it also would be successful for the Bear Grotto Project.

Councilor Waker asked what role the Council would play in selecting the contractor. Mr. Rich responded that a five-member selection committee would screen the proposals. As in the case of the Primate Project, a Councilor could serve on the committee. The Council would also approve the construction contract, he said.

Presiding Officer Kirkpatrick instructed staff not limit the finalists to three but to negotiate with all contractors meeting prequalification standards.

Vote: A vote on the motion resulted in:

Ayes: Councilors Cooper, Hansen, Kafoury, Kelley, Van Bergen, Waker, Williamson and Kirkpatrick

Absent: Councilors Banzer, Bonner, Deines and Oleson

The motion carried the the Resolution was adopted.

5.1

April 5, 1985

Mr. Douglas R. Winn  
Todd Building Company  
9414 SW Barbur Blvd.  
Portland, OR 97219

Dear Mr. Winn:

Having reviewed our announced negotiated bid process and the instructions given to the Contractors by Jones and Jones in accordance with that process, and having analyzed the bids submitted as a part of that process, we have determined that we will recommend awarding the contract to remodel the West Bear Grotto and related areas to Bishop Contractors, Inc.

We certainly appreciate your participation in this process, and congratulate you for having been one of the two finalists. We have a number of upcoming projects including an Education/Interpretive Center, Elephant Museum and, of course, Africa Bush, which will be the largest construction project for the Zoo since its initial construction. We hope you will participate in one or all of these.

If you have any questions, please don't hesitate to call.

Sincerely,



A. M. Rich  
Assistant Director

AMR:can

Todd Building Company **TBC**

April 8, 1985

Washington Park Zoo  
4001 S. W. Canyon Road  
Portland, Oregon 97221

Attn: A. M. Rich, Assistant Director

RE: WEST BEAR GROTTO  
CONTRACT AWARD

Gentlemen:

I am in receipt of your April 5, 1985 letter in which you indicate you intend to award the West Bear Grotto project to Bishop Contractors. In confirmation of our telephone call last week, I feel this decision is not consistent with the framework in which we submitted our bid and subsequent Value Engineering Opportunities.

Specifically, Bishop Contractors has submitted two major cost reduction items which, in our opinion, are "buy-downs" as opposed to "Value Engineering" items. For instance, they have proposed a deductive price of \$33,400.00 for deleting Section 12000, Furnishings. This is over twice the value of this item per the specific bids received on Bid Day, as follows:

A. Umbrellas	Susan DeVall	3 Each at \$2600.00 =	\$ 7,800.00
B. Wood Ward Tables	Wroolic & LoPraesti	2 Each at \$157.20 =	\$ 3,144.00
C. Chairs	Robert Edward Sales	100 Each at \$28.00 =	\$ 2,800.00
D. Installation	Todd Building Co.	31 Hrs. at \$24.00 =	\$ 744.00
			<b>TOTAL \$14,488.00</b>

The above items are the precise bids we received for these items, and the ONLY bids we received for these items. In no way is Section 12000 worth \$33,400.00!

Next, Bishop has suggested using reject rock in lieu of 3/4" minus material. They propose a deductive price of \$33,762.00. This is an extreme overstating of the value of this item and appears to be another "buy-down" of the work. As documentation of this, I am listing our precise quantities and material extensions for your reference:

A. 3/4" minus under slabs	187 Cubic Yards at \$7.00/cy =	\$ 1,309.00
B. Backfill	471 Cubic Yards at \$9.00/cy =	\$ 4,239.00
C. Extra at Gunite	25 Cubic Yards at \$9.00/cy =	\$ 225.00
D. Over-excavation	200 Cubic Yards at \$9.00/cy =	\$ 1,800.00
<b>TOTAL</b>	<b>883 Cubic Yards</b>	<b>\$ 7,573.00</b>

The labor to place the materials listed above are the same for both the 3/4 material and reject rock. My question is, when our total cost for 3/4" minus material is \$7,573.00, how can you accept a credit of \$33,762.00 from Bishop for simply changing the type of specified rock (which could not amount to more than \$2.00/cy)?

Washington Park Zoo  
Attn: A. M. Rich, Assistant Director  
RE: WEST BEAR GROTTO  
CONTRACT AWARD  
Page Two

Also, numerous items within the list include deletions from the contract such as Architect's trailer, trash receptacles, tree grates, Registered Surveying, etc. These are not "Value Engineering" per se, they are "deletions" from the contract. We can also provide similar value for each of the listed items. If you are going to compare "apples to apples", you need to include such items within your computations on the TBC side of the ledger.

We have a very positive attitude toward the Zoo, the Architect, and our competition on this project. We have complied successfully in each of the Owner's requests in this complex selection process. Our concern is, in this last step, you have not compared "apples to apples" and have accepted two major apparent "buy-downs" which are not within the "spirit" of real Value Engineering or Public Contract Law.

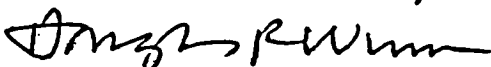
Todd Building Company considers itself the low bidder on this project, and we feel a proper "apples to apples" project accounting will bear out this fact. Obviously, based on your April 5th letter, you are of a different opinion. In order to resolve this difference, we request you provide us with xerox copies of your evaluation spreadsheets showing the accounting by which you came to your decision. We also request you provide us with the magnitude of revenues available for this project and evidence of the "short fall" which you had to make-up through the Value Engineering process. With this information in hand, we will be able to confirm whether our or your position is accurate

Believe me, we are pursuing this in a spirit of good will. We do, however, feel the Public Bidding Process is a system which should not be violated in any manner -- Public Contracting Law is very clear in this regard.

I look forward to your prompt response to our above request.

Sincerely,

TODD BUILDING COMPANY



Douglas R. Winn, Manager  
Construction Management Division

DRW/mb

cc: TBC/Roseburg Office  
George Meier/Stole, Rives, Boley



# Agenda

COUNCIL MEETING

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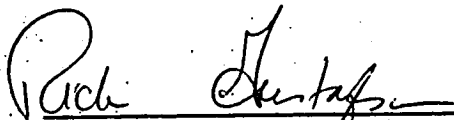
METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: April 25, 1985  
Day: Thursday  
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 Agenda Criteria established by the Rules and Procedures of the Council. The Council is requested to approve the recommendations presented on these items.

- 6.1 Approval of Minutes of the Meeting of March 28, 1985
- 6.2 Consideration of Resolution No. 85-561, for the Purpose of Amending the Transportation Improvement Program to Include a Fremont Bridge Debris Control Fencing Project

  
\_\_\_\_\_  
Rick Gustafson  
Executive Officer

amn  
3334C/313-1  
4/12/85

CONSIDERATION OF RESOLUTION NO. 85-561 FOR THE  
PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT  
PROGRAM TO INCLUDE A FREMONT BRIDGE DEBRIS CONTROL  
FENCING PROJECT

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Date: April 1, 1985

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

This action will amend the Transportation Improvement Program (TIP) to include a new project to control debris falling from the Fremont Bridge:

I-405-Fremont Bridge Debris Control Fencing - 4R

Federal-Aid Interstate 4R Funds

Preliminary Engineering	\$ 76,000
Construction	844,000
Match	80,000
	<u>\$1,000,000</u>

TPAC and JPACT have reviewed this project and unanimously recommend approval of Resolution No. 85-561.

Background and Analysis

Various amounts and types of debris are being lost from vehicles and trucks crossing the Fremont Bridge. Some of this debris, not contained by the railings, falls to streets and property below the bridge. The results of this falling debris have caused and can cause severe and costly property damage.

To correct this condition, the project provides for installation of a debris control fence similar to that on the Marquam Bridge. Installation will be limited to the easterly approaches and certain I-5/I-405 ramps.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 85-561.

AC/BP/srs  
3221C/411-3  
04/12/85



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE )	RESOLUTION NO. 85-561
TRANSPORTATION IMPROVEMENT PROGRAM )	
TO INCLUDE A FREMONT BRIDGE DEBRIS )	Introduced by the Joint
CONTROL FENCING PROJECT )	Policy Advisory Committee
)	on Transportation

WHEREAS, Through Resolution No. 84-508, the Council of the Metropolitan Service District (Metro) adopted the Transportation Improvement Program (TIP) and its FY 1985 Annual Element; and

WHEREAS, The Oregon Department of Transportation has requested that a new project utilizing Federal-Aid Interstate 4R funds be added to the TIP; and

WHEREAS, This project will provide for installation of a debris control fence on the I-405 Fremont Bridge; and

WHEREAS, It is necessary that projects utilizing the noted funds be included in the TIP in order to receive federal funds; now, therefore,

BE IT RESOLVED,

1. That Federal-Aid Interstate 4R funds be authorized for an I-405 Fremont Bridge debris control fencing project.

Federal	\$	920,000
Match		<u>80,000</u>
		\$1,000,000

2. That the TIP and its Annual Element be amended to reflect this authorization.

3. That the Metro Council finds the project in accordance with the Regional Transportation Plan and gives Affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1985.

Ernie Bonner, Presiding Officer

AC/BP/srs  
3221C/411-2  
04/02/85

STAFF REPORT

Agenda Item No. 7.2

Meeting Date April 25, 1985

CONSIDERATION OF RESOLUTION NO. 85-560 FOR THE  
PURPOSE OF APPROVING THE FY 1985 HIGHWAY ALLOCA-  
TIONS PLAN FOR THE INTERSTATE TRANSFER PROGRAM  
AND AMENDING THE TRANSPORTATION IMPROVEMENT  
PROGRAM ACCORDINGLY

Date: March 21, 1985

Presented by: Andrew Cotugno

PROPOSED ACTION

Recommend adoption of the attached resolution approving FY 1985 Interstate Transfer "Highway" allocations and amending the Transportation Improvement Program (TIP) accordingly. This action will:

1. Allocate \$41.3 million in new funds for use in FY 1985 in addition to \$12.6 million carryover funds from FY 1984 to Category I projects, the City of Portland, and the three counties.
2. Approve specific transfer of funds between projects.

TPAC and JPACT have reviewed this plan and unanimously recommend approval of Resolution No. 85-560.

FACTUAL BACKGROUND AND ANALYSIS

1. The FY 1985 Interstate Transfer "Highway" program authorized by this resolution as reflected in Attachment "A" is \$53.9 million. This is based upon the availability of \$12,565,184 of carryover funds as shown on line A below, and the federal appropriation of \$41,328,063 new funding as shown on lines B, C and D below. Of the total \$53.9 million of spending authority, \$24.9 million was previously authorized for FY 84 by Resolution No. 84-443.

<u>Funding Status</u>	<u>Cumulative Appropriation Authority</u>	<u>Past Obligations</u>	<u>Balance Available to Spend</u>
A. As of 12/31/84	\$214,154,405	\$201,589,221	\$12,565,184
New Federal Appropriations			
B. As of 1/01/85	<u>+23,365,503</u>		<u>+23,365,503*</u>
	\$237,519,908		\$35,930,687

<u>Funding Status</u>	<u>Cumulative Appropriation Authority</u>	<u>Past Obligations</u>	<u>Balance Available to Spend</u>
As of 3/15/85			
C. FY 1984 Formula	+ 5,987,520		+ 5,987,520*
D. FY 1985 Formula	+ 11,975,040		+11,975,040*
GRAND TOTAL	\$255,482,468	\$201,589,221	\$53,893,247
*Must be spent . . . . .			\$41,328,063*

These funds have been recommended for distribution as detailed in the TIP to correspond with project needs established by the jurisdictions as follows:

	<u>Total</u>
Category I	
Projects	\$16,540,163
Reserves	3,538,995
Subtotal	\$20,079,158
Portland	
Projects	\$ 8,766,473
Reserves	3,750,000
Subtotal	\$12,516,473
Multnomah County	
Projects	\$ 5,301,491
Reserves	999,655
Subtotal	\$ 6,301,146
Clackamas County	
Projects	\$ 6,294,044
Reserves	1,889,570
Subtotal	\$ 8,183,614
Washington County	
Projects	\$ 4,157,860
Reserves	2,654,996
Subtotal	\$ 6,812,856
<hr/>	
TOTAL	
Projects	\$41,060,031
Reserves	12,833,216
Subtotal	\$53,893,247

Firm projects have been programmed at \$41.1 million with reserves of \$12.8 million. The \$12.6 million of carryover funding need not be spent in FY 1985, and if not used, can be carried over to FY 1986. The \$41.1 million for projects is slightly less than the amount that must be spent to avoid lapsing of funds. As such, it is critical that all jurisdictions ensure project schedules are met.

