



# Agenda

COUNCIL MEETING

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

Date: September 26, 1985

Day: Thursday

Time: 5:30 p.m.

Place: Council Chamber

Approx.  
Time \*

Presented By

5:30

CALL TO ORDER  
ROLL CALL

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

6:00

6. CONSENT AGENDA

6.1 Consideration of Approval of Council Meeting  
Minutes of August 22, 1985

6.2 Consideration of Resolution No. 85-592, for the  
Purpose of Revising Transportation Improvement  
Project Management Guidelines

Cotugno

6.3 Consideration of Resolution No. 85-593, for the  
Purpose of Adopting the FY 1986 to Post-1989  
Transportation Improvement Program and the  
FY 1986 Annual Element

Cotugno

6.4 Consideration of Resolution No. 85-598, for the  
Purpose of Designating the Executive Officer,  
Deputy Executive Officer and the Manager of  
Accounting to Conduct Bank Safe Deposit Transactions

Carlson

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

(continued on next page)

Approx.  
Time \*

Presented By

7. RESOLUTIONS

6:05	7.1	<u>Consideration of Resolution No. 85-595, for the Purpose of Adopting Affirmative Action Goals and Objectives for Fiscal Year 1985-86</u>	Russill
6:20	7.2	<u>Consideration of Resolution No. 85-596, for the Purpose of Adopting Disadvantaged Business Program Goals for Fiscal Year 1985-86</u>	Stuhr
6:30	7.3	<u>Consideration of Resolution No. 85-597, for the Purpose of Appointing Citizen Members to the Solid Waste Policy Advisory Committee (SWPAC)</u>	Barker
6:40	* 7.4	<u>Consideration of Resolution No. 85-594, for the Purpose of Adopting a McLoughlin Boulevard Improvement Program and Allocating Interstate Transfer Funds Accordingly</u>	Cotugno

8. OTHER BUSINESS

6:50	8.1	Consideration of Review of ODOT Six-year Program Update Process and Acceptance of Preliminary Expression of Regional Priorities for Funding (Approval Requested)	Cotugno
7:00	8.2	Consideration of a Contract with Tri-Lett Industries for Zoo Gift Shop and Cashroom Remodel (Approval Requested)	Rich

7:10 9. COMMITTEE REPORTS

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7:15	EXECUTIVE SESSION ** Held Under the Authority of ORS 192.660 (h)	Baxendale
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7:45 ADJOURN

\*\* Explanatory materials will be mailed to the Council prior to the meeting date.

amn  
4103C/313-4  
09/17/85

*\* See enclosed memo re: name change for agenda item* →

Agenda Item No. 6.1

Meeting Date Sept. 26, 1985

MINUTES OF THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

August 22, 1985

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

Councilors Absent: Councilor Cooper

Also Present: Rick Gustafson, Executive Officer

Staff Present: Vickie Rocker, Phillip Fell, Leigh Zimmerman,  
Dan Durig, Doug Drennen, Dennis Mulvihill, Wayne  
Rifer, Rich McConaghy, Debbie Gorham, Sonnie  
Russill, Ed Stuhr, Jill Hinckley

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

1. INTRODUCTIONS

None.

2. COUNCILOR COMMUNICATIONS

The Presiding Officer noted he had received a letter from EBASCO regarding Schnitzer Steel's proposal to finance a garbage burner in North Portland. EBASCO requested the Council consider their proposal. The Presiding Officer said he wanted to discuss the matter under item 8.5.

A second letter was received from Fred Hansen, Director of the Department of Environmental Quality (DEQ), regarding guidelines for Metro's Waste Reduction Plan. The Presiding Officer requested Council members of the Solid Waste Reduction Plan Task Force meet to discuss the letter.

In response to Councilor Waker's question, Executive Officer Gustafson said Mr. Hansen's letter was intended to provide assistance in preparing the Solid Waste Reduction Plan by January 1, 1986. Other such letters could be expected, he said.

3. EXECUTIVE OFFICER COMMUNICATIONS

Special Council Meeting. The Executive Officer announced a special meeting had been called for September 5, 1985. The extra meeting was necessary in order to provide for adoption of solid waste rate changes and adequate notification of same, he said. He explained

staff would contact each Councilor to confirm attendance at that meeting.

Washington Transfer & Recycling Center (WTRC). Executive Officer Gustafson reported the WTRC Advisory Group had recommended the facility be sited at one of the following three sites, listed in priority order: Site N, Allen Boulevard and Western Avenue, Beaverton; Site 56, TV Highway and Millikan Road, Beaverton; and Site 59, Highway 26 and Cornelius Pass Road, Washington County. He commended the Group on their excellent job of dealing with a difficult issue. The Council would consider designating a site for the WTRC at the Council meeting of September 12, he reported. The meeting and public hearing would be held at Highland Park School and a large audience was expected to attend.

Councilor Van Bergen suggested staff give special attention to keeping the public testimony portion of the meeting orderly including posting rules and limiting the length of testimony. Councilor Waker, presiding officer for that meeting, said he was meeting with staff to review procedures.

Zoo. The Executive Officer said as a result of the recent visit of the Chinese Delegation, Zoo Director Gene Leo and General Curator Steve McCusker would visit China to negotiate for the Portland exhibition of a golden monkey. The visit will also enable Zoo staff to continue negotiations for temporary exhibition of a giant panda in Portland, he said.

Urban Growth Boundary (UGB). Regarding the 1000 Friends of Oregon v. Land Conservation & Development Commission (LCDC) and Metro suit, the Circuit Court of Marion County remanded the case back to LCDC, Executive Officer Gustafson reported. He said Councilors had been provided with Metro Counsel's written interpretation of the case. A discussion followed regarding possible implications of the Court's action. Bob Stacey, representing 1000 Friends of Oregon, addressed the Council explaining he did not agree with the Executive Officer's assessment of the problem. Mr. Stacey thought the Boundary was already larger than could be justified according to applicable legal standards. He hoped, however, the Council would reassess the Boundary according to a fair and thorough process.

#### 4. WRITTEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

Councilor Kelley said she had copies of a report regarding licensed and unfranchised areas in Gresham. She would make copies available to Councilors upon request.



5. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

None.

6. APPROVAL OF MINUTES

Motion: Councilor Waker moved the minutes of July 25, 1985, be approved and Councilor Kafoury seconded the motion.

Vote: A vote on the motion resulted in:

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

Absent: Councilors Cooper and Hansen

The motion carried and the minutes were approved.

7. RESOLUTIONS

7.1 Consideration of Resolution No. 85-587, for the Purpose of Recommending Acknowledgment of Happy Valley's Comprehensive Plan

Motion: Councilor Kirkpatrick moved for adoption of Resolution No. 85-587 and Councilor Kafoury seconded the motion.

Jill Hinckley explained the city of Happy Valley had worked hard to accomplish acknowledgment of their Plan. LCDC also supported the acknowledgment, she said. She further explained staff's recommendation was made subject to several amendments in progress which staff had not reviewed. There was a remote possibility the matter would return to the Council if an amendment needed Council review. She also explained that since the Council last reviewed the Plan in July 1984, new issues had risen not covered in the Plan. Ms. Hinckley did not think these issues would be of concern to the Council but she volunteered to answer questions about them. There were no questions from the Council.

Jim Carskadon, City Attorney, city of Happy Valley, represented Mayor Robnett to thank Metro staff and Council for assistance in developing the Plan. He urged adoption of the Resolution.

Vote: A vote on the motion resulted in:

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

Absent: Councilors Cooper and Hansen

The motion carried and Resolution No. 85-587 was adopted.

8. OTHER BUSINESS

8.1 Consideration of Order No. 85-3 Declaring Certain Property Surplus and Authorizing the Execution of a Sublease (with Mark W. Eves and Francis I. Smith)

Judy Munro reviewed highlights of the proposed sublease as contained in the agenda materials. She said if the proposed tenants chose to cancel the lease at the end of three years, Metro would experience a small loss. She expected the lease would continue after three years but if the lease was terminated, Metro would have a fully improved, highly marketable office space.

Motion: Councilor Waker moved Order No. 85-3 be adopted and Councilor Kirkpatrick seconded the motion.

In response to Councilor Kelley's question, Ms. Munro explained Metro's cost per square foot for office space varied according to improvements offered and terms of subleases. Metro's price was competitive with the average price for comparable downtown office space, she said.

Vote: A vote on the motion resulted in:

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

Absent: Councilors Cooper and Hansen

The motion carried and Order was adopted.

8.2 Consideration of a Contract for Improvements to the New Metro Offices, 2000 S. W. 1st Avenue

8.3 Consideration of a Contract for Non-Custom Furnishings for the New Metro Offices, 2000 S. W. 1st Avenue

Ms. Munro reviewed the process for bidding the two contracts as well as the contract for custom furnishings approved earlier in the evening by the Council Management Committee. She referred the Council to Exhibit A of the staff report which compared actual contract costs to those budgeted. The construction contract came in over estimates, she explained, due to the recent increase in construction work in the area. Contractors were bidding higher to take

advantage of the situation. However, Ms. Munro pointed out the non-custom furnishings contract was bid under budget and the total budget overrun for interior improvements amounted to \$3,107.42. Total tenant improvements came to \$9.87 per square foot -- quite low considering the extent of improvements, she said.

Regarding the building improvements contract, Councilor Waker asked how many contractors had requested plans. Ms. Munro replied there were nine plan holders and two bidders.

Councilor Van Bergen questioned whether advertising requests for bids in the Oregonian, Skanner and Daily Journal of Commerce would attract the largest quantity of qualified bidders. He requested staff investigate whether placing ads in The Business Journal and other regional newspapers would attract larger numbers of bidders.

A discussion followed about previous information provided the Council regarding at what point Metro would realize a profit on the building. Due to actual costs exceeding previous estimates, Councilor Kelley requested staff provide an updated financial overview of building-related costs and revenues.

Motion: Councilor Waker moved to approve the contract with Elliott-Jachimsen Construction of Salem for improvements to the new Metro offices and Councilor DeJardin seconded the motion.

Vote: A vote on the motion resulted in:

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

Absent: Councilor Cooper

The motion carried and the contract was approved.

Motion: Councilor Gardner moved to approve the contract with Office Interiors, Inc. for non-custom office furnishings. Councilor DeJardin seconded the motion.

Vote: A vote on the motion resulted in:

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

Absent: Councilor Cooper

The motion carried and the contract was approved.

#### 8.4 Discussion of Solid Waste Rate Policy Alternatives

Doug Drennen reviewed information contained in the document entitled "1986 Rate Study for Solid Waste Disposal, Transfer and User Fee Programs" including: schedule for 1986 rate adoption, history of Metro rates from 1980 to 1985, and definitions of the various types of rates. He also explained that haulers had been notified of the adoption schedule and public meeting dates. Based on recommendations from the Council, an ordinance would be prepared for Council consideration on September 12 and 26, he said.

Mr. Drennen explained staff recommended rate adjustments due to the following events: opening costs for the Washington Transfer & Recycling Center, altered landfill operating costs due to change in contractors, and the passage of Senate Bill 662.

Rich McConaghy provided an overview of the base disposal rate, regional transfer charge, convenience charge, and user fee and discussed why and how each fee was collected. He then referred Councilors to Chapter 5 of the Rate Study Document which discussed rate options and rate-related issues. After reviewing highlights of Chapter 5, Mr. McConaghy explained staff's assumptions were made based on waste generated within the region. Options considered by staff included: 1) provision for impacts of wastes not generated in the region; 2) alternatives for applying specific waste fees; 3) removal of the regional transfer charge at limited use sites to encourage diversion; 4) adjustment of the convenience charge at Clackamas Transfer & Recycling Center (CTRC); 5) cost of service rates at Metro facilities; and 6) treatment of the Solid Waste Fund balance. Staff requested Councilors review the Rate Study Document in preparation for a more detailed work session on September 5.

#### 8.5 Presentation of Resource Recovery Symposium Panel Findings

Wayne Rifer reviewed progress on the Waste Reduction Plan, in particular the consideration of Alternative Technology. He then distributed a memo from the Alternative Technologies Panel dated August 22, 1985. The memo outlined facts, findings and recommendations of the Panel regarding the Resource Recovery Symposium sponsored by Metro on August 2 and 3, 1985.

Debbie Gorham introduced Denis Heidtmann, spokesperson for the Panel. Mr. Heidtmann reported the Panel found, based on the information presented at the Symposium, that mass burn or refuse-derived

fuel (RDF) processes to be the most technically feasible technology. The preferred technology would depend of the availability of long-term markets for recyclables and refuse-derived fuels, he explained. Mr. Heidtmann then discussed the advantages and disadvantages of each technology, based on various market scenarios and estimated costs of operation and maintenance.

Mr. Heidtmann reported the Panel had determined that other technologies, such as ethanol and flame oxidation, were unproven because no full-scale plants were in production. Too much risk would exist at this time for Metro to fund research in these areas. The Panel did express interest in the DANO system, a volume reduction and compost production process. However, the Panel did not think sufficient markets existed for large quantities of compost at this time.

Mr. Heidtmann outlined the Panel's recommendations as follows: staff obtain a current solid waste characterization study; an assessment of the long-term markets for Refuse-Derived Fuel (RDF); an assessment of the long-term markets for recyclable materials; and an assessment of Btu content and its impact on mass burn and RDF facilities, if waste content should change due to increase in recycling. Once this information was obtained, Mr. Heidtmann explained an economic analysis could be conducted to determine the tipping fee for an RDF facility with and without a boiler and for a mass-burn facility, based on projections of markets for RDF, recyclables, electricity, and effect of increased recycling. The Panel also recommended a sensitivity study be performed to determine what would happen to tipping fees if no local markets existed for RDF or recyclables. In conclusion, the Panel recommended that if RDF was determined to be the most economically feasible alternative, a review of operating RDF facilities be made to ensure that front-end processing met recycling and operational efficiency expectations.

Councilor DeJardin thanked Mr. Heidtmann for presenting an excellent report which provided specific findings and recommendations.

In response to Councilor Waker's question, Mr. Heidtmann explained the Panel considered economic factors of each alternative technology in general terms. Because specific financial information was not requested from presentors, a full economic comparison was not possible, he said.

A discussion followed regarding DANO technology and whether combinations of technologies could be workable. Mr. Heidtmann said the key to a successful operation would be the ready markets for end products.



Councilor Hansen, a Symposium panelist, said he concurred with the Panel's findings but was not as supportive of RDF as other panelists. He thought source and front-end separation systems should be emphasized because of recycling opportunities. He explained markets could not be adequately determined until ample products were available. He was also supportive of the DANO system and thought it deserved further investigation.

Councilor Myers, also a Symposium panelist, explained the Panel recognized recycling would be an important consideration when it recommended an assessment of BTU content and its impact on mass burn and RDF facilities be made if waste content should change due to increases in recycling.

Ms. Gorham reported staff accepted the Panel's recommendation and looked to the Council for its acceptance of the recommendation prior to staff's examination of available markets.

Mr. Rifer explained the discussion about alternative technologies was closely related to staff's preparation of the Source Reduction & Recycling chapter of the Solid Waste Plan. Alternative Technologies were one component of the overall Solid Waste system, he said. Mr. Rifer reported that the draft Source Reduction & Recycling chapter of the Plan would be available to the Council at the September 5 meeting. The chapter would present the full range of Metro program options for increasing recycling and source reduction and the Council would be asked to decide which options should be implemented.

Representative Mike Burton, 6937 North Fiske, Portland, representing State District 17 and sponsor of Senate Bill 662, addressed the Council regarding the Symposium Panel's findings. Representative Burton said that although the Symposium was well conducted, he was disappointed that nothing new came from the conference. The same recommendations were made several years ago, he explained, and he questioned the value of conducting studies that had already been made. Representative Burton stressed that he had sponsored SB 662 to prompt Metro to take timely, decisive action in reducing the volume of solid waste in the region. He reminded the Council they had very little time to develop their Solid Waste Reduction Plan and if deadlines were not met, Metro could lose some of its authority. In summary, he requested the Council draw upon studies that had already been conducted, solicit public comment where appropriate, and take quick, decisive action to implement the Solid Waste Reduction Plan. Representative Burton offered his assistance and support to the Council.

Metro Council  
August 22, 1985  
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George Ward, 4440 S.W. Corbett, Portland, consulting engineer, complemented staff on conducting a fine Alternative Technologies Symposium. He observed that Metro should guard against investing in one big solution for the region. This, he said, had been mistake in the past. Mr. Ward urged the Council to consider smaller plants representing diverse technologies that could be located throughout the region. New technologies were emerging that Metro should seriously consider, he said, and the climate was different than it was five years ago when Metro was trying to site an RDF plant in Oregon City.

Mr. Rifer requested a consensus regarding the Panel's findings. After disucssion, Presiding Officer Bonner asked the Council Solid Waste Reduction Task Force meet with staff to develop a recommendation for Council consideration.