2. This resolution approves several funding transfers that are reflected in Attachment "A":
  - Transfer of \$98,071 from the McLoughlin Corridor Reserve to the McLoughlin Boulevard Intersection and Signal Improvements project (between Milwaukie and Gladstone). Funds needed to cover construction overrun.
  - Transfer of \$818,184 from the Thiessen/Jennings project to the Beaver Creek Road extension (Red Soils) project. Status of the Thiessen/Jennings project is uncertain at this time. The Beaver Creek Road project had previously been approved for PE only; this will allow funding for construction.
3. Attachment "A" reflects adjustments as approved by the East Multnomah County Transportation Committee including transfer of \$877,000 from a reserve to:
  - 257th Avenue Improvement \$500,000
  - 221st/223rd - Powell to Fariss \$177,000
  - Stark Street - 242nd to 257th \$200,000

This Committee is authorized to transfer previously approved funding allocations between previously approved projects and represents agreement of the affected jurisdictions.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 85-560.

BP/srs  
3116C/411-6  
04/12/85

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING THE	)	RESOLUTION NO. 85-560
FY 1985 HIGHWAY ALLOCATIONS PLAN	)	
FOR THE INTERSTATE TRANSFER	)	Introduced by the
PROGRAM AND AMENDING THE TRANSPOR-	)	Joint Policy Advisory
TATION IMPROVEMENT PROGRAM	)	Committee on Transportation
ACCORDINGLY	)	

WHEREAS, Through Resolution No. 84-498, the Council of the Metropolitan Service District (Metro) adopted the Transportation Improvement Program (TIP) and its FY 1985 Annual Element; and

WHEREAS, The TIP must be revised to reflect changing project priorities and funding availability; and

WHEREAS, Interstate Transfer "Highway" funds in the amount of \$12.6 million have been carried over from FY 1984 and \$41.3 million of new funds have been appropriated by Congress for FY 1985; and

WHEREAS, Projects and reserves for the TIP and its FY 1985 Annual Element have been developed by the TIP Subcommittee to meet the targeted amount of \$53.9 million; now, therefore,

BE IT RESOLVED,

1. That the Metro Council approves the FY 85 Interstate Transfer program of projects and amounts specified in Attachment "A".
2. That the funds can be transferred between authorized projects and phases to respond to cost and schedule changes.
3. That the Metro Council approves the transfers of \$98,071 from the McLoughlin Corridor Reserve to the McLoughlin Boulevard Intersection and Signal Improvements project, and \$818,184 from the Thiessen/Jennings project to the Beaver Creek Road project.

4. That the Metro Council finds these actions to be in accordance with the Regional Transportation Plan and the 1982 Air Quality State Implementation Plan (Ozone and Carbon Monoxide) and gives Affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1985.

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Ernie Bonner, Presiding Officer

BP/gl  
3116C/411-5  
04/09/85

ATTACHMENT "A"

Staff Report No. 92

INTERSTATE TRANSFER PROGRAM  
PRELIMINARY FY 1985 HIGHWAY ALLOCATION PLAN

MARCH 19, 1985

**Metropolitan Service District**



METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 INTERSTATE TRANSFER PROGRAM  
 FEDERAL OBLIGATIONS FOR QUARTER ENDING 31-DEC-84

PENDING OBLIGATIONS FOR PERIOD ENDING 31-DEC-84

PRELIMINARY FY1985 HIGHWAY ALLOCATION PLAN  
 CATEGORY I

PHASEA  
 @DEC304.DAT  
 MAR198.TXT

19-Mar-85

PAGE 2

		OBLIGATIONS											
		FEDERAL	PENDING	BASE	SOFT	1986	1987	1988	POST 1988	AUTHORIZED	PLNS#		
CATEGORY I (CONTINUED)													
***6	SUNSET HIGHWAY OVERLAYS - CONSTRUCTION	*****267*468*****										FAP27	78086
CONST	1,422,729	0	0	0	0	0	0	0	0	1,422,729			
TOTAL	1,422,729	0	0	0	0	0	0	0	0	1,422,729			
***7	RECONSTRUCTION OF YEON/VAUGHN/NICOLAI/HARDWAY AND ST HELENS RD	*****269*471*487*****										MISC	79038
PE	1,062,585	0	51,298	0	0	0	0	0	0	1,113,883			
TOTAL	1,062,585	0	51,298	0	0	0	0	0	0	1,113,883			
***8	TRI-MET RIDESHARE PROGRAM	*****295*304*472*534*535*552*****										N/A	80303
OPRTG	1,566,013	0	0	0	0	0	0	0	0	1,566,013			
RFSRV	0	0	0	0	253,633	0	0	0	-52,505	201,128			
TOTAL	1,566,013	0	0	0	253,633	0	0	0	-52,505	1,767,141			
***9	I5 NORTH RIDESHARE PROGRAM	*****296*536*533*****										N/A	80043
PE	95,379	0	0	0	0	0	0	0	0	95,379			
OPRTG	69,621	0	0	0	0	0	0	0	0	69,621			
TOTAL	165,000	0	0	0	0	0	0	0	0	165,000			
***10	WESTSIDE CORRIDOR RELATED HIGHWAY PROJECTS-FHWA FUNDED	*****559*306*585*****										N/A	10013
PE	60,965	0	0	0	0	0	0	0	0	60,965			
TOTAL	60,965	0	0	0	0	0	0	0	0	60,965			
***11	NW NICOLAI ST-NW 29TH TO NW 24TH	*****731*488*****										FAU9296	79038
R/W	43,775	0	85,000	0	0	0	0	0	0	128,775			
CONST	1,979,004	0	230,333	0	0	0	0	0	0	2,209,337			
TOTAL	2,022,779	0	315,333	0	0	0	0	0	0	2,338,112			
***12	NW YEON AVE-NW ST HELENS RD TO NW NICOLAI	*****733*489*****										FAP1	79038
R/W	2,125,000	0	-599,250	0	0	0	0	0	0	1,525,750			
CONST	0	0	10,285,000	0	0	0	0	0	0	10,285,000			
TOTAL	2,125,000	0	9,685,750	0	0	0	0	0	0	11,810,750			

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	FEDERAL	PENDING								
CATEGORY I										
***1 BANFIELD TRANSITWAY-HIGHWAY FUNDS*****115*279*280*****									FAP68	80900
PE	5,473,180	0	-280,249	0	0	0	0	0	5,192,931	
R/W	8,517,639	0	410,000	0	0	0	0	0	8,927,639	
CONST	12,933,737	0	-489,079	0	0	0	0	0	12,444,658	
RESRV	0	0	0	0	0	0	19,273	19,273		
TOTAL	26,924,556	0	-359,328	0	0	0	19,273	19,273	26,584,501	
***2 M'CLOUGHLIN CORRIDOR-UNION/GRAND AVE VIADUCT TO SE RIVER ROAD***4*127*291*292*293*294*****										
PE	406,570	0	0	0	0	0	0	0	406,570	77159
RESRV	0	0	0	0	0	0	24,674,540	24,674,540		
TOTAL	406,570	0	0	0	0	0	24,674,540	24,674,540	25,081,110	
***3 M'CLOUGHLIN BLVD INTERSECTION AND SIGNAL IMPROVEMENTS***4*147*301*****										
PE	114,656	0	0	0	0	0	0	0	114,656	80058
CONST	841,473	0	51,027	0	0	0	0	0	892,500	
TOTAL	956,129	0	51,027	0	0	0	0	0	1,007,156	
***4 POWELL BLVD R/W & CONSTRUCTION-ROSS ISLAND BRIDGE TO 52ND-SECT I***4*162*332*602*****										
PE	172,027	0	0	0	0	0	0	0	172,027	80069
R/W	1,339,429	0	0	0	0	0	0	0	1,339,429	
CONST	3,624,490	0	0	0	0	0	0	0	3,624,490	
RESRV	0	0	0	0	0	0	45,664	45,664		
TOTAL	5,135,946	0	0	0	0	0	45,664	45,664	5,181,610	
***5 POWELL BLVD R/W & CONST-SOUTH AVE TO I205-SECTION II***4*164*333*334*608*548*****										
PE	515,641	0	5,738	0	0	0	0	0	521,379	76012
R/W	6,665,055	0	0	0	0	0	0	0	6,665,055	
CONST	4,249,793	0	0	0	0	0	0	0	4,249,793	
RESRV	0	0	0	0	0	0	328,253	328,253		
TOTAL	11,430,489	0	5,738	0	0	0	328,253	328,253	11,764,480	

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	FEDERAL	PENDING								
CATEGORY I (CONTINUED)										
*20 SUNSET HIGHWAY RAMP METERING*****827*320*****									FAP27	00000
PE	40,000	0	0	0	0	0	0	0	40,000	
CONST	0	0	0	0	730,000	0	0	0	730,000	
TOTAL	40,000	0	0	0	730,000	0	0	0	770,000	
*21 OBLIGATIONAL AUTHORITY RESERVE-CATEGORY I-HIGHWAY*****832*476*****										
RESRV	0	0	3,898,323	0	0	0	0	-3,898,323	N/A	00000
TOTAL	0	0	3,898,323	0	0	0	0	-3,898,323		
TOTAL CATEGORY I										
PE	8,083,038	0	-223,213	0	0	0	0	0	7,859,825	
R/W	20,633,997	0	119,301	0	0	0	0	0	20,753,298	
CONST	26,628,501	0	16,284,748	0	730,000	1,275,000	0	0	44,918,249	
OPRTG	1,689,014	0	0	0	0	0	0	0	1,689,014	
* RESRV	0	0	3,898,323	0	253,633	0	0	38,019,748	42,171,704	
TOTAL	57,034,550	0	20,079,158	0	983,633	1,275,000	0	38,019,748	117,392,089	

OBLIGATION AUTHORITY:

77,113,708

\*The Reserve is greater than that in the Staff Report by \$359,328 with an offsetting difference in the Program. The TIP provides for a future deobligation on the Banfield in order to fix the Reserve at \$3,898,323. The Reserve in the Staff Report does not include the deobligation in order to account for the current rather than the future status.

In both cases, the totals are the same with offsets in Reserve/Program amounts being \$359,328 for the purposes noted.



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	FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)										
**29 NW FRONT AVE-NW 26TH AVE TO NW KITTRIDGE*****29*366*****									FAU9300	10031
CONST	522,074	0	0	0	0	0	0	0	522,074	
TOTAL	522,074	0	0	0	0	0	0	0	522,074	
**30 SE HOLGATE BLVD-SF 17TH AVE TO SE 28TH AVE-BRIDGE AND APPROACHES*****42*329*****										
CONST	4,450,600	0	0	0	0	0	0	0	4,450,600	76002
TOTAL	4,450,600	0	0	0	0	0	0	0	4,450,600	
**31 ARTERIAL STREET 3R PROGRAM*****43*628*518*519*520*521*606*****										
PE	215,664	0	0	0	0	0	0	0	215,664	MISC 10050
CONST	5,732,785	0	0	0	0	0	0	0	5,732,785	
RESRV	0	0	0	0	0	0	0	0	0	
TOTAL	5,948,449	0	0	0	0	0	0	0	5,948,449	
**32 M'CLOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION*****153*302*****										
PE	19,000	0	0	0	0	0	0	0	19,000	N/A 80081
RESRV	0	0	0	0	0	0	0	414,153	414,153	
TOTAL	19,000	0	0	0	0	0	0	414,153	433,153	
**33 M'CLOUGHLIN BLVD(OR99E) PED UNDERPASS - 100 FT SO OF HAIG*****169*337*629*****										
PE	37,100	0	0	0	0	0	0	0	37,100	FAP26 77127
TOTAL	37,100	0	0	0	0	0	0	0	37,100	
**34 GRAND AVE(OR99E) AT MORRISON - 2 LEFT TURN LANES*****170*338*****										
PE	22,358	0	0	0	0	0	0	0	22,358	FAU9809 80084
CONST	145,180	0	0	0	0	0	0	0	145,180	
TOTAL	167,538	0	0	0	0	0	0	0	167,538	









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	FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)										
**47 GOING STREET NOISE MITIGATION PROJECT*****198**381**550*****										FAU9945 78080
PE	287,720	0	0	0	0	0	0	0	0	287,720
CONST	626,450	0	0	0	0	0	0	0	0	626,450
TOTAL	914,170	0	0	0	0	0	0	0	0	914,170
**49 SW BROADWAY-SW 4TH TO SW 6TH*****200**382*****										
PE	99,194	0	0	0	0	0	0	0	0	MISC 10092
CONST	374,465	0	280,141	0	0	0	0	0	0	654,606
TOTAL	473,659	0	280,141	0	0	0	0	0	0	753,800
**49 CONTINGENCY-CITY OF PORTLAND-CATEGORY III*****203**383*****										
RESRV	0	0	0	0	0	0	0	2,071,364	2,071,364	N/A 00000
TOTAL	0	0	0	0	0	0	0	2,071,364	2,071,364	
**50 NW 18TH/19TH AND NW 14TH/16TH COUPLETS*****239**424*****										
PE	55,920	0	0	0	0	0	0	0	0	FAU9295 78067
CONST	384,680	0	0	0	0	0	0	0	0	384,680
TOTAL	440,600	0	0	0	0	0	0	0	0	440,600
**51 BEAVERTON HILLSDALE HWY(OR10)-CAPITOL HWY TO SCHOLLS FY. RD*****243**425**551*****										
PE	272,935	0	0	0	0	0	0	0	0	FAU9228 78050
R/U	522,410	0	0	0	0	0	0	0	0	522,410
CONST	1,431,903	0	40,946	0	500,000	0	0	0	0	1,972,849
RESRV	0	0	0	0	0	0	0	109,651	109,651	
TOTAL	2,227,248	0	40,946	0	500,000	0	0	109,651	109,651	2,877,845
**52 FAU REPLACEMENT CONTINGENCY-CITY OF PORTLAND*****261**449**532*****										
RFSRV	0	0	0	0	0	0	0	1,093,431	1,093,431	N/A 00000
TOTAL	0	0	0	0	0	0	0	1,093,431	1,093,431	