The Presiding Officer then introduced the matter of EBASCO Services, Inc.'s letter to the Council requesting Metro enter into negotiations with EBASCO, Schnitzer Steel Products Company, and Babcock & Wilcox Company to develop a mass burn facility in North Portland. Councilors Bonner, Van Bergen and Waker thought it appropriate to postpone negotiations until January 1986 when the Solid Waste Reduction Plan was completed. Councilors Hansen and Gardner thought negotiations could take place while the Plan was being developed. No action was taken on EBASCO's request.

Doug Francescon, representing Signal Environmental, said if Metro chose to enter into any type of negotiations with EBASCO, Signal would also like to be involved in the negotiations. Signal would also be willing to provide studies to Metro and was willing to assume some financial risk for the project, he said.

There being no further business, Presiding Officer Bonner adjourned the meeting at 7:50 p.m.

Respectfully submitted,



A. Marie Nelson  
Clerk of the Council

amn  
4227C/313-2  
09/06/85

STAFF REPORT

Agenda Item No. 7.3

Meeting Date Sept. 26, 1985

CONSIDERATION OF RESOLUTION NO. 85-597 FOR THE  
PURPOSE OF APPOINTING CITIZEN MEMBERS TO THE  
SOLID WASTE POLICY ADVISORY COMMITTEE

Date: September 17, 1985

Presented by: Ray Barker

FACTUAL BACKGROUND AND ANALYSIS

The By-Laws of the Solid Waste Policy Advisory Committee (SWPAC) were amended on June 27, 1985, to increase the number of "citizen" members on the Committee from four to eight (two from each county in the region and two from the City of Portland).

The terms of four citizen members have expired. Two citizen members would like to be considered for reappointment.

Staff has actively recruited to fill the eight available positions on the SWPAC. Twenty-four individuals would like to be considered for appointment.

The Presiding Officer has recommended the following appointments and reappointments to SWPAC:

<u>Name</u>	<u>To Represent</u>
1. Ed Gronke*	Clackamas County
2. Robert Harris**	Clackamas County
3. George Hubel*	Multnomah County
4. Carolyn Browne	Multnomah County
5. Shirley Coffin**	Washington County
6. Bruce Rawls	Washington County
7. Teresa DeLorenzo	City of Portland
8. Michael Pronold	City of Portland

\*Will also continue to serve on Rate Review Committee.

\*\*Reappointment.

Note: The new SWPAC Bi-Laws require that "two of the members appointed to represent the public shall also be appointed to serve on the Rate Review Committee."

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 85-597.

RW/RB/gl/4302C/405-2  
09/17/85

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPOINTING	)	RESOLUTION NO. 85-597
CITIZEN MEMBERS TO THE SOLID WASTE	)	
POLICY ADVISORY COMMITTEE	)	Introduced by the
	)	Presiding Officer

WHEREAS, The Solid Waste Policy Advisory Committee (SWPAC) By-Laws were amended on June 27, 1985, to increase the number of citizen members on the Committee from four to eight, and require that two of the members appointed to represent the public shall also be appointed to serve on the Rate Review Committee; and

WHEREAS, The terms of four citizen members have expired; and

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

BE IT RESOLVED,

1. That Robert Harris and Shirley Coffin are reappointed to serve two-year terms as citizen members on SWPAC; and

2. That Ed Gronke, George Hubel, Carolyn Browne, Bruce Rawls, Teresa DeLorenzo and Michael Pronold are appointed to serve two-year terms as citizen members on SWPAC.

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

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Richard Waker,  
Deputy Presiding Officer

RW/RB/gl  
4302C/405-2  
09/17/85



# Memo

*9. Committee  
Report*

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201-5287 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: September 26, 1985

To: METRO Council

From: Dick Waker, chairman of Waste Reduction Plan Task Force

Progress Report

Regarding:

The Task Force has met weekly since its appointment in order to organize its decision making process and begin sorting through the options for the Waste Reduction Plan. The attached materials include:

- The agenda for the Task Force decision making process
- Goals
- Fact sheets on Reduce, Reuse and Recycling
- Worksheet for Option Evaluation (showing the considerations used)
- Current schedule of meeting dates

In brief, the Task Force is considering the program options in the sequence of the State solid waste management hierarchy (1.Reduce, 2.Reuse, 3.Recycle, 4.Recover energy). We have just completed the first consideration of recycling and will next address energy recover technologies.

In October the Task Force will consider system-wide scenarios which combine selected programs and technologies according to alternative sets of policies. These will be tested through public involvement and technical analysis.

In early November the Task Force will select a scenario as the preferred choice. It will be presented to the full Council for adoption.



AGENDA FOR THE  
METRO COUNCIL TASK FORCE DECISION MAKING PROCESS  
FOR THE WASTE REDUCTION PLAN

DEVELOPED AT THE AUGUST 29 MEETING

Framework and Sequencing for Addressing the Policy Issues

- Step 1: Agree on a set of goals and objectives--the vision of what we want to achieve. (See attached draft goals.)
- Step 2: Diagnose what's wrong with the present system according to those objectives.
- Step 3: Examine the options and determine whether they will move us toward the goal.
- Step 4: Analyze the costs and benefits for each option and make decisions.

The sequence of issues and options addressed in steps 2, 3 and 4 should be based on the HIERARCHY OF PRIORITIES in State law:

- 1) Reduce
- 2) Reuse
- 3) Recycle materials
- 4) Recover energy
- 5) Landfill.

Each priority level shall be fully explored in sequence within the constraints of technical and economic feasibility.

WORK SCHEDULE

Cycle Through This Hierarchy Twice

First cycle: Step 2: For each level of the hierarchy diagnose the problems and impediments in the present system which prevent an increase of waste reduction.

Step 3: Examine and understand the full range of options, considerations, and decisions to be made. Task Force will define what it needs to know in order to make decisions and direct staff to provide this information.

Based on one meeting per week, each Thursday:

Sept. 12 ----- Reduce and Reuse  
Sept. 19 and 26 --- Recycle materials  
Oct. 3 and 10 ----- Recover energy

Second cycle: Step 4: Evaluate the options for each level in the hierarchy based on input from public involvement and impact analysis. Select options.

To conclude, develop an integrated "strategy" which combines the options previously selected and includes a waste allocation formula and policies.

SEPT 5th MEETING: 4:30 at METRO

Examine draft goals. (Conclude Step 1)

Examine calendar of work events and identify Task Force roles in public involvement.

## GOALS AND OBJECTIVES

### FOR THE METRO WASTE REDUCTION PLANNING PROCESS

- I. In order to conserve energy and natural resources and to protect the environment, the goal of the solid waste management system for the tri-county region shall be to achieve maximum feasible reduction of landfilled solid waste in accord with the State mandated priorities of action:
  - Reduce the amount of solid waste generated;
  - Reuse material for the purpose for which it was originally intended;
  - Recycle material that cannot be reused;
  - Recover energy from solid waste that cannot be reused or recycled, so long as the energy recovery facility preserves the quality of air, water and land resources; and
  - Dispose of solid waste that cannot be reused, recycled or from which energy cannot be recovered by landfilling or other method approved by the Department of Environmental Quality.
- II. The solid waste management system for the region shall develop and maintain consistency and equity of services throughout the region.

REDUCE--Step 2 (from the Agenda) Diagnose the present system:

I. Characteristics of the problem

- o Major waste quantities result from consumer product characteristics, product packaging, and consumption patterns. (Alternatives which achieve the same standard of living with less waste are not necessarily favored.)
- o Social costs of waste disposal and resource depletion are not internalized into market economics.
- o Packaging is 30% of the waste stream.
- o Excess packaging (e.g., fast food industry)
- o Built-in obsolescence
- o Throw-away ethic

II. Examine the basic approaches now employed

1) Types of solutions

- a) Reduce the quantity of material used per unit of product (e.g., reduce packaging)
- b) Increase the lifetime of goods (e.g., eliminate built-in obsolescence)
- c) Persuade people to consume less and to use alternatives to discarding into waste stream (e.g., promote less wasteful consumption habits or promote home composting)

2) What is now being done?

- a) Promotion and education materials by DEQ

3) Current Metro programs and policies

a) Adopted Policy:

"The reduction in the amount of solid waste generated is the highest and best use of resources over other solid waste management options." '81 Waste Reduction Plan

b) Adopted Program from '81 Waste Reduction Plan:

-- "Packaging Waste Control Project", focussing on education, technical assistance and legislative activities.

-- "Yard Debris Recovery Project", education in home composting.

c) Active Programs:

-- Yard debris home composting brochure and bus ads

-- Distribution of fact sheets

III. What's wrong with the present system? What impediments are preventing greater waste reduction through reduction?

- a) It is easier to identify that items are "over-packaged" or "built for obsolescence" than it is to effectively eliminate it.
- b) The problem is fundamental to our economy and expectations for standard of living.
- c) Most possible broad solutions entail significant political or financial cost.
- d) Solutions are generally national or state-wide.

**REDUCE--Step 3 Examine options:**

**General approaches and SR&R Programs and Projects**

**a) Regulation**

- o Direct regulation of individual products
  - Packaging Reduction Project
  - Plastics Recycling Project
- o Bans on certain materials
  - Plastics Recycling Project

**b) Financial incentives**

- o Tax on packaging
  - Packaging Reduction Project
  - Plastics Recycling Project

**c) Voluntary**

- o Education
  - Promotion and Education Program
  - Waste Auditing and Consulting Service
  - Yard Debris Processing Project
  - Recycling Information Center Enhancement Program
- o Labeling of packaging re. resource use
  - Packaging Reduction Project
- o Institutional purchasing policies
  - Institutional Purchasing Policies Project

**For specific programs and projects see the accompanying matrix from the Source Reduction and Recycling chapter.**



REUSE--Step 2 Diagnose the present system:

**I. Characteristics of the problem**

- o Reusable products generally have low real value.
- o Most reuse programs are either charitable or marginally profitable.
- o Collection from consumers is costly.
- o Potential additional reusables include: containers, building materials, secondhand consumer items, and industrial materials.

**II. Examine the basic approaches now employed**

**1) Types of solutions**

- a) Substitute reusable products for single-use products, e.g., Bottle Bill
- b) Provide mechanisms which make reuse of products cost competitive with new manufacture, e.g., deposit laws, facilitating salvage, or creating markets for reused products.

**2) What is now being done?**

- a) Bottle Bill
- b) Secondhand stores (charitables & for-profit)
- c) Old building materials stores

**3) Current Metro programs and policies**

- a) Support of Bottle Bill in legislature

**III. What's wrong with the present system? What impediments are preventing greater waste reduction through reuse?**

- a) Collection and processing of waste destroys the reuse value of items.
- b) Current rules do not permit salvage at disposal sites.

**REUSE--Step 3 Examine options:**

**General approaches and SR&R Programs and Projects**

- a) Regulation
- b) Financial incentives
  - o Increase bottle bill coverage
    - Packaging Reduction Project
    - Plastics Recycling Project
- c) Voluntary
  - o Information and education
    - Waste Exchange Program
    - Promotion and Education Program
    - Recycling Information Center Enhancement Program
- d) Provide facilities
  - o Salvage
    - Salvageable Building Materials and Items Project

**For specific programs and projects see the accompanying matrix from the Source Reduction and Recycling chapter.**

## RECYCLE--Step 2 Diagnose the present system:

### I. Characteristics of the problem

- o Recycling includes materials which are separated at the source by the generator (residential and commercial) and materials which are separated by post-collection processing technologies.
- o The four portions of the recycling system are:
  - 1) supply of materials--separation
  - 2) collection--especially if source separated
  - 3) processing
  - 4) marketing and end use
- o Current recycling rates are estimated at 22% of the waste stream.
- o The existing recycling system is, by and large, a private, free-enterprise, market-driven system.
- o SB 405 addresses problems in supply (through promotion and education) and in collection (through government regulation of haulers). When implemented (July '86), SB 405 is expected to increase recycling rates (estimates are around an additional 5%). The Act requires curbside collection of voluntarily source separated recyclables. A list has been adopted by EQC which defines which materials will be picked up, based on economic criteria. It focusses on the residential sector.
- o Considerable material for which markets exist will remain in the waste stream.
- o Markets exist for most materials but are very weak for some, especially mixed scrap paper, green and mixed glass cullet, plastics, and organics. In general, market prices are now weak.

### II. Examine the basic approaches now employed

- 1) Types of solutions and what now being done
  - o Source separation
    - residential: strictly voluntary, some promotion by local government, haulers, and METRO
    - commercial: voluntary, incentive of reduced disposal fees, promoted by recycling companies

- o Collection

- residential: now spotty, required by July '86, will then be under local government regulation

- commercial: free market, some local government regulation

- o Post-collection processing

- now employed here is 1) a dump-and-pick facility with a trommel for corrugated and one for waste paper (It is privately run and offers a cheaper disposal rate for high-grade loads) and 2) a facility separation of items and materials from ship demolition.

## 2) Current METRO programs and policies

- o Recycling Information Center

- o Curbside collection grants for promotion and education

- o Recycling drop offs at disposal facilities

- o St John's landfill yard debris recycling

- o Special promotion projects (Christmas trees, yard debris composting, phone book recycling, etc.)

- o Policies (see attached) -- In general METRO's policy is to support, and not interfere in, the free-enterprise, market-driven, recycling system.

## III. What's wrong with the present system? What impediments are preventing greater reduction through recycling?

(A detailed description of impediments from the 1981 Waste Reduction Plan is attached. These are being updated by the original contractor.)

- o Market impediments

- increasingly recyclable materials are being replaced by non-recyclables, such as laminations and plastics

- lack of consistent and convenient quantity of materials

- inconstancy of market prices and frequent weakness of markets

- o Solid waste management impediments

- lack of pass-through of avoided costs of disposal---savings to the region as a whole are not reflected in benefits to the individual generator or hauler

- lack of financial capability, incentive, or expertise by regulators of collection or collectors to plan for waste reduction

- o Economic impediments

- lack of financial incentives

- o Public impediments

- public apathy and wasteful habits

- perceived and actual inconvenience of recycling

- \* In general, the free-enterprise, market-driven, voluntary, recycling system is reaching its optimum performance, especially following implementation of SB 405. Substantial additional waste reduction through recycling will require either interference in this system or post-collection materials recovery.



RECYCLE--Step 3 Examine options

The options for recycling are described in the Source Reduction & Recycling chapter. We will divide the programs between the two meetings as follows:

Recycling Meeting #1: September 20, 1985

Source Separation:

Please read and understand the options provided in the following SIGNATURE PROGRAMS:

Promotion and Education  
Grants and Loans  
Waste Auditing and Consulting Service  
Recycling Information Center Enhancement

and SPECIAL PROJECTS:

Source Separation Technology Development  
SB 405 Implementation  
High Quantity Paper Generators  
Multi-family Dwelling Collection  
Plastics Recycling.

Recycling Meeting #2: September 26, 1985

Markets and Materials Recovery Strategies:

Please read and understand the options provided in the following SIGNATURE PROGRAMS:

Materials Markets Assistance  
Disposal Regulation

SPECIAL PROJECTS:

Yard Debris Processing  
Institutional Purchasing Policies

and MATERIALS RECOVERY STRATEGIES:

Strategies #3 and #4, pp 100-106.

WORKSHEET FOR OPTION EVALUATION

NAME OF OPTION (Program, Project, Technology):

Task Force Member: \_\_\_\_\_ Date: \_\_\_\_\_

CONSIDERATIONS

Impact on  
waste stream

Legal  
feasibility

Technical  
feasibility

Economic  
feasibility

Political  
feasibility

Implementation  
factors

Impact on  
voluntary use  
of the system

MEETING DATES  
WASTE REDUCTION PLAN TASK FORCE

Sept. 20, Fri., 11:30 Source Reduction Recycling  
Sept. 26, Thurs., 11:30 Materials Recovery Recycling  
Oct. 4, Fri., 11:30 Energy Recovery Technologies  
Oct. 10, Thurs., 11:30 Energy Recovery (cont.), Cost/Benefit  
analysis  
Oct. 15, Tues., 11:30 Cost/Benefit analysis  
Oct. 16, Wed., 5:30 Scenarios workshop I.  
Oct. 23, Wed., 5:30 Scenarios workshop II.

STAFF REPORT

Agenda Item No. 9

Meeting Date 9/26/85  
~~10/2~~

CONSIDERATION OF S.B. 662, REHABILITATION AND  
ENHANCEMENT FEE

**DRAFT**

Date: August 15, 1985

Presented by: Dennis Mulvihill

FACTUAL BACKGROUND AND ANALYSIS

S.B. 662, passed by the 63rd Legislative Assembly, provided in Section 9 that "the metropolitan service district shall apportion an amount of the service or user fee charges collected for solid waste disposal at each general purpose landfill within or for the district and dedicate and use the monies obtained for rehabilitation and enhancement of the area in and around the landfill from which the fees have been collected. That portion of the service and user charges set aside by the district for the purpose of this subsection shall be 50¢ for each ton of solid waste." The Act also contained an emergency clause which caused it to take effect upon its being signed by the Governor on July 13, 1985.