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	FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)										
*453 ST HELENS ROAD RECONSTRUCTION-WEST CITY LIMITS TO NW KITTRIDGE A*****271*495*****									FAP1	79067
PE	197,665	0	0	0	23,803	0	0	0	221,468	
RESRV	0	0	0	0	0	0	0	250,000	250,000	
TOTAL	197,665	0	0	0	23,803	0	0	250,000	471,468	
*454 TRANSPORTATION IMPROVEMENTS IN NORTHWEST PORTLAND*****278*496***** MISC 79035										
RESRV	0	0	0	0	0	0	0	4,185,724	4,185,724	
TOTAL	0	0	0	0	0	0	0	4,185,724	4,185,724	
*455 W BURNSIDE ROAD/TICHER DRIVE INTERSECTION IMPROVEMENT*****282*497*605***** FAU9326 79058										
PE	26,972	0	0	0	0	0	0	0	26,972	
R/U	69,820	0	0	0	0	0	0	0	69,820	
CONST	487,749	0	0	0	0	0	0	0	487,749	
TOTAL	584,541	0	0	0	0	0	0	0	584,541	
*456 NORTHWEST PORTLAND TRANSPORTATION STUDY*****285*498***** N/A 84016										
PE	32,130	0	0	0	0	0	0	0	32,130	
TOTAL	32,130	0	0	0	0	0	0	0	32,130	
*457 NW FRONT AVENUE RECONSTRUCTION-NW GLISAN TO NW 26TH AVE*****286*631*499*611***** FAU9300 80006										
PE	243,537	0	0	0	0	0	0	0	243,537	
R/U	120,700	0	0	0	0	0	0	0	120,700	
CONST	4,179,497	0	0	0	0	0	0	0	4,179,497	
TOTAL	4,543,734	0	0	0	0	0	0	0	4,543,734	
*458 MARINE DRIVE WIDENING TO FOUR LANES-IS TO RIVERGATE*****298*554***** FAU9962 79056										
PE	233,750	0	225,675	0	0	0	0	0	459,425	
CONST	0	0	0	0	4,470,575	0	0	0	4,470,575	
TOTAL	233,750	0	225,675	0	4,470,575	0	0	0	4,930,000	

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		FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)											
**459 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES-NE 60TH AVE TO I205*****301*393***** FAU9917 79055											
PE	190,570	0	0	0	0	0	0	0	0	190,570	
TOTAL	190,570	0	0	0	0	0	0	0	0	190,570	
**460 COLUMBIA BLVD/COLUMBIA WAY/N PORTLAND RD INTERSECTION IMPRVMT*****303*555***** FAU9956 79057											
PE	12,436	0	0	0	0	0	0	0	0	12,436	
CONST	115,762	0	0	0	0	0	0	0	0	115,762	
TOTAL	128,198	0	0	0	0	0	0	0	0	128,198	
**61 COMMERCIAL ARTERIAL STREET LIGHT CONVERSION-CITY WIDE*****307*556***** MISC 79041											
PE	28,681	0	0	0	0	0	0	0	0	28,681	
CONST	1,011,257	0	0	0	0	0	0	0	0	1,011,257	
TOTAL	1,039,938	0	0	0	0	0	0	0	0	1,039,938	
**62 POWELL BUTTE/MT SCOTT STUDY AREA-PROJECT DEVELOPMENT*****308*557***** MISC 79081											
PE	29,750	0	6,922	0	0	0	0	0	0	36,672	
TOTAL	29,750	0	6,922	0	0	0	0	0	0	36,672	
**63 SW TERWILLIGER BLVD-BARBUR BLVD TO TAYLORS FERRY RD*****309*559***** FAU9361 80015											
PE	272,506	0	55,204	0	0	0	0	0	0	327,710	
R/U	0	0	0	0	602,225	0	0	0	0	602,225	
CONST	0	0	0	0	551,920	0	0	0	0	551,920	
TOTAL	272,506	0	55,204	0	1,154,145	0	0	0	0	1,481,855	
**64 82ND AVENUE-SISKIYOU TO BROADWAY*****551*561***** FAU9713 79049											
PE	37,442	0	0	0	0	0	0	0	0	37,442	
CONST	221,178	0	0	0	0	0	0	0	0	221,178	
TOTAL	258,620	0	0	0	0	0	0	0	0	258,620	

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	FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)										
**65 SIGNAL MODIFICATION AT 10 LOCATIONS(LEFT TURN)-SE PORTLAND*****558*450*****										MISC 79075
PE	1,750	0	0	0	0	0	0	0	0	1,750
CONST	47,461	0	0	0	0	0	0	0	0	47,461
TOTAL	49,211	0	0	0	0	0	0	0	0	49,211
**66 EAST BURNSIDE-90TH TO 94TH*****599*353*****										FAU9822 10077
PE	44,238	0	0	0	0	0	0	0	0	44,238
CONST	295,926	0	33,436	0	0	0	0	0	0	329,362
TOTAL	340,164	0	33,436	0	0	0	0	0	0	373,600
**67 NW 23RD AVE/BURNSIDE*****626*500*****										FAU9326 10093
PE	69,950	0	39,800	0	0	0	0	0	0	109,650
R/U	0	0	0	0	435,200	0	0	0	0	435,200
CONST	0	0	0	0	1,125,000	0	0	0	0	1,125,000
TOTAL	69,850	0	39,800	0	1,560,200	0	0	0	0	1,669,850
**68 NW 21ST/22ND-THURMAN TO FRONT*****630*501*****										FAU9317 10126
PE	112,710	0	0	0	0	0	0	0	0	112,710
R/U	0	0	0	0	19,975	0	0	0	0	19,975
CONST	0	0	0	0	0	0	792,000	0	0	792,000
TOTAL	112,710	0	0	0	19,975	0	792,000	0	0	924,685
**69 NW INTERSECTION IMPROVEMENTS-22 LOCATIONS*****631*502*****										MISC 10017
PE	33,000	0	0	0	0	0	0	0	0	33,000
CONST	0	0	0	0	294,015	0	0	0	0	294,015
RESRV	0	0	0	0	0	0	0	32,985	0	32,985
TOTAL	33,000	0	0	0	294,015	0	0	32,985	0	360,000
**70 NW CIRCULATION IMPROVEMENTS-10 INTERSECTIONS*****632*503*****										MISC 84015
PE	13,600	0	1,400	0	0	0	0	0	0	15,000
R/U	0	0	0	0	8,500	0	0	0	0	8,500
CONST	0	0	0	0	59,800	0	0	0	0	59,800
TOTAL	13,600	0	1,400	0	68,300	0	0	0	0	83,300

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	FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)										
**71 NW EVERETT/GLISAN-NW 18TH TO WESTOVER ROAD*****633*504*****										FAU9314 10097
PE	0	0	0	0	0	0	8,500	0	8,500	
CONST	0	0	0	0	0	0	50,700	0	50,700	
TOTAL	0	0	0	0	0	0	59,200	0	59,200	
**72 WEST FREMONT TSM*****641*505*****										
PE	0	0	0	0	0	0	0	0	0	FAU9305 00060
CONST	0	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	0	
**73 SIGNAL REPLACEMENT-34 LOCATIONS*****643*632*537*****										
PE	41,576	0	0	0	0	0	0	0	41,576	MISC 10107
CONST	1,111,784	0	0	0	0	0	0	0	1,111,784	
TOTAL	1,153,360	0	0	0	0	0	0	0	1,153,360	
**74 SIGNAL REPLACEMENT-16 LOCATIONS*****645*538*****										
PE	386,083	0	0	0	0	0	0	0	386,083	MISC 80080
CONST	386,083	0	0	0	0	0	0	0	386,083	
TOTAL	772,166	0	0	0	0	0	0	0	772,166	
**75 NEW SIGNALS-5 LOCATIONS-PORTLAND BLVD ET AL*****647*451*****										
PE	129,310	0	0	0	0	0	0	0	129,310	MISC 78122
CONST	129,310	0	0	0	0	0	0	0	129,310	
TOTAL	258,620	0	0	0	0	0	0	0	258,620	
**76 COLUMBIA BLVD (3) NEW TRAFFIC SIGNALS*****650*452*****										
PE	221,698	0	0	0	0	0	0	0	221,698	FAU9956 78026
CONST	221,698	0	0	0	0	0	0	0	221,698	
TOTAL	443,396	0	0	0	0	0	0	0	443,396	
**77 NE SANDY BLVD AT 50TH AND 70TH-NEW SIGNALS*****652*453*****										
PE	44,724	0	0	0	0	0	0	0	44,724	FAU9326 78120
CONST	44,724	0	0	0	0	0	0	0	44,724	
TOTAL	89,448	0	0	0	0	0	0	0	89,448	

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	FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)										
**78 COLUMBIA BLVD AT 47TH-NEW TRAFFIC SIGNAL**	*****653*454*****									
PE	1,410	0	0	0	0	0	0	0	1,410	80060
CONST	38,208	0	0	0	0	0	0	0	38,208	
TOTAL	39,618	0	0	0	0	0	0	0	39,618	
**79 SU CAPITOL AT HUBER-NEW TRAFFIC SIGNAL*****										
CONST	60,810	0	0	0	0	0	0	0	60,810	10032
TOTAL	60,810	0	0	0	0	0	0	0	60,810	
**80 COLISEUM AREA TRAFFIC SIGNALS-SIGNAL IMPROVEMENT*****										
CONST	390,000	0	0	0	0	0	0	0	390,000	MISC 78119
TOTAL	390,000	0	0	0	0	0	0	0	390,000	
**81 CITYWIDE SIGNAL SYSTEM ANALYSIS*****										
PE	795,474	0	0	0	0	0	0	0	795,474	80042
CONST	1,064,300	0	388,300	0	350,000	0	0	0	1,802,600	
TOTAL	1,859,774	0	388,300	0	350,000	0	0	0	2,598,074	
**82 CBD TRAFFIC SIGNAL REPLACEMENTS UNIT A-21 LOCATIONS*****										
CONST	645,022	0	0	0	0	0	0	0	645,022	MISC 78028
TOTAL	645,022	0	0	0	0	0	0	0	645,022	
**83 CBD TRAFFIC SIGNAL REPLACEMENTS UNIT B-BANFIELD LRT CORRIDOR*****										
PE	110,272	0	0	0	0	0	0	0	110,272	MISC 84091
CONST	1,050,228	0	0	0	0	0	0	0	1,050,228	
TOTAL	1,160,500	0	0	0	0	0	0	0	1,160,500	
**84 INTERSTATE AT TILLAMOOK-SIGNAL REPLACEMENT*****										
PE	2,040	0	0	0	0	0	0	0	2,040	80005
CONST	28,033	0	0	0	0	0	0	0	28,033	
TOTAL	30,073	0	0	0	0	0	0	0	30,073	

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	FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)										
**85 82ND AVE (6) SIGNAL REPLACEMENTS-SANDY TO WASHINGTON*****668*540*****FAU9713 80061										
PE	6,623	0	0	0	0	0	0	0	6,623	
CONST	193,148	0	0	0	0	0	0	0	193,148	
TOTAL	199,771	0	0	0	0	0	0	0	199,771	
**86 COLUMBIA BLVD-DELAWARE TO CHAUTAUGUA*****712*633*564*****FAU9956 10131										
PE	118,150	0	0	0	0	0	0	0	118,150	
R/W	0	0	255,000	0	0	0	0	0	255,000	
CONST	0	0	0	0	1,377,850	0	0	0	1,377,850	
RESRV	0	0	0	0	0	0	0	0	0	
TOTAL	118,150	0	255,000	0	1,377,850	0	0	0	1,751,000	
**87 SE FOSIER RD IMPROVEMENTS-122ND TO JENNE RD*****714*395*565*****FAU9776 10144										
RESRV	0	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	0	
**88 NORTHWEST RIDESHARE*****723*506*****N/A 10090										
OPRTC	85,000	0	0	0	0	0	0	0	85,000	
TOTAL	85,000	0	0	0	0	0	0	0	85,000	
**89 BANFIELD FIRE LINE*****724*566*****FAP68 00000										
PE	0	0	17,000	0	0	0	0	0	17,000	
TOTAL	0	0	17,000	0	0	0	0	0	17,000	
**90 SW VERMONT STREET-30TH AVENUE TO OLESON ROAD*****726*313*357*396*634*413*****FAU9398 10133										
PE	208,930	0	23,000	0	0	0	0	0	231,930	
TOTAL	208,930	0	23,000	0	0	0	0	0	231,930	