Assuming that the St. Johns Landfill will close in four years, and that the remaining capacity is 2.6 million tons, 50¢ will

generate approximately \$1.3 million or about \$360,000 yearly.

The state established this fee and "dedicated" it for the purpose of rehabilitation and enhancement of the area in and around the landfill from which the fees have been collected. Although the general purpose for which it was created is clear, the specific types and locations of projects as well as the public process to choose them is left up to Metro. Within this is also the responsibility of determining how the fund is to be set up and administered.

An initial step to use in developing appropriate answers to these questions and designing the final program would be the creation of a Rehabilitation and Enhancement Advisory Committee (REAC). The Committee would be composed of:

- Multnomah County Commissioner
- Metro Councilor for District #12
- Portland City Commissioner
- State Representative District #17
- State Senator District #8
- Three citizens at large -- two from North Portland

Metro's Executive Officer will request recommendations for the Portland City and Multnomah County Commissioner positions from the respective bodies. The North Portland community will be solicited for recommendations on the two positions available. Those contacted will include current elected officials representing the area, neighborhoods and

other organizations. Nominees for the third citizen position will be solicited from the City of Portland.

Primary staffing for the Committee would be made available to assist in the development of recommendations. Additional professional assistance would also be provided as needed. Staffing will be arranged by the Metro Solid Waste Department through a personal services contract not to exceed \$25,000.

The Committee will be charged with developing operating rules and procedures for the rehabilitation and enhancement program to be delivered to Metro for its approval by March 1, 1986. The citizen involvement process used will be a key factor in Metro's assessment of the recommendations generated. The rules and procedures shall include but not be limited to recommendations on criteria to be used for receiving and reviewing the applications, e.g.:

- Where the boundaries for eligibility are to be drawn?
- What types of projects should be funded (e.g., Should the projects address social development needs? Should the funds be saved for large projects or many little ones?)?
- What public process is to be used for reaching conclusions on the initial and subsequent phases of the program.

Additional issues that shall be addressed include:

- A work plan and schedule for the funding and reporting process.
- Liability and accountability procedures.

- The relationship of the fund to the St. Johns Reserve and Final Improvement Funds. (Fund use plan)

The purpose of the fund will be to "rehabilitate" (restore to a condition of good health and good operation; to reestablish the good reputation, right and standing of) and "enhance" (to raise the value or price of) the area in and around the landfill from which the fees have been collected.

Subsequent to the adoption of a Rehabilitation and Enhancement program, the Metro Council will take the necessary actions to begin implementation immediately.

EXECUTIVE OFFICER'S RECOMMENDATION

DM/gl

3993C/435-7

09/09/85



# Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201-5287 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: September 20, 1985

To: Metro Councilors  
Executive Officer  
Interested Parties

From: Marie Nelson, Clerk of the Council *ammm*

Regarding: Council Meeting of September 26, 1985  
Agenda Item No. 7.4  
McLoughlin Boulevard Improvement Program

Please note the title for Item 7.4 was listed incorrectly. This item will be considered under "OTHER BUSINESS" and the correct title should read: "Consideration of Release of the Draft McLoughlin Boulevard Improvement Program for Consideration by the Affected Jurisdictions (Approval Requested)."





# Agenda

COUNCIL MEETING

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

Date: September 26, 1985

Day: Thursday

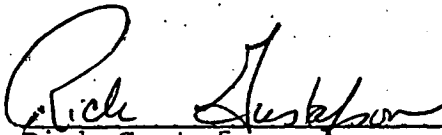
Time: 5:30 p.m.

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 August 22, 1985
- 6.2 Consideration of Resolution No. 85-592, for the Purpose of Revising Transportation Improvement Project Management Guidelines
- 6.3 Consideration of Resolution No. 85-593, for the Purpose of Adopting the FY 1986 to Post-1989 Transportation Improvement Program and the FY 1986 Annual Element
- 6.4 Consideration of Resolution No. 85-598, for the Purpose of Designating the Executive Officer, Deputy Executive Officer and the Manager of Accounting to Conduct Bank Safe Deposit Transactions

  
Rick Gustafson  
Executive Officer

RG:amn

CONSIDERATION OF RESOLUTION NO. 85-592 FOR THE  
PURPOSE OF REVISING TRANSPORTATION IMPROVEMENT  
PROGRAM PROJECT MANAGEMENT GUIDELINES

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Date: September 4, 1985

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Adoption of this resolution will amend procedures by which amendments to the Transportation Improvement Program (TIP) will be approved. In particular, guidelines are provided to establish a basis for handling routine amendments as administrative actions. Changes proposed are as follows:

1. New project additions to the TIP.
  - Existing procedures require adoption by resolution of all project additions to the TIP.
  - Proposed procedures provide for administratively adding to the TIP, at the option of Metro staff, new projects not significantly affecting roadway capacity:
    - Safety improvements;
    - Bridge replacements not exceeding \$2 million;
    - Interstate 4R resurfacing/rehabilitation improvements not exceeding \$2 million;
    - State Priority 3 (along state highways) and Priority 4 (local routes) Bike funds;
    - Emergency projects involving imminent public safety hazards; and
    - Additions to previously approved "generic" projects (such as Parts and Equipment, Signal programs, Overlay programs, etc.).

The proposed procedures require that monthly notification be provided to TPAC and quarterly notification to JPACT of all transactions noted above.

2. Adjustments to projects currently identified in the TIP.

- Adjustment by resolution.
  - Funding transfers between projects resulting in an increase or decrease in project allocation greater than 50 percent.
  - Increase in allocation of a jurisdiction brought about by increased federal funding levels.
- Administrative adjustment.
  - Unchanged from existing guidelines except requires notification to TPAC for funding transfers exceeding \$100,000 between projects or between jurisdictions and quarterly notification to JPACT.

TPAC and JPACT have reviewed these guidelines and recommend approval of Resolution No. 85-592.

Background and Analysis

Attachment "A" has been prepared which treats in detail new proposed guidelines for TIP management. The guidelines previously established and adopted under Resolution No. 79-103 in November 1979 remain relatively unchanged except for revisions noted herein.

These revisions are precipitated by a desire to streamline the process for routine amendments to the TIP while ensuring that proper attention is paid by TPAC, JPACT and the Metro Council for amendments of significance. In this manner, the time of various committees can be used more productively and response to jurisdictions for routine amendments can be expedited. Adoption of the proposed changes will accelerate the TIP process while maintaining compliance with federal, state and local requirements in preparation and maintenance of the TIP.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 85-592.

AC/BP/gl  
4168C/405-4  
09/13/85

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF REVISING )  
TRANSPORTATION IMPROVEMENT PROGRAM )  
PROJECT MANAGEMENT GUIDELINES )

RESOLUTION NO. 85-592

) Introduced by the Joint  
) Policy Advisory Committee  
) on Transportation

WHEREAS, Through Resolution No. 79-103, the Council of the Metropolitan Service District (Metro) in November 1979 adopted revisions to the process of authorizing federal funds for committed Transportation Improvement Program (TIP) projects; and

WHEREAS, In the intervening years, the complexities of managing the TIP as evidenced by the volume of projects and diverse federal funding sources has significantly increased; and

WHEREAS, The ability to respond by committee action to the increase in magnitude of TIP actions has not kept pace and may be unwarranted in some cases; and

WHEREAS, A series of proposed changes to existing guidelines has been documented in Exhibit "A"; and

WHEREAS, The proposal focuses on specific procedures to expeditiously amend the TIP where appropriate to avoid unnecessary delays and committee involvement; now, therefore,

BE IT RESOLVED,

1. That the Metro Council approves the guidelines as set forth in Exhibit "A."

2. That Metro staff is directed to implement the guidelines in preparation and maintenance of the TIP.

3. That the Metro Council finds this action in accordance with the Regional Transportation Plan and gives Affirmative Inter-governmental Project Review approval.