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CITY OF PORTLAND (CONTINUED)										
**91 MARQUAM RAMP STREET IMPROVEMENTS-SE WATER/YAMHILL/TAYLOR/CLAY					727	358			FAU9366	10132
PE	37,400	0	0	0	0	0	0	0	37,400	
CONST	0	0	450,000	0	207,050	0	0	0	657,050	
TOTAL	37,400	0	450,000	0	207,050	0	0	0	694,450	
**92 82ND AVENUE-DIVISION TO CRYSTAL SPRINGS-UNITS 1 & 2										
PE	206,422	0	0	0	0	0	0	0	206,422	79049
R/W	0	0	0	0	1,404,200	0	0	0	1,404,200	
CONST	0	0	0	0	586,500	525,130	0	0	1,111,630	
TOTAL	206,422	0	0	0	1,990,700	525,130	0	0	2,722,252	
**93 CITY OF PORTLAND REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS										
RESRV	0	0	0	0	0	0	0	948,648	948,648	00000
TOTAL	0	0	0	0	0	0	0	948,648	948,648	
**94 NW FRONT AVE-GLISAH TO COUCH(EVERETT-FRONT CONNECTOR)										
PE	159,120	0	0	0	0	0	0	0	159,120	10140
R/W	0	0	6,800	0	0	0	0	0	6,800	
CONST	0	0	1,622,450	0	0	0	0	0	1,622,450	
RESRV	0	0	0	0	0	0	0	145,790	145,790	
TOTAL	159,120	0	1,629,250	0	0	0	0	145,790	1,934,160	
**95 N VANCOUVER WAY-UNION AVENUE TO MARINE DRIVE										
PE	270,300	0	0	0	0	0	0	0	270,300	10149
R/W	21,250	0	0	0	0	0	0	0	21,250	
CONST	2,329,802	0	447,828	0	0	0	0	0	2,777,630	
TOTAL	2,621,352	0	447,828	0	0	0	0	0	3,069,180	
**96 UNALLOCATED RESERVE-CITY OF PORTLAND										
RESRV	0	0	0	0	0	0	0	162,575	162,575	00000
TOTAL	0	0	0	0	0	0	0	162,575	162,575	



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	FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)										
**97 PEDESTRIAN/SCHOOL SIGNAL-NE 47TH AVENUE AND OREGON*****801*572*613*****FAU9837										10207
PE	4,818	0	0	0	0	0	0	0	4,818	
CONST	35,094	0	5,588	0	0	0	0	0	40,682	
TOTAL	39,912	0	5,588	0	0	0	0	0	45,500	
**98 BANFIELD FREEWAY-CITY BRIDGE REPAIR WORK*****808*573*****FA184										
CONST	0	0	387,875	0	0	0	0	0	387,875	00000
TOTAL	0	0	387,875	0	0	0	0	0	387,875	
**99 OBLIGATIONAL AUTHORITY RESERVE-CITY OF PORTLAND*****833*477*****N/A										
RESRV	0	0	3,750,000	0	0	0	0	-3,750,000	0	00000
TOTAL	0	0	3,750,000	0	0	0	0	-3,750,000	0	
*100 SIGNAL MODIFICATIONS(3)-NORTH PORTLAND*****840*460*****MISC										
PE	7,100	0	0	0	0	0	0	0	7,100	84001
CONST	0	0	76,500	0	0	0	0	0	76,500	
TOTAL	7,100	0	76,500	0	0	0	0	0	83,600	
*101 NEW CBD TRAFFIC SIGNALS(5)*****841*461*****MISC										
PE	18,800	0	0	0	0	0	0	0	18,800	84003
CONST	0	0	205,000	0	0	0	0	0	205,000	
TOTAL	18,800	0	205,000	0	0	0	0	0	223,800	
*102 SIGNAL REPLACEMENTS(22)*****842*360*545*575*****MISC										
PE	33,000	0	4,500	0	0	0	0	0	37,500	84002
CONST	0	0	856,600	0	0	0	0	0	856,600	
TOTAL	33,000	0	861,100	0	0	0	0	0	894,100	

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	FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)										
*103 NE HOLLADAY LRT TRAFFIC SIGNALS*****8474597*****FAU9903 00000										
CONST	696,900	0	0	0	0	0	0	0	696,900	
TOTAL	696,900	0	0	0	0	0	0	0	696,900	
*104 SW BERTHA BLVD-SW VERMONT TO BARBUR BLVD*****84945984558*****FAU9420 84078										
PE	0	0	141,950	0	0	0	0	0	141,950	
R/U	0	0	0	0	9,350	0	0	0	9,350	
CONST	0	0	0	0	671,350	0	0	0	671,350	
TOTAL	0	0	141,950	0	680,700	0	0	0	822,650	
*105 NE LOMBARD/COLUMBIA BLVD VIA NE 60TH AVENUE*****8544569*****FAU9917 80011										
PE	212,925	0	50,000	0	0	0	0	0	262,925	
TOTAL	212,925	0	50,000	0	0	0	0	0	262,925	
*106 N RIVERGATE DRIVE SLOUGH BRIDGE STREET APPROACHES*****8564576*****FAU9958 10246										
PE	31,875	0	0	0	0	0	0	0	31,875	
CONST	691,070	0	441,555	0	0	0	0	0	1,132,625	
TOTAL	722,945	0	441,555	0	0	0	0	0	1,164,500	
*107 NE GERTZ/13TH-VANCOUVER WAY TO MERRITT/FAZIO*****8574577*****FAU9961 84051										
PE	62,611	0	0	0	15,929	0	0	0	78,540	
CONST	0	0	0	0	688,560	0	0	0	688,560	
TOTAL	62,611	0	0	0	704,489	0	0	0	767,100	
*109 AIRPORT WAY-1205 TO 148TH AVE-UNI I*****8584578*****FAU9940 84022										
PE	397,800	0	300,000	0	21,005	0	0	0	718,805	
CONST	0	0	0	0	0	1,889,600	0	0	1,889,600	
TOTAL	397,800	0	300,000	0	21,005	1,889,600	0	0	2,608,405	

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	FEDERAL	PENDING								
CITY OF PORTLAND (CONTINUED)										
*109 AIRPORT WAY-NE 149TH TO NE 168TH-UNIT III*****859*361*****									FAU9940	84022
CONST	0	0	0	0	0	0	1,364,300	0	1,364,300	
TOTAL	0	0	0	0	0	0	1,364,300	0	1,364,300	
*110 AIRPORT WAY-NE 168TH TO 181ST/SANDY-UNIT III*****861*579*****										
CONST	0	0	0	0	0	0	3,783,800	0	3,783,800	FAU9940 84022
TOTAL	0	0	0	0	0	0	3,783,800	0	3,783,800	
TOTAL CITY OF PORTLAND										
PE	6,308,609	0	865,451	0	60,737	0	8,500	0	7,243,297	
R/W	2,445,266	0	261,800	0	2,479,450	0	0	0	5,186,516	
CONST	46,320,875	0	7,639,222	0	10,882,620	2,414,730	5,990,800	0	73,248,247	
OPRTG	85,000	0	0	0	0	0	0	0	85,000	
RESRV	0	0	3,750,000	0	0	0	0	7,104,254	10,854,254	
TOTAL	55,159,750	0	12,516,473	0	13,422,807	2,414,730	5,999,300	7,104,254	96,617,314	

OBLIGATION AUTHORITY:

67,676,223



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	FEDERAL	PENDING								
MULTNOMAH COUNTY (CONTINUED)										
*117 BURNSIDE BRIDGE RESURFACING AND JOINTS			166	336						FAU9326 77017
PE	5,974	0	0	0	0	0	0	0	0	5,974
CONST	284,518	0	0	0	0	0	0	0	0	284,518
TOTAL	290,492	0	0	0	0	0	0	0	0	290,492
*118 BROADWAY BRIDGE RESURFACING-H3			204	384						FAU9318 77048
PE	5,540	0	0	0	0	0	0	0	0	5,540
CONST	87,276	0	0	0	0	0	0	0	0	87,276
TOTAL	92,816	0	0	0	0	0	0	0	0	92,816
*119 221ST/223RD-POWELL BLVD TO FARISS RD-UNITS 1 & 2			205	385	386	405				FAU9867 77078
PE	278,559	0	0	0	0	0	0	0	0	278,559
R/W	1,190,000	0	0	0	0	0	0	0	0	1,190,000
CONST	1,907,171	0	0	0	0	0	0	0	0	1,907,171
TOTAL	3,375,730	0	0	0	0	0	0	0	0	3,375,730
*120 FAIRVIEW AVE SIGNALIZATION- AT HALSEY ST AND AT SANDY BLVD			212	406						FAU9867 78008
PE	3,272	0	0	0	0	0	0	0	0	3,272
CONST	40,346	0	0	0	0	0	0	0	0	40,346
TOTAL	43,618	0	0	0	0	0	0	0	0	43,618
*121 182ND AVENUE WIDENING-DIVISION ST TO POWELL BLVD			213	370	407					FAU9891 78010
PE	53,700	0	0	0	0	0	0	0	0	53,700
R/W	72,250	0	0	0	0	0	0	0	0	72,250
CONST	1,030,702	0	0	0	0	0	0	0	0	1,030,702
RESRV	0	0	0	0	0	0	0	84,263	0	84,263
TOTAL	1,156,652	0	0	0	0	0	0	84,263	0	1,240,915
*122 221ST AVENUE-POWELL THROUGH JOHNSON CREEK BRIDGE-(1 & 2)			214	408	412					FAU9867 78012
PE	283,000	0	124,580	0	0	0	0	0	0	407,580
R/W	342,635	0	85,465	0	0	0	0	0	0	428,100
CONST	2,039,169	0	0	0	0	0	0	0	0	2,039,169
RESRV	0	0	233,951	0	0	0	0	106,733	0	340,684
TOTAL	2,664,804	0	443,996	0	0	0	0	106,733	0	3,215,533

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MULTNOMAH COUNTY (CONTINUED)										
*123 CHERRY PARK RD/257TH DRIVE-242ND AVE TO TROUTDALE RD					216	409				FAU9880 78011
PE	47,887	0	0	0	0	0	0	0	0	47,887
CONST	591,239	0	0	0	0	0	0	0	0	591,239
TOTAL	639,126	0	0	0	0	0	0	0	0	639,126
*124 SANDY BLVD CORRIDOR-99TH AVE TO 162ND AVE					244	426	427	603		FAU9326 78049
PE	77,415	0	0	0	0	0	0	0	0	77,415
R/U	41,990	0	0	0	0	0	0	0	0	41,990
CONST	453,163	0	0	0	0	0	9,597	0	0	462,760
RESRV	0	0	0	0	0	0	0	-95	0	-95
TOTAL	572,568	0	0	0	0	0	9,597	-95	0	582,070
*125 E BURNSIDE-SE 223RD TO SE POWELL BLVD-CONSTRUCTION					252	410	431	449		FAU9822 76034
CONST	1,634,200	0	0	0	0	0	0	0	0	1,634,200
RESRV	0	0	0	0	0	0	0	0	0	0
TOTAL	1,634,200	0	0	0	0	0	0	0	0	1,634,200
*126 POWELL AND 190TH INTERSECTION IMPROVEMENT					293	516				FAP24 77064
PE	153,340	0	26,222	0	0	0	0	0	0	179,562
R/U	0	0	748,000	0	0	0	0	0	0	748,000
CONST	0	0	0	0	1,672,800	0	0	0	0	1,672,800
RESRV	0	0	0	0	0	0	0	-136,388	0	-136,388
TOTAL	153,340	0	774,222	0	1,672,800	0	0	-136,388	0	2,463,974
*127 BURNSIDE ST-STARK TO 223RD AVE					294	411	533			FAU9822 76034
R/U	225,250	0	0	0	0	0	0	0	0	225,250
CONST	1,757,521	0	0	0	0	0	0	0	0	1,757,521
RESRV	0	0	15,704	0	0	0	0	622,775	0	638,479
TOTAL	1,982,771	0	15,704	0	0	0	0	622,775	0	2,621,250

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	FEDERAL	PENDING								
MULTNOMAH COUNTY (CONTINUED)										
*128 SYLVAN/SKYLINE IMPROVEMENTS-VICINITY OF SUNSET HIGHWAY*****					831*323*399*433*459*543*574*****				TBD	10138
PE	29,750	0	70,250	0	0	0	0	0	100,000	
R/W	0	0	0	0	1,243,000	0	0	0	1,243,000	
CONST	0	0	23,800	0	318,000	0	0	0	341,800	
RESRV	0	0	0	0	0	0	115,200	115,200	115,200	
TOTAL	29,750	0	94,050	0	1,561,000	0	115,200	115,200	1,800,000	
*129 OBLIGATIONAL AUTHORITY RESERVE-MULTNOMAH COUNTY*****										
RESRV	0	0	750,000	0	0	0	0	-750,000	0	00000
TOTAL	0	0	750,000	0	0	0	0	-750,000	0	
*130 SE STARK STREET-242ND AVENUE TO 257TH AVENUE*****										
PE	20,400	0	55,080	0	0	0	0	0	75,480	10206
R/W	0	0	850	0	0	0	0	0	850	
CONST	0	0	1,004,150	0	0	0	0	0	1,004,150	
TOTAL	20,400	0	1,060,080	0	0	0	0	0	1,080,480	
TOTAL MULTNOMAH COUNTY										
PE	1,194,315	0	363,573	0	0	0	0	0	1,557,888	
R/W	1,888,392	0	2,058,315	0	1,243,000	0	0	0	5,189,707	
CONST	12,560,647	0	2,879,603	0	1,990,800	0	9,597	0	17,440,647	
RESRV	0	0	999,655	0	0	0	0	894,835	1,894,490	
TOTAL	15,643,354	0	6,301,146	0	3,233,800	0	9,597	894,835	26,082,731	

OBLIGATION AUTHORITY:

21,944,500

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	FEDERAL	PENDING								
CLACKAMAS COUNTY										
*131 LOWER BOONES FERRY RD-MADRONA TO SW JEAH										
R/W	525,583	0	0	0	0	0	0	0	525,583	80104
CONST	497,137	0	0	0	0	0	0	0	497,137	
TOTAL	1,022,720	0	0	0	0	0	0	0	1,022,720	
*132 82ND DRIVE-HIGHWAY 212 TO I205- CONSTRUCTION										
CONST	393,474	0	0	0	0	0	0	0	393,474	76048
TOTAL	393,474	0	0	0	0	0	0	0	393,474	
*133 SUNNYSIDE ROAD-STEVENSON ROAD TO 122ND UNIT										
PE	21,845	0	0	0	0	0	0	0	21,845	77147
R/W	148,750	0	0	0	0	0	0	0	148,750	
CONST	342,912	0	0	0	0	0	0	0	342,912	
TOTAL	513,507	0	0	0	0	0	0	0	513,507	
*134 SUNNYSIDE ROAD REALIGNMENT-0.25 MI WEST OF 142ND (S CURVE)										
CONST	172,517	0	0	0	0	0	0	0	172,517	77149
TOTAL	172,517	0	0	0	0	0	0	0	172,517	
*135 OSWEGO CREEK BRIDGE (OR43)-BRIDGE REPLACEMENT AND NEW BIKEWAY										
PE	98,856	0	0	0	0	0	0	0	98,856	76085
R/W	37,635	0	0	0	0	0	0	0	37,635	
CONST	1,836,168	0	80,152	0	0	0	0	0	1,916,320	
RESRV	0	0	0	0	0	0	6,434	0	6,434	
TOTAL	1,972,659	0	80,152	0	0	0	6,434	0	2,059,245	
*136 OSWEGO HIGHWAY (OR43) AT CEDAR OAKS-LEFT TURN REFUGES										
CONST	34,438	0	0	0	0	0	0	0	34,438	78118
TOTAL	34,438	0	0	0	0	0	0	0	34,438	



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CLACKAMAS COUNTY (CONTINUED)											
*137 HIGHWAY 212 IMPROVEMENTS (I205 EAST TO HIGHWAY 224)*****124*288*289*376*514*530***** FAP74 77037											
PE	490,535	0	0	0	0	0	0	0	0	490,535	
R/W	2,874,700	0	0	0	0	0	0	0	0	2,874,700	
CONST	4,638,476	0	0	0	0	0	0	0	0	4,638,476	
RESRV	0	0	442,277	0	0	0	0	0	0	442,277	
TOTAL	8,003,711	0	442,277	0	0	0	0	0	0	8,445,989	
*138 OREGON CITY BYPASS-PARK PLACE TO COMMUNITY COLLEGE*****125*290*377*378*515***** TBD 76007											
PE	1,093,950	0	0	0	0	0	0	0	0	1,093,950	
R/W	4,986,100	0	0	0	0	0	0	0	0	4,986,100	
CONST	15,312,129	0	0	0	0	0	0	0	0	15,312,129	
RESRV	0	0	947,293	0	0	0	0	666,524	0	1,613,817	
TOTAL	21,392,179	0	947,293	0	0	0	0	666,524	0	23,005,996	
*139 STATE STREET CORRIDOR (OR43)-TERWILLIGER TO LADD*****133*296*418*609***** FAU9565 77068											
PE	189,805	0	0	0	0	0	0	0	0	189,805	
R/W	0	0	768,910	0	0	0	0	0	0	768,910	
CONST	116,096	0	466,000	0	968,729	0	0	0	0	1,530,825	
RESRV	0	0	0	0	0	0	0	-748,401	0	-748,401	
TOTAL	305,901	0	1,234,910	0	968,729	0	0	-748,401	0	1,761,139	
*140 GLADSTONE/MILWAUKIE SUBAREA TSM*****248*428*429*610*447***** MISC 00000											
PE	212,708	0	17,479	0	0	0	0	0	0	230,187	
R/W	152,623	0	7,782	0	0	0	0	0	0	160,405	
CONST	1,457,498	0	249,919	0	0	0	0	0	0	1,707,417	
TOTAL	1,822,829	0	275,180	0	0	0	0	0	0	2,098,009	
*141 RAILROAD AVENUE/HARMONY ROAD-82ND TO MILWAUKIE CBD-UNIT I*****553*305***** FAU9702 10037											
PE	124,992	0	63,008	0	0	0	0	0	0	188,000	
R/W	0	0	31,992	0	0	0	0	0	0	31,992	
CONST	0	0	1,000,000	0	899,532	0	0	0	0	1,899,532	
TOTAL	124,992	0	1,095,000	0	899,532	0	0	0	0	2,119,524	

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	FEDERAL	PENDING								
CLACKAMAS COUNTY (CONTINUED)										
*142 CLACKAMAS TOWN CENTER SIGNALS			561	307					N/A	10038
PE	10,530	0	0	0	0	0	0	0	10,530	
CONST	86,488	0	0	0	0	0	0	0	86,488	
RESRV	0	0	0	0	0	0	-488	-488	-488	
TOTAL	97,018	0	0	0	0	0	-488	-488	96,530	
*143 82ND DRIVE-HWY 212 TO CLADSTONE/I205 INTERCHANGE										
PE	170,000	0	100,000	0	0	0	0	0	270,000	10051
CONST	0	0	0	0	2,206,145	0	0	0	2,206,145	
TOTAL	170,000	0	100,000	0	2,206,145	0	0	0	2,476,145	
*144 THIESSEN/JENNINGS CORRIDOR-OATFIELD ROAD TO I205										
PE	145,520	0	0	0	0	0	0	0	145,520	10052
TOTAL	145,520	0	0	0	0	0	0	0	145,520	
*145 RAILROAD AVENUE/HARMONY ROAD-82ND/SUNNYSIDE REALIGNMENT-UNIT II										
PE	34,850	0	15,150	0	0	0	0	0	50,000	10037
R/U	533,800	0	0	0	0	0	0	0	533,800	
CONST	0	0	451,200	0	0	0	0	0	451,200	
TOTAL	568,650	0	466,350	0	0	0	0	0	1,035,000	
*146 UNALLOCATED RESERVE-CLACKAMAS COUNTY										
RESRV	0	0	0	0	0	0	0	62,812	62,812	00000
TOTAL	0	0	0	0	0	0	0	62,812	62,812	
*147 OBLIGATIONAL AUTHORITY RESERVE-CLACKAMAS COUNTY										
RESRV	0	0	500,000	0	0	0	0	-500,000	0	00000
TOTAL	0	0	500,000	0	0	0	0	-500,000	0	

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	FEDERAL	PENDING								
CLACKAMAS COUNTY (CONTINUED)										
*148 SUNNYSIDE ROAD-STEVENSON TO 122ND-UNIT II*****838*325*544*****FAU9718										77147
PE	112,115	0	0	0	0	0	0	0	0	112,115
R/W	399,950	0	133,850	0	0	0	0	0	0	533,800
CONST	0	0	1,318,000	0	0	0	0	0	0	1,318,000
RESRV	0	0	0	0	0	0	0	185,703	0	185,703
TOTAL	512,065	0	1,451,850	0	0	0	0	185,703	0	2,149,618
*149 HUBBARD ROAD EXTENSION TO CLACKAMAS HIGHWAY*****839*326*****TBD										
PE	43,775	0	21,225	0	0	0	0	0	0	65,000
CONST	0	0	435,000	0	0	0	0	0	0	435,000
TOTAL	43,775	0	456,225	0	0	0	0	0	0	500,000
*150 HIGHWAY 43 @ MCKILLICAN/HOOD AVENUE WIDENING*****853*327*****FAU9565										
PE	21,670	0	0	0	0	0	0	0	0	21,670
R/W	0	0	16,150	0	0	0	0	0	0	16,150
CONST	0	0	211,395	0	0	0	0	0	0	211,395
TOTAL	21,670	0	227,545	0	0	0	0	0	0	249,215
*151 BEAVERCREEK RD EXT(REDD SOILS)-BEAVERCREEK RD TO WARNER-MIDLINE*****855*328*462*****FAU9742										
PE	41,352	0	88,648	0	0	0	0	0	0	130,000
CONST	0	0	818,184	0	0	0	0	0	0	818,184
TOTAL	41,352	0	906,832	0	0	0	0	0	0	948,184
TOTAL CLACKAMAS COUNTY										
PE	2,812,503	0	305,510	0	0	0	0	0	0	3,118,013
R/W	9,659,141	0	958,684	0	0	0	0	0	0	10,617,825
CONST	24,887,333	0	5,029,850	0	4,074,406	0	0	0	0	33,991,589
RESRV	0	0	1,889,570	0	0	0	0	-327,416	0	1,562,154
TOTAL	37,358,977	0	8,183,614	0	4,074,406	0	0	-327,416	0	49,289,581

OBLIGATION AUTHORITY:

45,542,591

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	FEDERAL	PENDING								
WASHINGTON COUNTY										
*152 SW 65TH/NYBERG RD-15 TO SAGERT RD-UNIT #1-CONSTRUCTION*****83*439*****									FAU9556	77020
CONST	382,344	0	0	0	0	0	0	0	382,344	
RESRV	0	0	0	0	0	0	39,862	39,862		
TOTAL	382,344	0	0	0	0	0	39,862	422,206		
*153 SW NYBERG ROAD-SW 89TH AVE TO 15-UNIT #2*****84*369*524*****										
R/W	329,293	0	0	0	0	0	0	0	329,293	FAU9282 77139
CONST	1,555,499	0	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	0	22,744	0	0	0	2,210	1,909,746		
*154 CORNELL RD @ MURRAY BLVD - IMPROVE/SIGNALIZE*****87*440*****										
CONST	104,683	0	0	0	0	0	0	0	104,683	FAU9022 78082
RESRV	0	0	0	0	0	0	3,834	3,834		
TOTAL	104,683	0	0	0	0	0	3,834	108,517		
*155 SW GREENBURG RD - HALL TO OAK*****91*272*441*****										
CONST	758,608	0	0	0	0	0	0	0	758,608	FAU9207 77041
RESRV	0	0	0	0	0	0	100,742	100,742		
TOTAL	758,608	0	0	0	0	0	100,742	859,350		
*156 NW 185TH-WALKER ROAD TO SUNSET HIGHWAY-PHASE I*****92*273*274*370*525*****										
PE	17,085	0	0	0	0	0	0	0	17,085	FAU9043 77076
CONST	1,418,944	0	7,244	0	0	0	0	0	1,426,188	
RESRV	0	0	0	0	0	0	66,727	66,727		
TOTAL	1,436,029	0	7,244	0	0	0	66,727	1,510,000		
*157 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217*****93*275*600*416*****										
PE	94,911	0	0	0	0	0	0	0	94,911	FAU9088 80085
R/W	1,428,425	0	0	0	0	0	0	0	1,428,425	
CONST	1,767,999	0	0	0	0	0	0	0	1,767,999	
RESRV	0	0	0	0	0	0	-7,946	-7,946		
TOTAL	3,291,335	0	0	0	0	0	-7,946	3,283,389		