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

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Richard Waker,  
Deputy Presiding Officer

AC/BP/gl  
4168C/405-3  
09/13/85

## EXHIBIT A

### TRANSPORTATION IMPROVEMENT PROGRAM

#### Project Management Process

##### Background

Metro's Transportation Improvement Program (TIP) is the document containing all projects that have received approval for use of available federal transportation funds in the Portland metropolitan area. Inclusion of a project in the TIP for a specific dollar amount is a prerequisite for the receipt of the federal funds. However, the document is a compilation of a large number of projects using a variety of funding sources being implemented by the various cities, counties, ODOT and Tri-Met. As such, the responsibility for managing the development of a project taking into consideration such factors as project design, cost and timing is distributed among a large number of different jurisdictions. This management process is intended to establish policies and procedures whereby additions and amendments to the TIP can be approved in an expeditious manner while assuring issues of regional significance are properly addressed. In general, the objective of this management process is to define the types of project adjustments that require an amendment to the TIP and which of these that can be accomplished as administrative actions by staff versus policy action by the Metro Council with a recommendation from JPACT.

##### Objectives of the Process

1. Ensure that federal requirements are properly met for the use of available federal funds, including the requirement that projects using federal funds are included in the TIP and that the projects are consistent with the Regional Transportation Plan (RTP).
2. Ensure regional consideration of proposed amendments having an impact on the priority for use of limited available resources or having an effect on other parts of the transportation system, other modes of transportation or other jurisdictions.
3. Ensure that the responsibilities for project management and cost control remain with the jurisdiction sponsoring the project.
4. Authorize routine amendments to the TIP to proceed expeditiously to avoid unnecessary delays and committee activity.
5. Provide for dealing with emergency situations.

##### Policies

1. Consistency with RTP - Projects included in the TIP must be based upon the RTP. Questions relating to the need for and scope of a



project are answered through inclusion in the RTP; questions relating to the priority of projects within available resources are answered through inclusion in the TIP. Major projects, particularly projects affecting the capacity of the transportation system, projects that impact other modes and projects impacting other jurisdictions, must be specifically identified in the RTP; minor projects such as signals, safety overlays, parts and equipment, etc. must be consistent with the policy intent of the RTP. An amendment to the RTP to add a project can occur concurrent with a TIP amendment and must address the following:

- project description;
- objective(s) to be met by the proposed improvement;
- degree to which the proposal meets the objectives;
- impact of the proposal on the balance of the transportation system; and
- impact of the proposal on other plan objectives.

The level of detail required for this analysis should be commensurate with the scope of the proposal. Additions to the RTP or significant revisions in project scope (particularly capacity) must be approved through a periodic resolution amending the RTP or included in a routine RTP update.

2. TIP Additions - All project additions to the TIP must be at the request of the sponsoring jurisdiction and require adoption of a resolution approving a specific new project as a priority for use of a particular category of federal funds. This action will be based strictly on the amount of federal funding available and represents a priority decision as to the most effective use of the resource.

Exception: New projects within the following categories can be administratively added to the TIP at the option of Metro staff in cases where the proposed improvement does not significantly affect capacity, with monthly notification to TPAC and quarterly notification to JPACT:

- safety funds;
- bridge replacement funds - up to \$2 million;
- Interstate - 4R funds for resurfacing/rehabilitation type projects up to \$2 million;
- state Priority 3 (along state highways) and Priority 4 (local routes) Bike funds;
- emergency additions where an imminent public safety hazard is involved; and
- addition of project elements to previously approved generic projects such as Parts and Equipment, Signals, Street Overlays, etc.

3. TIP Amendments - Amendments to the TIP for previously approved projects can be approved at the request of the sponsoring jurisdiction(s) on the following basis:

a. Administrative Adjustments:

- Transfer of funds between different phases of a project and different program years within previously approved funding levels.
- Transfer of funds between projects within previously approved funding levels; transfers between jurisdictions require the approval of each affected jurisdiction; must be accompanied by a statement as to the impact on the project relinquishing funds; requires monthly report to TPAC and quarterly report to JPACT for all transfers in excess of \$100,000.

b. Adjustments by Resolution:

- Funding transfers between projects resulting in an increase or decrease in funding allocation greater than 50 percent.
- Increased allocation of funds in excess of level previously allocated to the jurisdiction.

AC/gl  
3868C/409-8  
09/13/85



Meeting Date Sept. 26, 1985

CONSIDERATION OF RESOLUTION NO. 85-593 FOR THE  
PURPOSE OF ADOPTING THE FY 1986 TO POST-1989  
TRANSPORTATION IMPROVEMENT PROGRAM AND THE FY 1986  
ANNUAL ELEMENT

Date: August 9, 1985

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSISProposed Action

The Transportation Improvement Program (TIP) and FY 1986 Annual Element serve as the basis for receipt of federal transportation funds by local jurisdictions, the Oregon Department of Transportation (ODOT) and Tri-Met.

This TIP reflects a number of changes from last year's update due to resolutions and administrative adjustments approved during the past year and adjustments to be approved by this resolution. The primary importance of the annual TIP update is to consolidate all past actions into a current document and set forth the anticipated program for FY 1986. The FY 1986 program reflected herein is a first step in establishing actual priorities for FY 1986. A number of future actions will result in refinements to the material presented.

Adoption of the TIP endorses the following major actions:

- Past policy endorsement of projects is identified in the TIP (including projects to be funded with Interstate, Interstate Transfer, Federal-Aid Urban and UMTA funds), thereby providing eligibility for federal funding.
- Approximately \$25.9 million of Interstate Transfer funding is programmed for FY 1986 and includes all projects that will be considered for funding; actual FY 1986 priorities will be established among these candidates later this year consistent with federal appropriations.
- Approximately \$12 million of UMTA Section 3 "Trade" funds are programmed in FY 1986, all of which has been identified as a reserve. From this reserve, funds will be withdrawn and assigned to specific projects as they develop.
- The maximum allowable use of UMTA Section 9 funds for operating assistance is included (\$3.7 million) which is an

anticipated 20 percent decrease from FY 1985 and may decrease by 20 percent for each subsequent year.

TPAC and JPACT have reviewed the TIP and Annual Element and recommend approval of Resolution No. 85-593.

Background: The Metro TIP describes how federal transportation funds for highway and transit projects in the Metro region are to be obligated during the period October 1, 1985 through September 30, 1986. Additionally, in order to maintain continuity, funds are estimated for years before and after the Annual Element year. The FY 1986 TIP is a refinement of the currently adopted TIP and is structured by the following major headings:

- Interstate Transfer Program
- Urban Mass Transportation Administration Programs
- Other Programs - FAI, FAP, HBR, HES, etc.
- Federal-Aid Urban System Program

#### INTERSTATE TRANSFER PROGRAM

The TIP includes a fixed program amount for the Metro region of \$500,653,204 (federal). This FY 1986 TIP update maintains the previously adopted FY 1985 Interstate Transfer Program (Resolution No. 85-560) in keeping with priorities. At the end of the federal fiscal year, unbuilt FY 1985 projects will automatically shift to FY 1986.

The FY 1986 Interstate Transfer program of approximately \$25.9 million represents the full-funding need and this together with the projects that slip from FY 1985 may be in excess of the level of funding the region can anticipate. The noted amount is wholly earmarked for FHWA highway projects. Priorities will be established from amongst the full FY 1985 and FY 1986 programs later in the year based upon a closer estimate of funding. Projects not funded in FY 1986 will be delayed; however, they will be considered for implementation in the event additional FY 1986 funds become available, or for funding in FY 1987.

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

#### URBAN MASS TRANSPORTATION ADMINISTRATION PROGRAMS

##### Section 3 Discretionary

For FY 1986, some \$9.0 million has been programmed for the Banfield LRT (Line 208). This amount is consistent with federal appropriations recently approved and is consistent with the federally approved full-funding contract.

Changes to the previous TIP include:



- Projects that are not committed with a firm source of federal funds or local match are rescheduled to later years including Purchase of Electronic Bus Destination Signs (Line 201); Tigard Park and Ride (Line 209); Lents Transit Station (Line 210); Lake Oswego Park and Ride (Line 212); and Milwaukie Park and Ride (Line 213). A full amendment to the improvement program will be considered upon completion of a Transit Development Program by Tri-Met.
- Deleting bus purchases from this section (offset by a revised bus purchase program in Section 9) (Line 277).

### Section 5 Capital Funding

Three new project additions have occurred which affect the FY 1985 program:

- Purchase of 32 Smart Terminals (Line 228)
- Telephone System (Line 229)
- Vehicle Purchases (Line 234)

These projects are proposed with a combination of funding in previously approved grants transferred from the Microwave System Project (Line 224); Fueling Equipment (Line 233); and from Contingencies (Line 227).

### Section 3 "Trade" Funding

In April 1982, Metro Council endorsed the use of Section 3 funds for selected transit projects in exchange for Interstate Transfer funds. This involved transfer of funds from a series of regionwide transit projects to the Banfield project; in exchange, Section 3 funds previously earmarked for the Banfield were assigned to those transit projects. Subsequently, the fixed amount of \$76.8 million was committed by UMTA for this Section 3 "Trade" program. The full \$76.8 million is currently allocated to specific projects or reserves. This TIP update programs a reserve of \$12.0 million (Line 270) in accordance with the funding schedule in the Letter of Intent. As project developments occur, funds will be withdrawn from the reserve and assigned to the projects in the Section 3 Trade program.

Other project funding changes have occurred which affect the FY 1985 Section 3 Trade program:

- A portion of the amount already allocated for bus purchases (Line 246) has been accelerated to FY 1985 for the acquisition of eight standard buses with lifts (to supplement FY 1985 Section 9 funds previously approved for bus purchases).
- Construction funds for the Sunset Transit Center and Park and Ride station have been accelerated to FY 1985 (Line 252).



- The Transit Mall Extension North (Line 269) has been separately identified as an FY 1985 project to be funded with \$2.9 million from the reserve for the Downtown Portland TSM (Line 266) (which included the Mall funds). The purpose of the project is to extend the two-lane transit mall operations north of W. Burnside to N.W. Hoyt and improve the transit operating capacity to accommodate approximately 140 buses per hour in the peak hours.
- A Glisan Street Bus Lane (Line 272) also has been separately identified in the TIP funded with \$.363 million from the Downtown TSM Reserve. The project entails construction of an eastbound bus-only contraflow lane on Glisan Street between 6th Avenue and the Steel Bridge. This will provide improved operation and quality of service for as many as 500 buses on the following routes: 1, 4, 5, 8, 9, 41, 55, 77, 85 and 91, and will improve access to the bus and train stations. As part of the Regional LRT Study, this was also identified as the alignment for a possible LRT connection to the Transit Mall.
- Construction funds for the Beaverton Transit Center (Line 259) have been programmed for FY 1985. Additional funding for this purpose in the amount of \$461,600 was transferred from the Central Beaverton TSM Reserve (Line 267) to provide an overall funding level of \$3,261,600.

#### Section 9/9A

The FY 1985 apportionment of Section 9 funds was \$15,819,149. This amount included \$4,661,082 of operating funds. UMTA has indicated that there will probably be a 20 percent reduction each year in operating assistance. Allowing for this reduction in FY 1986 (-\$932,216) results in a program of \$14,886,933. The FY 1986 program identified in the TIP is as follows:

Bus Purchase	\$ 6,120,000	(Line 277)
Operating Assistance	3,728,866	(Line 291)
Reserve	5,038,067	(Line 290)
	<u>\$14,886,933</u>	

Further amendments to the TIP will be required later in the year to program the reserve to a particular set of planning, engineering and capital improvements. At that time, funding will be provided to replace a portion of Metro Transportation Planning now supported with Interstate Transfer funds; other sources of funding will also be considered and reviewed with JPACT.

#### OTHER PROGRAMS

##### Interstate/Primary Funds

Interstate and Primary projects are programmed in accordance with the previously adopted ODOT Six-Year Plan with the following additions:

- I-405 - Guide Sign and Control Sign Repair (Line 345)
- I-205 - Guide Sign and Control Sign Repair (Line 346)
- I-205 - Sunnyside to West Linn Bikeway (Line 336)
- T.V. Highway Reconnaissance Study - Hillsboro to Beaverton (Line 400)
- Clackamas Park Bridge (#1618) Replacement (Line 401)

#### FEDERAL-AID URBAN SYSTEM PROGRAM

FAU apportionments to the Metro region for FY 1986 have been projected at \$4,121,339. Of this amount, \$1,486,925 will be transferred downstate in final fulfillment of the agreed amount of \$27,088,000. The FAU portion of the TIP reflects these projections. Previously approved projects identified for FY 1986 are:

Arterial Street Program	(Line 417)
Cornell Road Retaining Walls	(Line 421)
Boones Ferry Road	(Line 429)
Tri-Met Rideshare	(Line 442)
Forest Grove Reserve	(Line 445)
Regional Contingency	(Line 450)

#### Air Quality

The TIP is in conformity with the Oregon State Implementation Plan (SIP) for Air Quality adopted in 1982. Updates to the carbon monoxide and ozone plans demonstrate attainment of both standards by 1987. All projects specified in the SIP as necessary for attainment of these standards are included in the TIP. In addition, the TIP has been reviewed to ensure that it does not include actions which would reduce the effectiveness of planned transportation control measures.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 85-593.

BP/gl  
4119C/405-5  
09/13/85

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 85-593
FY 1986 TO POST-1989 TRANSPORTA-	)	
TION IMPROVEMENT PROGRAM AND THE	)	Introduced by the Joint
FY 1986 ANNUAL ELEMENT	)	Policy Advisory Committee
	)	on Transportation

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

WHEREAS, In accordance with the Metropolitan Service District (Metro)/Intergovernmental Resource Center (IRC) of Clark County Memorandum of Agreement, the TIP has been submitted to the IRC for review and comment; and

WHEREAS, Some 1985 Annual Element projects may not be obligated by the end of FY 1985 because the exact point in time for obligation is indeterminate; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District adopts the FY 1986 TIP for the urban area as contained in the Attachment to this Resolution marked Exhibit "A."

2. That projects that are not obligated by September 30, 1985, be automatically reprogrammed for FY 1986 for all funding sources.

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

4. That the Metro Council allows funds to be transferred among projects consistent with the Transportation Improvement Program Project Management Guidelines adopted by Resolution No. 85-592.

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

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

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Richard Waker,  
Deputy Presiding Officer

BP/gl  
4119C/405-5  
09/13/85

EXHIBIT "A"

STAFF REPORT 94

TRANSPORTATION IMPROVEMENT PROGRAM  
PROPOSED PROGRAM FOR FISCAL YEARS 1986 TO POST 1989  
EFFECTIVE OCTOBER 1, 1985

D R A F T

SEPTEMBER 21, 1985

**Metropolitan Service District**



INTERSTATE TRANSFER PROGRAM

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROGRAM

CATEGORY I  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED

1985

1986

1987

1988

1989

POST 1989

AUTHORIZED

FAP#

447 MCLOUGHLIN CORRIDOR-UNION/GRAND AVE VIADUCT TO SE RIVER ROAD*****12/*77159**00346*****								FAP26
FE	578,849	0	0	0	0	0	578,849	
RFSRV	0	0	2,400,000	0	0	22,102,261	24,502,261	
TOTAL	578,849	0	2,400,000	0	0	22,102,261	25,081,110	

448 MCLOUGHLIN BLVD INTERSECTION AND SIGNAL IMPROVEMENTS*****147*00058*01035*****								FAP26
FE	114,656	0	0	0	0	0	114,656	
CONST	866,999	25,501	0	0	0	0	892,500	
TOTAL	981,655	25,501	0	0	0	0	1,007,156	

449 POWELL BLVD R/W & CONSTRUCTION-ROSS ISLAND BRIDGE TO 52ND SECT I*****162*80069*01493*****								FAP24
FE	172,027	0	0	0	0	0	172,027	
R/W	1,339,429	0	0	0	0	0	1,339,429	
CONST	3,624,490	0	0	0	0	0	3,624,490	
RFSRV	0	0	0	0	0	45,664	45,664	
TOTAL	5,135,946	0	0	0	0	45,664	5,181,610	FINAL

410 POWELL BLVD R/W & CONST-SOUTH AVE TO I205-SECTION II*****164*76012*00113*****								FAP24
FE	515,641	0	0	0	0	0	515,641	
R/W	6,665,055	0	0	0	0	0	6,665,055	
CONST	4,249,793	0	0	0	0	0	4,249,793	
RFSRV	0	0	0	0	0	333,991	333,991	
TOTAL	11,430,489	0	0	0	0	333,991	11,764,480	

411 SUNSET HIGHWAY OVERLAYS - CONSTRUCTION*****267*78086*00000*****								FAP27
CONST	1,422,729	0	0	0	0	0	1,422,729	
TOTAL	1,422,729	0	0	0	0	0	1,422,729	

412 RECONSTRUCTION OF YEON/VAUGHN/NICOLA/WARDWAY AND ST HELENS RD*****269*79038*00000*****								MISC
FE	1,137,490	0	0	0	0	0	1,137,490	
RFSRV	0	0	0	0	0	-23,607	-23,607	
TOTAL	1,137,490	0	0	0	0	-23,607	1,113,883	