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	FEDERAL	PENDING								
WASHINGTON COUNTY (CONTINUED)										
*158 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I*****49542764526*****									FAU9326	77070
PE	62,186	0	0	0	0	0	0	0	62,186	
R/U	255,000	0	0	0	0	0	0	0	255,000	
CONST	894,199	0	0	0	0	0	0	0	894,199	
RESRV	0	0	0	0	0	0	116,217	116,217	116,217	
TOTAL	1,211,385	0	0	0	0	0	116,217	116,217	1,327,602	
*159 SW JENKINS/158TH-MURRAY BLVD TO SUNSET HIGHWAY*****49742774527*****										
CONST	1,772,398	0	0	0	0	0	0	0	1,772,398	FAU9030 77046
TOTAL	1,772,398	0	0	0	0	0	0	0	1,772,398	
*160 SCHOLLS HWY(OR210) @ ALLEN - SIGNALS/WIDENING*****1064443444*****										
PE	4,100	0	0	0	0	0	0	0	4,100	FAU9234 78125
CONST	110,438	0	0	0	0	0	0	0	110,438	
TOTAL	114,538	0	0	0	0	0	0	0	114,538	
*161 PROGRESS INTCHG OFF-RAMP TO SCHOLLS FERRY RD(OR210)*****10943724444464*****										
CONST	295,276	0	0	0	0	0	0	0	295,276	FAU9234 80087
RESRV	0	0	0	0	0	0	-403	-403	-403	
TOTAL	295,276	0	0	0	0	0	-403	-403	294,873	
*162 HALL BLVD(AT HWY217)-LEFT TURN REFUGE FOR SB ON RAMP*****41104373445*****										
CONST	111,674	0	0	0	0	0	0	0	111,674	FAU9091 78042
TOTAL	111,674	0	0	0	0	0	0	0	111,674	
*163 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE*****1214287437545134612*****										
PE	447,100	0	0	0	0	0	0	0	447,100	FAP79 79076
R/U	3,485,000	0	0	0	0	0	0	0	3,485,000	
CONST	6,173,284	0	0	0	0	0	0	0	6,173,284	
RESRV	0	0	1,825,170	0	0	0	0	0	2,329,616	
TOTAL	10,105,384	0	1,825,170	0	0	0	504,446	504,446	12,435,000	

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WASHINGTON COUNTY (CONTINUED)										
*164 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY*****132*295*601*****										FAU9022 80038
PE	153,000	0	0	0	0	0	0	0		153,000
R/U	238,000	0	0	0	0	0	0	0		238,000
CONST	2,319,010	0	0	0	0	0	0	0		2,319,010
RESRV	0	0	0	0	0	0	0	-10,010		-10,010
TOTAL	2,710,010	0	0	0	0	0	0	-10,010		2,700,000
*165 BEAVERTON HILLSDALE HWY SIGNAL INTERTIE--LOMBARD TO SW 91ST AVE*****135*297*****										
PE	6,083	0	0	0	0	0	0	0		6,083
CONST	65,297	0	0	0	0	0	0	0		65,297
TOTAL	71,380	0	0	0	0	0	0	0		71,380
*166 TUALATIN VALLEY HIGHWAY (OR8) @ 185TH STREET*****207*594*387*****										
PE	187,255	0	0	0	0	0	0	0		187,255
R/U	1,157,700	0	0	0	0	0	0	0		1,157,700
CONST	0	0	628,575	0	0	0	0	0		628,575
RESRV	0	0	0	0	0	0	0	0		0
TOTAL	1,344,955	0	628,575	0	0	0	0	0		1,973,530
*167 HWY 217/72ND AVE INTCHG-PE & CONSTRUCTION--#2*****208*388*389*465*****										
PE	221,188	0	0	0	0	0	0	0		221,188
R/U	233,750	0	0	0	0	0	0	0		233,750
CONST	1,043,344	0	0	0	0	0	0	0		1,043,344
TOTAL	1,498,282	0	0	0	0	0	0	0		1,498,282
*168 PACIFIC HWY W(OR99W)--BULL MTN RD TO N TIGARD INTCHG--TSM IMP #1*****228*419*466*****										
PE	91,674	0	0	0	0	0	0	0		91,674
CONST	889,294	0	0	0	0	0	0	0		889,294
RESRV	0	0	0	0	0	0	0	71,713		71,713
TOTAL	980,968	0	0	0	0	0	0	71,713		1,052,681

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WASHINGTON COUNTY (CONTINUED)										
*169 CANYON/TV HWY CORRIDOR(CR8) TSM-WALKER RD TO MURRAY BLVD*****229*420*****									FAU32	78054
PE	36,950	0	0	0	0	0	0	0	36,950	
CONST	580,810	0	0	0	0	0	0	0	580,810	
RESRV	0	0	0	0	0	0	79,054	79,054	79,054	
TOTAL	617,760	0	0	0	0	0	79,054	79,054	696,814	
*170 FARMINGTON RD CORRIDOR(CR208) TSM-MURRAY BLVD INTERSECTION***4***235*636*595*****									FAU9064	78057
PE	0	0	8,500	0	0	0	0	0	8,500	
CONST	0	0	116,500	0	0	0	0	0	116,500	
RESRV	0	0	0	0	0	0	1,140	1,140	1,140	
TOTAL	0	0	125,000	0	0	0	1,140	1,140	126,140	
*171 FARMINGTON RD CORRIDOR(CR208) TSM-185TH AVE TO LOMBARD AVE***4***236*637*421*****									FAU9064	78057
PE	103,190	0	0	0	0	0	0	0	103,190	
CONST	139,290	0	0	0	0	0	0	0	139,290	
TOTAL	242,480	0	0	0	0	0	0	0	242,480	
*172 HALL BLVD CORRIDOR TSM-TV HWY TO SCHOLLS FERRY RD***4***237*303*422*****									FAU9091	78055
PE	47,780	0	0	0	0	0	0	0	47,780	
R/W	7,762	0	0	0	0	0	0	0	7,762	
CONST	157,589	0	0	0	0	0	0	0	157,589	
RESRV	0	0	0	0	0	0	15,806	15,806	15,806	
TOTAL	213,131	0	0	0	0	0	15,806	15,806	228,937	
*173 CEDAR HILLS BLVD/WALKER RD INTERSECTION IMPROVEMENT***4***238*423*446*****									FAU9097	78136
PE	8,624	0	0	0	0	0	0	0	8,624	
CONST	81,461	0	0	0	0	0	0	0	81,461	
RESRV	0	0	0	0	0	0	20,539	20,539	20,539	
TOTAL	90,085	0	0	0	0	0	20,539	20,539	110,624	

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WASHINGTON COUNTY (CONTINUED)										
*174 BEAVERTON TUALATIN HIGHWAY—FAHO CREEK BRIDGE WIDENING*****					249	391	430	531		FAU9091 78056
CONST	249,113	0	0	0	0	0	0	0	248,113	
RESRV	0	0	0	0	0	0	0	2,637	2,637	
TOTAL	249,113	0	0	0	0	0	0	2,637	250,750	
*175 ALLEN BLVD INTERCHANGE - CONSTRUCTION*****					264	392	467			FAP79 80086
CONST	6,081,528	0	0	0	0	0	0	0	6,081,528	
RESRV	0	0	0	0	0	0	0	0	0	
TOTAL	6,081,528	0	0	0	0	0	0	0	6,081,528	
*176 CORNELL ROAD PHASE II-ECL TO CORNELIUS PASS ROAD*****					585	310				FAU9022 10060
PE	205,912	0	202,588	0	0	0	0	0	408,500	
R/W	0	0	370,000	0	0	0	0	0	370,000	
CONST	0	0	0	0	1,571,500	0	0	0	1,571,500	
TOTAL	205,912	0	572,588	0	1,571,500	0	0	0	2,350,000	
*177 MURRAY BLVD-JENKINS ROAD TO SUNSET HIGHWAY*****					586	311				FAU9067 10059
PE	150,000	0	150,000	0	0	0	0	0	300,000	
R/W	116,450	0	1,883,550	0	0	0	0	0	2,000,000	
CONST	0	0	0	0	3,201,530	0	0	0	3,201,530	
TOTAL	266,450	0	2,033,550	0	3,201,530	0	0	0	5,501,530	
*178 NW 185TH-ROCK CREEK BLVD TO TV HIGHWAY*****					752	314				FAU9043 10128
PE	225,590	0	500,660	0	0	0	0	0	726,250	
R/W	0	0	0	0	3,000,000	0	0	0	3,000,000	
CONST	0	0	0	0	0	5,288,658	0	0	5,288,658	
TOTAL	225,590	0	500,660	0	3,000,000	5,288,658	0	0	9,014,908	
*179 TV HIGHWAY-21ST TO OAK*****					828	321				FAP32 79085
R/W	0	0	0	0	500,000	0	0	0	500,000	
CONST	0	0	0	0	0	1,300,000	0	0	1,300,000	
TOTAL	0	0	0	0	500,000	1,300,000	0	0	1,800,000	



METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 INTERSTATE TRANSFER PROGRAM  
 FEDERAL OBLIGATIONS FOR QUARTER ENDING 31-DEC-84

PENDING OBLIGATIONS FOR PERIOD ENDING 31-DEC-84

PRELIMINARY FY1985 HIGHWAY ALLOCATION PLAN  
 WASHINGTON COUNTY

PHASEA  
 80E1304.DAT  
 MAR198.TXT

19-Mar-85

PAGE 33

	OBLIGATIONS		BASE	SOFT	1986	1987	1988	POST 1988	AUTHORIZED	PLNG#
	FEDERAL	PENDING								
WASHINGTON COUNTY (CONTINUED)										
*180 SCHOLLS FERRY ROAD/HALL BOULEVARD INTERSECTION*****829*542*										FAU9234 00000
PE	0	0	55,000	0	0	0	0	0	0	55,000
CONST	0	0	0	0	345,000	0	0	0	0	345,000
TOTAL	0	0	55,000	0	345,000	0	0	0	0	400,000
*181 HALL BOULEVARD-ALLEN TO GREENWAY*****830*322*										
PE	127,500	0	212,500	0	0	0	0	0	0	340,000
CONST	0	0	0	0	860,000	0	0	0	0	860,000
TOTAL	127,500	0	212,500	0	860,000	0	0	0	0	1,200,000
*182 OBLIGATIONAL AUTHORITY RESERVE-WASHINGTON COUNTY*****836*400*										
RESRV	0	0	829,826	0	0	0	0	-829,826		N/A 00000
TOTAL	0	0	829,826	0	0	0	0	-829,826		0
TOTAL WASHINGTON COUNTY										
PE	2,190,128	0	1,129,248	0	0	0	0	0	0	3,319,376
R/W	7,251,380	0	2,253,550	0	3,500,000	0	0	0	0	13,004,930
CONST	26,951,082	0	775,062	0	5,978,030	6,588,658	0	0	0	40,292,832
RESRV	0	0	2,654,996	0	0	0	0	176,742		2,831,738
TOTAL	36,392,590	0	6,812,856	0	9,478,030	6,588,658	0	176,742		59,448,876

OBLIGATION AUTHORITY:

43,205,446

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 INTERSTATE TRANSFER PROGRAM  
 FEDERAL OBLIGATIONS FOR QUARTER ENDING 31-DEC-84

PENDING OBLIGATIONS FOR PERIOD ENDING 31-DEC-84

PRELIMINARY FY1985 HIGHWAY ALLOCATION PLAN  
 FUNDS TO BE ALLOCATED

19-Mar-85

PHASEA  
 @DEC304.DAT  
 MAR198.TXT

	OBLIGATIONS		BASE	SOFT	1986	1987	1988	POST 1988	AUTHORIZED	PLNGH
	FEDERAL	PENDING								
FUNDS TO BE ALLOCATED										
*183 FUNDS TO BE REALLOCATED			1000492							N/A
RESRV	0	0	0	0	0	0	0	3	3	
TOTAL	0	0	0	0	0	0	0	3	3	
TOTAL FUNDS TO BE ALLOCATED										
RESRV	0	0	0	0	0	0	0	3	3	
TOTAL	0	0	0	0	0	0	0	3	3	
OBLIGATION AUTHORITY:				0						

METROPOLITAN SERVICE DISTRICT  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 INTERSTATE TRANSFER PROGRAM  
 FEDERAL OBLIGATIONS FOR QUARTER ENDING 31-DEC-84

PENDING OBLIGATIONS FOR PERIOD ENDING 31-DEC-84

PRELIMINARY FY1985 HIGHWAY ALLOCATION PLAN  
 REPORT TOTAL

19-Mar-85

PHASEA  
 @DEC304.DAT  
 MAR198.TXT

PAGE 35

	OBLIGATIONS		BASE	SOFT	1986	1987	1988	POST 1988	AUTHORIZED	PLNGH
	FEDERAL	PENDING								
PE	20,588,593	0	2,440,569	0	60,737	0	8,500	0	23,098,399	
R/W	41,878,176	0	5,651,650	0	7,222,450	0	0	0	54,752,276	
CONST	137,348,438	0	32,608,485	0	23,655,856	10,278,388	6,000,397	0	209,891,563	
OPRTG	1,774,014	0	0	0	0	0	0	0	1,774,014	
*RESRV	0	0	13,192,544	0	253,633	0	0	45,868,166	59,314,343	
TOTAL	201,589,221	0	53,893,247	0	31,192,676	10,278,388	6,008,897	45,868,166	348,830,595	

OBLIGATION AUTHORITY:

255,482,448

\*The Reserve is greater than that in the Staff Report by \$359,328 with an offsetting difference in the Program. The TIP provides for a future deobligation on the Banfield in order to fix the Reserve at \$13,192,544. The Reserve in the Staff Report does not include the deobligation in order to account for the current rather than the future status.

In both cases, the totals are the same with offsets in Reserve/Program amounts being \$359,328 for the purposes noted.

STAFF REPORT

Agenda Item No. 7.3, 7.4

Meeting Date. April 25, 1985

CONSIDERATION OF RESOLUTION NO. 85-653 APPROVING  
BUDGET AND TRANSMITTING TO THE TAX SUPERVISING  
AND CONSERVATION COMMISSION, AND RESOLUTION  
NO. 85-562 FOR ADOPTION OF THE FY 1985-86 BUDGET  
AND APPROPRIATIONS SCHEDULE

---

Date: April 16, 1985

Presented by: Jennifer Sims

FACTUAL BACKGROUND AND ANALYSIS

This report covers two agenda items--Resolution No. 85-653 and Resolution No. 85-652. Adoption of Resolution No. 85-652 is the final act of the Budget Committee (ORS 294.341 defines the Council as the Budget Committee) in approving the Budget. Consideration of Resolution No. 85-653 is the initial step of the Council leading toward final adoption of the budget in June.

The Annual Budget is a key policy document and management tool for the organization. Through the budget process, department work programs are established and authorized spending levels are set. Oregon Budget Law (ORS 294.635) requires that Metro submit its budget to the Tax Supervising and Conservation Commission (TSCC) by May 15. The TSCC will hold a hearing on the approved budget in June. The TSCC will certify the budget for adoption noting any objections or recommendations. Adoption by the Council is scheduled for June 27, 1985.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends that the Council conduct a public hearing on the proposed budget for FY 1985-86. He also recommends that the Council receive and consider the recommendations of the Budget Review Committee and take steps toward adopting Resolutions No. 85-563 and No. 85-562 on May 9, 1985.

COMMITTEE CONSIDERATION AND RECOMMENDATION

Five citizens and five Councilors were appointed to the Budget Review Committee to make recommendations on the FY 1985-86 Budget. The Committee received the Executive Officer's Proposed FY 1985-86 Budget on March 21, 1985.

As of this writing the Committee has held three meetings in addition to the initial budget presentation. Two more meetings are scheduled for April 18 and April 22. Through these meetings the Committee is formulating a recommendation which will be presented to the full Council at the April 25 meeting.

JS/gl/2927B/236  
04/16/85

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING THE ) RESOLUTION NO. 85-563  
FY. 1984-85 BUDGET AND TRANSMITTING )  
THE APPROVED BUDGET TO THE TAX ) Introduced by  
SUPERVISING AND CONSERVATION ) the Executive Officer  
COMMISSION )

WHEREAS, The Proposed FY 1985-86 Budget was presented to the Council on April 25, 1985; and

WHEREAS, The Council convened as Budget Committee has reviewed the Proposed Budget and recommendations of the Budget Review Committee, held a public hearing on the Budget on April 25, 1985, and considered overall issues affecting the FY 1985-86 Budget; and

WHEREAS, Pursuant to Oregon Budget Law, the Council convened as Budget Committee must approve the FY 1985-86 Budget and said approved budget must be transmitted to the Tax Supervising and Conservation Commission (TSCC) for public hearing and review; now, therefore,

BE IT RESOLVED,

1. That the Proposed FY 1985-86 Budget as amended by the Council convened as Budget Committee, which is on file at the Metro offices, is hereby approved.

2. That the Executive Officer is hereby directed to submit the Approved FY 1985-86 Budget to the TSCC for public hearing and review.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1985.

Ernie Bonner, Presiding Officer

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE )  
ANNUAL BUDGET OF THE METROPOLITAN )  
SERVICE DISTRICT FOR FISCAL YEAR )  
1985-86, MAKING APPROPRIATIONS )  
FROM FUNDS OF THE DISTRICT IN )  
ACCORDANCE WITH SAID ANNUAL )  
BUDGET, CREATING A ST. JOHNS )  
METHANE RECOVERY FUND AND A BUILD- )  
ING MANAGEMENT FUND, AND LEVYING )  
AD VALOREM TAXES )

RESOLUTION NO. 85-562

Introduced by  
the Executive Officer

WHEREAS, The Multnomah County Tax Supervising and Conservation Commission (TSCC) held its public hearing \_\_\_\_\_, 1985, on the annual budget of Metropolitan Service District (Metro) for the fiscal year beginning July 1, 1985, and ending June 30, 1986; and

WHEREAS, Recommendations from the TSCC have been received by Metro and have been acted upon, as reflected in the Budget and in the Schedule of Appropriations; now, therefore,

BE IT RESOLVED,

1. A St. Johns Methane Recovery Fund is created for the purpose of receiving and monitoring monies for the recovery and sale of methane gas at the St. Johns Landfill.

2. A Building Management Fund is created for the purpose of receiving and monitoring monies related to leasing and managing Metro's office space.

3. The "FY 1985-86 Budget of the Metropolitan Service District" as attached hereto as Exhibit "A," and the schedule of

appropriations attached as Exhibit "B" to this Resolution are hereby adopted.

4. The Council of the Metropolitan Service District does hereby levy ad valorem taxes for the Zoo fund as provided in the budget adopted by Section 3 of this Resolution in the amount of FIVE MILLION (\$5,000,000) DOLLARS for the Zoo Operations and Capital funds, said levy being a three-year serial levy outside the six percent constitutional limit approved by District voters on May 15, 1984, said taxes to be levied upon taxable properties within the Metropolitan Service District as of 1:00 a.m., January 1, 1985.

5. The Council hereby authorizes expenditures and personnel positions in accordance with the Annual Budget adopted by Section 3 of this Resolution, and hereby appropriates funds for the fiscal year beginning July 1, 1985, from the funds and for the purposes listed in the Schedule of Appropriations, Exhibit "B."

6. The Executive Officer shall make the following filings as provided by ORS 294.555 and ORS 310.060:

1. Multnomah County Assessor

1.1 An original and one copy of the Notice of Levy marked Exhibit "C," attached hereto and made a part of this Resolution.

1.2 Two copies of the budget document adopted by Section 3 of this Resolution.

1.3 A copy of the Notice of Publication provided for by ORS 294.421.

2. Clackamas and Washington County Assessor and Clerk

2.1 A copy of the Notice of Levy marked Exhibit "C."

2.2 A copy of the budget document adopted by  
Section 3 of this Resolution.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1985.

Ernie Bonner, Presiding Officer

JS/srs  
2927B/236  
04/16/85



## EXHIBIT B

SCHEDULE OF APPROPRIATIONS

	<u>Appropriation FY 1985-86</u>
<u>GENERAL FUND</u>	
Council	
Personal Services	\$ 68,201
Materials & Services	58,420
Capital Outlay	-0-
Subtotal	<u>\$126,621</u>
Executive Management	
Personal Services	\$247,197
Materials & Services	36,245
Capital Outlay	-0-
Subtotal	<u>\$283,442</u>
Finance & Administration	
Personal Services	\$608,993
Materials & Services	338,355
Capital Outlay	-0-
Subtotal	<u>\$947,348</u>
Public Affairs	
Personal Services	\$243,191
Materials & Services	42,690
Capital Outlay	9,350
Subtotal	<u>\$295,231</u>
General Expense	
Contingency	\$ 236,151
Transfers	951,248
Subtotal	<u>\$1,187,399</u>
Unappropriated Balance	\$16,467
Total General Fund Requirements	\$2,856,508
<u>INTERGOVERNMENTAL RESOURCE CENTER FUND</u>	
Personal Services	\$ 883,845
Materials & Services	270,000
Capital Outlay	-0-
Transfers	827,260
Contingency	<u>79,366</u>
Total Intergovernmental Resource Center Fund Requirements	\$2,060,471

Appropriation  
FY 1985-86

BUILDING MANAGEMENT FUND

Personal Services	\$ 25,135
Materials & Services	593,067
Capital Outlay	70,000
Contingency	<u>75,000</u>
Total Building Management Fund Requirements	\$763,202

TRANSPORTATION TECHNICAL ASSISTANCE FUND

Materials & Services	<u>\$86,817</u>
Total Transportation Technical Assistance Fund Requirements	\$86,817

CRIMINAL JUSTICE ASSISTANCE FUND

Materials & Services	<u>\$3,500</u>
Total Criminal Justice Assistance Fund Requirements	\$3,500

SEWER ASSISTANCE FUND

Materials & Services	<u>\$1,445,665</u>
Total Sewer Assistance Fund Requirements	\$1,445,665

ZOO OPERATING FUND

Personal Services	\$3,111,096
Materials & Services	1,846,492
Capital Outlay	417,419
Transfers	3,012,390
Contingency	291,427
Unappropriated Balance	<u>975,000</u>
Total Zoo Operating Fund Requirements	\$9,653,825

ZOO CAPITAL FUND

Capital Projects	\$5,238,392
Unappropriated Balance	<u>2,823,381</u>
Total Zoo Capital Fund Requirements	\$8,061,773

SOLID WASTE OPERATING FUND

Personal Services	\$ 894,813
Materials & Services	7,146,480
Capital Outlay	172,890
Transfers	3,245,456
Contingency	<u>1,243,381</u>
Total Solid Waste Operating Fund Requirements	\$12,703,020

Appropriation  
FY 1985-86

SOLID WASTE CAPITAL FUND

Capital Projects	\$5,892,000
Transfers	<u>103,000</u>

Total Solid Waste Capital Fund Requirements \$5,995,000

SOLID WASTE DEBT SERVICE FUND

Materials & Services	<u>\$1,321,950</u>
----------------------	--------------------

Total Solid Waste Debt Service Fund Requirements \$1,321,950

ST. JOHNS RESERVE FUND

Unappropriated Balance	<u>\$957,700</u>
------------------------	------------------

Total St. Johns Reserve Fund Requirements \$957,700

ST. JOHNS FINAL IMPROVEMENTS FUND

Capital Projects	\$ 535,000
Contingency	150,000
Unappropriated Balance	<u>759,000</u>

Total St. Johns Final Improvement Fund Requirements \$1,444,000

ST. JOHNS METHANE RECOVERY FUND

Personal Services	\$ 28,644
Materials & Services	46,024
Contingency	<u>61,332</u>

Total St. Johns Methane Recovery Fund Requirements \$136,000

JS/srs  
6182B/277  
04/16/85



# 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: April 25, 1985  
To: Metro Council  
From: Councilor Gary Hansen *Gary Hansen*  
Jennifer Sims, Director, Budget & Admin. Services  
Regarding: BUDGET REVIEW COMMITTEE RECOMMENDATION

The Budget Review Committee consisting of five citizens and six Councilors has completed its review of the Executive Officer's Proposed FY 1985-86 Budget. The Committee met seven times to consider the budget and formulate a recommendation. In addition, a public hearing was held.

The Committee has several recommendations which are presented below in the order of the budget document.

## Zoo Operating Fund

- a. Add \$1,800 to contractual services in the Administrative Division for lobbyist services. Reduce contingency by the same amount.
- b. Budget Note: The Zoo staff should include an element in its FY 1985-86 work program to address the parking situation at the Zoo.

## Zoo Capital Fund

- a. Increase the fund balance estimate by \$100,000.
- b. Add gift room remodel for \$100,000 as an expenditure.

## Solid Waste Operations Fund

- a. Add .1 FTE Public Information Specialist to the Landfill Siting Program. Total cost is \$2,899 to be drawn from the Management and Administration Division Contingency.
- b. Budget Note: If the Council considers extending the St. Johns Landfill, the Council should make funds available for an adequate public involvement process.

- c. Budget Note: In implementing the landfill siting program, provide funds for investigating the three siting options simultaneously if it becomes necessary.
- d. Budget Note: Limit expenditures in the Waste Reduction and System Planning promotional programs to market research until the research is completed and the promotion campaigns are presented to the Council for approval. Solid Waste staff should work closely with the Public Affairs Department in planning the components of the program.

Solid Waste Capital Fund

Adopt as proposed.

Solid Waste Debt Service Fund

Adopt as proposed.

St. Johns Landfill Reserve Fund

Adopt as proposed.

St. Johns Landfill Final Improvement Fund

Adopt as proposed.

St. Johns Landfill Methane Recovery Fund

Adopt as proposed.

IRC Fund

Add \$1,800 to contractual services under Office of the Administrator for lobbyist services. Reduce contingency by the same amount.

Transportation Technical Assistance Fund

Adopt as proposed.

Criminal Justice Assistance Fund

Adopt as proposed.

Sewer Assistance Fund

Adopt as proposed.

Memorandum  
April 25, 1985  
Page 3

General Fund

- a. Add \$2,300 to advertising and legal notices in Public Affairs for better advertising of Metro's meetings. Reduce contingency by the same amount.
- b. Budget Note: Prior to the preparation of the FY 1986-87 proposed budget, the Executive Officer should examine ways to coordinate the Zoo Public Affairs and Central Public Affairs functions to produce cost savings. Such cost savings proposals should be considered for inclusion in the FY 1986-87 budget request.

Building Management Fund

Adopt as proposed.

JS/gl  
3444C/D4-2

BUDGET NOTE ON REGIONAL SERVICES

IRC FUND/GENERAL FUND

The IRC work program includes cooperative regional park and telecommunications studies to be funded from yet unspecified local funding sources. If funding commitments are made by other jurisdictions for either of these programs, the Budget Committee recommends the Council consider making appropriate funds available to support these programs.

SK/amn

4/25/85

BUDGET NOTES RECOMMENDED BY  
THE BUDGET COMMITTEE

Solid Waste Operating Fund

1. If the Council considers extending the St. Johns Landfill, the Budget Committee recommends the Council make funds available for an adequate public involvement process.
2. In implementing the landfill siting program, the Budget Committee recommends providing funds for investigating the three siting options simultaneously if it becomes necessary.
3. The Budget Committee recommends limiting expenditures in the Waste Reduction and Systems Planning promotional programs to market research until the research is completed and the promotion campaigns are presented to the Council for approval. Solid Waste staff should work closely with the Public Affairs Department in planning the components of the program.

Zoo Operating Fund

4. The Budget Committee recommends the Zoo staff include an element in its FY 1985-86 work program to address the parking situation at the Zoo.

General Fund/Zoo Operating Fund

5. The Budget Committee recommends, prior to the preparation of the FY 1986-87 proposed budget, the Executive Officer examine ways to coordinate the Zoo Public Affairs and Central Public Affairs functions to produce cost savings. Such cost savings proposals should be considered for inclusion in the FY 1986-87 budget request.

amn  
3429C/D4-4



BUDGET NOTE ON REGIONAL SERVICES

IRC FUND/GENERAL FUND

The IRC work program includes cooperative regional park and telecommunications studies to be funded from yet unspecified local funding sources. If funding commitments are made by other jurisdictions for either of these programs, the Budget Committee recommends the Council consider making appropriate funds available to support these programs.

SK/amn  
4/25/85

## PROPOSED FY 1985-86 OPERATIONS BUDGET

The operations portion of the proposed budget shows a 14.7% increase over FY 1984-85. The increase is the result of the following changes:

1. Operations start-up of the Washington Transfer and Recycling Center (WTRC)
2. Projected waste flow increases and higher St. Johns lease costs.
3. Increased transfers between funds due to:
  - creation of two new funds, Methane Recovery and Building Management
  - transfer from Zoo operating to Zoo capital for Africa Bush reserves
  - higher debt service costs



# 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: April 22, 1985

To: Council of the Metropolitan Service District

From: Steve Siegel, Administrator  
Intergovernmental Resource Center

Regarding: Proposed IRC Budget Revision

I hereby request the following two revisions to the IRC Budget regarding the task entitled Staff Regional Convention, Trade and Spectator Facilities Task Force:

- (a) Increase General Fund Transfer to this task by \$10,000,
- (b) Increase contractual budget authorization by \$400,000 to make a total of \$500,000; \$10,000 of which is funded by General Fund Transfer; \$490,000 of which is funded by "miscellaneous."

The following paragraphs explain.

There will be a requirement for several studies relating to the efforts of the Regional Committee on Convention, Trade and Spectator Facilities (CTS). The CTS has been working on creating an intergovernmental pool of cash resources to pay for these studies. An agreement, for budgeting purposes, has now been formulated and is documented in the attached memorandum.

While a final budget total remains unknown, pending the results of several budget processes, there is the possibility that as much as \$250,000 of regional resources will be compiled for the purposes outlined. Even under the worst-case scenario, in my judgement, \$125,000 will be available. At the same time, State matching resources will be sought. On a 1:1 basis, this could amount to as high as \$250,000. This establishes a maximum pool of \$500,000.

Of this total, Metro is requested to contribute \$10,000. The general rule that the Council has applied to these requests has been to consider allocating general fund revenues to regional service studies if, and only if, other participating organizations also allocate revenue to the effort. This request meets this test.

April 22, 1985

Page 2

It is possible that an intergovernmental pool will be created in which Metro will serve as the "bank." It's important to note that this is one option which need not necessarily occur. It is also noteworthy that if Metro serves as the "bank," the revenue will be passed through to lead agencies for each study element. The resource pool would not constitute an increase in general IRC revenue.

However, if Metro were to serve as the "bank," a budget authorization for the amount of the pool would be required to meet the requirements of public budget law. If Metro were not to include this authorization now, and if Metro were to serve as the bank, then a revised budget would later have to seek TSCC approval.

Therefore, even though (a) \$500,000 is an optimistic total, and (b) alternative ways of creating an intergovernmental pool are still being considered; I recommend Metro budget a \$500,000 contract line item for this purpose in its approved FY 86 budget. Secondly, I recommend that Metro appropriate \$10,000 of General Fund to this line item, subject to the actual creation of an intergovernmental pool. If such an agreement was not finalized, these funds would revert to the General Fund contingency.

SS:gpw

attachments

cc: Don Carlson  
Jennifer Sims

# CTS

## Committee on Regional Convention, Trade, and Spectator Facilities

Bob Ridgley, Chairman  
J.E. Bud Clark  
Dennis Buchanan  
Eve Killpack  
Bob Schumacher  
Ernie Bonner  
Bob Ames  
Ed Jensen  
Carol Lewis  
Sandra Suran  
Ray Miller  
Ed Colbach  
Carl Halvorson

### M E M O

TO: CTS Technical Advisory Committee  
FROM: Steve Siegel  
DATE: April 18, 1985  
RE: Creation of Common Cash Resource Pool

#### I. Purpose

To meet analytical requirements determined through the attached work program outline. These analytical requirements may include, but are not limited to, the following:

1. Establishment of the market for and value of agreed upon CTS program elements.
2. Definition of the size and functional requirements of CTS facility options.
3. Identification and evaluation of CTS siting options.
4. Preparation of CTS project development cost estimates.
5. Development of financial forecasts, including anticipated operating costs and revenues.
6. Determination of economic impact on various sectors of the region and the state.
7. Analysis of alternative organizational arrangements for the marketing, development and operations of the CTS package.
8. Analysis of alternative CTS financing plans.
9. Public involvement program.

#### II. Recommended Jurisdictional Appropriations

<u>Jurisdiction</u>	<u>Appropriation</u>
Portland (PDC)	\$80,000 (\$40,000 subject to mid-year budget adjustment)
Multnomah County	\$80,000 (\$40,000 subject to City of Portland appropriation)
Metro	\$10,000

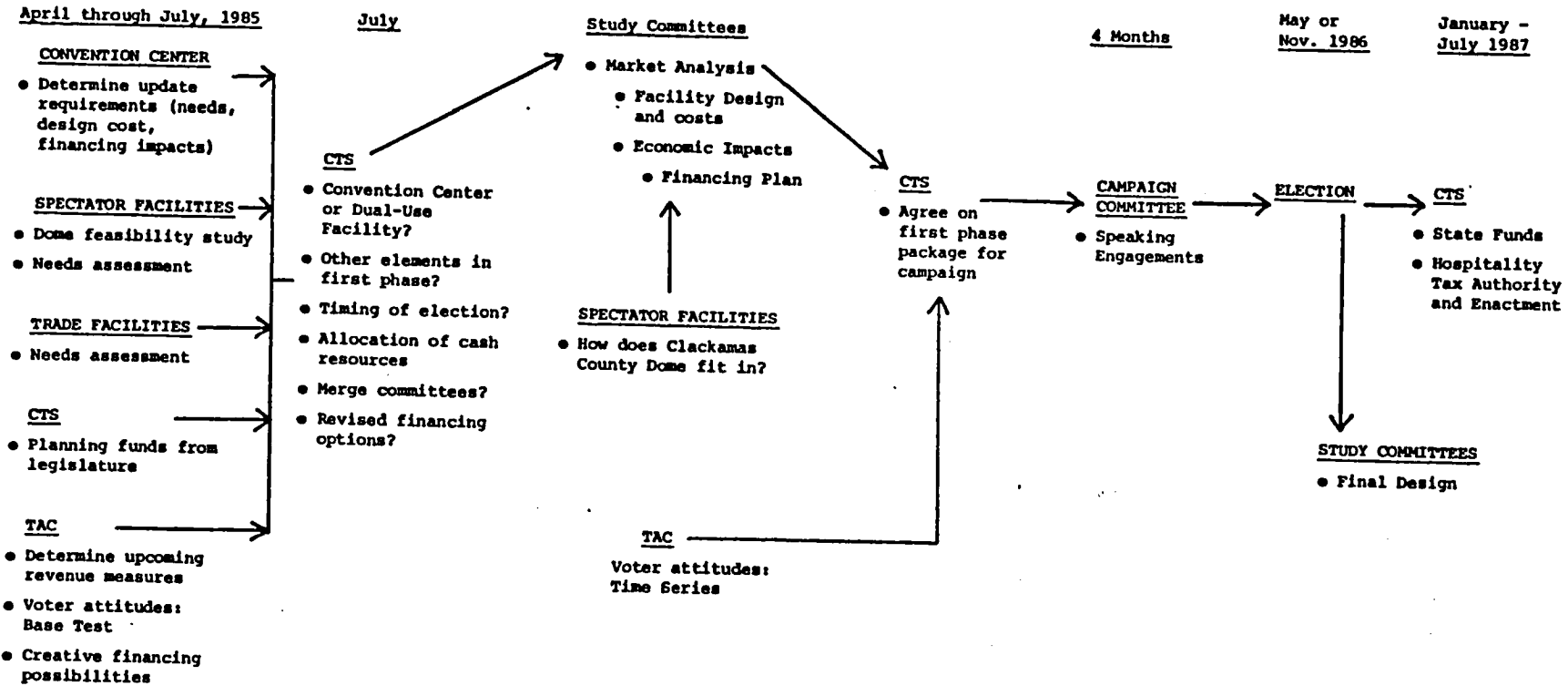
<u>Jurisdiction</u>	<u>Appropriation</u>
Washington County	To be determined based on results of operating levy election later this month.
Clackamas County	\$20,000 (\$5,000 subject to future appropriation)
GPVCA	To be determined by Executive Board later this month.
ERC	\$15,000
Port of Portland	<u>\$10,000</u>
	\$215,000 (\$85,000 subject to future action) plus, potentially, \$0-35,000 additional in "to be determined" status. Note: additional State matching funds will be sought.

III. Budget Administration

Create resource pool bank through series of intergovernmental agreements. Stipulate that money can only be expended in accordance with CTS decision. Money obligated back to lead agency (for each work element) by contract. Unexpended resources refunded on a pro-rata basis.

WORK PROGRAM FOR PHASE I

COMMITTEE ON REGIONAL CONVENTION, TRADE AND SPECTATOR FACILITIES



STAFF REPORT

Agenda Item No. 8.1

Meeting Date April 25, 1985

CONSIDERATION OF THE WAIVER OF THE PERSONNEL  
RULES, SECTION 54(C) OF THE PERSONNEL RULES  
GOVERNING TEMPORARY EMPLOYEES: "CONTINUATION OF  
EMPLOYMENT BEYOND ONE (1) YEAR MAY ONLY OCCUR  
UPON APPOINTMENT TO A REGULAR POSITION AUTHORIZED  
UNDER A CURRENTLY APPROVED BUDGET."

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Date: April 16, 1985

Presented by: Jennifer Sims

FACTUAL BACKGROUND AND ANALYSIS

Nina Kramer was originally appointed as a temporary employee on May 7, 1984. She has performed Planning Technician duties in the Data Services unit. Her temporary appointment expires May 7, 1985.

The Draft FY 1985-86 Budget contains a Planning Technician position. By extending the current incumbent to July 15, 1985, the recruitment process could be implemented in June and the position filled by July 15, 1985, without a break in productivity. In addition, the population update project would be completed on schedule.

The Executive Officer has waived the 12-month temporary employee status as provided for in Section 5 of the Personnel Rules. Section 5 also requires that such a variance to the rules be ratified by the Council.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends ratification of this variance.

JS/gl  
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