**ANNUAL ELEMENT YEAR**

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROGRAM

CATEGORY I

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1985 1986 1987

1988

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POST 1989

AUTHORIZED

FA#

***1 BANFIELD TRANSITWAY-HIGHWAY FUNDS***	115	80900	00000	00000	00000	00000	00000	00000	FAP68
PE	5,457,338	15,842	0	0	0	0	0	0	5,473,180
R/W	8,038,963	478,676	0	0	0	0	0	0	8,517,639
CONST	13,012,534	-418,852	0	0	0	0	0	0	12,593,682
TOTAL	24,508,835	75,666	0	0	0	0	0	0	26,584,501
***2 BANFIELD TRANSITWAY-TRANSIT FUNDS(T)***	116	80900	00000	00000	00000	00000	00000	00000	FAP68
PE	10,956,546	0	0	0	0	0	0	0	10,956,546
R/W	13,371,853	0	0	0	0	0	0	0	13,371,853
CONST	120,384,576	0	0	0	0	0	0	0	120,384,576
TOTAL	144,712,975	0	0	0	0	0	0	0	144,712,975
***3 METRO SYSTEM PLANNING-W/S CORRIDOR-299001(T)***	117	10013	00697	00000	00000	00000	00000	00000	N/A
PE	2,194,266	0	0	0	0	0	0	0	2,194,266
TOTAL	2,194,266	0	0	0	0	0	0	0	2,194,266
***4 BANFIELD TRANSITWAY-METRO PLANNING(T)***	118	80404	00000	00000	00000	00000	00000	00000	FAP68
PE	300,050	0	0	0	0	0	0	0	300,050
TOTAL	300,050	0	0	0	0	0	0	0	300,050
***5 TRI-MET TECHNICAL STUDY - 5 WORK ELEMENTS(T)***	120	80404	00000	00000	00000	00000	00000	00000	N/A
PE	428,000	0	0	0	0	0	0	0	428,000
TOTAL	428,000	0	0	0	0	0	0	0	428,000
***6 METRO CORRIDOR PLANNING(T)***	126	80404	00000	00000	00000	00000	00000	00000	N/A
PE	1,127,773	0	0	0	0	0	0	0	1,127,773
RFSRV	0	300,000	0	0	0	0	0	0	300,000
TOTAL	1,127,773	300,000	0	0	0	0	0	0	1,427,773

**ANNUAL ELEMENT YEAR**

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROGRAM

CATEGORY I  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1985 1986 1987

1988

1989

POST 1989

AUTHORIZED

FA#

20 NW NICOLAI ST-NW 29TH TO NW 24TH	73179038	00129						FAU9296
R/U	43,775	85,000	0	0	0	0	128,775	
CONST	1,979,004	230,996	0	0	0	0	2,210,000	
RFSRV	0	0	0	0	0	-663	-663	
TOTAL	2,022,779	315,996	0	0	0	-663	2,338,112	

21 NW YEON AVE-NW ST HELENS RD TO NW NICOLAI	73379038	00364						FAP1
R/U	2,471,800	-346,800	0	0	0	0	2,125,000	
CONST	0	10,285,000	0	0	0	0	10,285,000	
RFSRV	0	0	0	0	0	-599,250	-599,250	
TOTAL	2,471,800	9,938,200	0	0	0	-599,250	11,810,750	

22 NW ST HELENS RD-NW KILTRIDGE ST TO NW 29TH AVE	73479038	001891						FAU9296
R/U	189,550	223,550	0	0	0	0	413,100	
CONST	1,684,474	0	0	187,000	0	0	1,871,474	
RFSRV	0	0	0	0	0	-300,488	-300,488	
TOTAL	1,874,024	223,550	0	187,000	0	-300,488	1,984,086	

23 VAUGHN ST/WARDWAY-NW 29TH AVE TO NW 24TH AVE	73579038	00387						FAU9296
CONST	0	0	0	1,275,000	0	0	1,275,000	
RFSRV	0	0	0	0	0	-217,618	-217,618	
TOTAL	0	0	0	1,275,000	0	-217,618	1,057,382	

24 FRONT-YEON CONNECTION	73879038	00586						FAU9300
R/U	1,753,549	1	0	0	0	0	1,753,550	
CONST	0	5,950,000	0	0	0	0	5,950,000	
TOTAL	1,753,549	5,950,001	0	0	0	0	7,703,550	

25 REGIONAL RESERVE	75500000	00000						N/A
RFSRV	0	0	0	0	0	17,120,464	17,120,464	
TOTAL	0	0	0	0	0	17,120,464	17,120,464	

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO FISCAL 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

# INTERSTATE TRANSFER PROGRAM

CATEGORY I  
(CONTINUED)

### PROJECT DESCRIPTION:

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR			
DELICATED	1985	1986	1

1988

1989

**POST 1989**

PORTLAND URBANIZED AREA

**AUTHORIZED**

FA#

**13 BANFIELD LRT STATION AREA PLANNING PROGRAM(T)*****290*00900*01534*****N/A									
PE	1,028,069	0	0	0	0	0	0	1,028,069	
RFSRV	0	0	0	0	0	0	528,194	528,194	
TOTAL	1,028,069	0	0	0	0	0	528,194	1,556,263	

#14 TRI-MET RIXESHARE PROGRAM*****	295>80313*	00000*****						N/A
DPRTG	1,296,444	269,569	0	0	0	0	1,566,013	
RFSRV	0	0	253,633	0	0	-52,505	201,128	
TOTAL	1,296,444	269,569	253,633	0	0	-52,505	1,767,141	

**15 IS NORTH RIDESHARE PROGRAM*****296#80343**0000*****N/A							
PE	95,379	0	0	0	0	0	95,379
OPRTG	69,621	0	0	0	0	0	69,621
TOTAL	165,000	0	0	0	0	0	165,000

#416 PORTLAND/VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE(T)	#####310480032####	N/A
PE	72.311	0
RESRV	0	0
TOTAL	72.311	0

XX17 WESTSIDE CORRIDOR RELATED HIGHWAY PROJECTS-FHWA FUNDED *****55910013*****0000*****										N/A
PE	60,965	0	0	0	0	0	0	60,965		
TOTAL	60,965	0	0	0	0	0	0	60,965	FINAL	

[illegible][illegible]

## ANNUAL ELEMENT YEAR

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROGRAM

CATEGORY I  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1985 1986 1987

1988

1989

POST 1989

AUTHORIZED

FA#

**133 OBLIGATIONAL AUTHORITY RESERVE-CATEGORY I-TRANSIT*****843<00000<00000*****44*****										N/A
RFSKV	0	2,431,844	0	0	0	0	0	-2,431,844	0	
TOTAL	0	2,431,844	0	0	0	0	0	-2,431,844	0	

TOTAL CATEGORY I

PE	25,302,254	15,842	0	0	0	0	0	0	25,318,096	
P/W	33,873,974	440,427	0	0	0	0	0	0	34,314,401	
CONST	147,417,889	16,143,110	0	2,192,000	0	0	0	0	165,752,999	
OPRTG	1,419,445	269,569	0	0	0	0	0	0	1,689,014	
RESKV	0	4,787,230	2,653,633	0	0	0	0	34,699,322	42,140,185	
TOTAL	208,013,562	21,656,178	2,653,633	2,192,000	0	0	0	34,699,322	269,214,696	

  
ANNUAL ELEMENT YEAR

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROGRAM

CATEGORY I  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED

1985

1986

1987

1988

1989

POST 1989

AUTHORIZED

FAY

**26 PHASE I ALTERNATIVES ANALYSIS(T)*****765*80404*****									MISC
PE 250,000	0	0	0	0	0	0	0	250,000	
TOTAL 250,000	0	0	0	0	0	0	0	250,000	
**2/ BANFIELD CORRIDOR RIDESHARE MARKETING PROGRAM*****770*10192*****									FAP68
OPRTG 53,380	0	0	0	0	0	0	0	53,380	
TOTAL 53,380	0	0	0	0	0	0	0	53,380	
**28 BANFIELD TRAFFIC MONITORING PROGRAM*****771*10183*****									FAP68
CONST 193,290	0	0	0	0	0	0	0	193,290	
TOTAL 193,290	0	0	0	0	0	0	0	193,290	
**29 SUNSET LIGHT RAIL PROGRAM(T)*****773*10033*****									FAP27
PE 500,004	0	0	0	0	0	0	0	500,004	
TOTAL 500,004	0	0	0	0	0	0	0	500,004	
**30 NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM*****802*84016*****									MISC
PE 142,035	0	0	0	0	0	0	0	142,035	
CONST 0	70,465	0	0	0	0	0	0	70,465	
TOTAL 142,035	70,465	0	0	0	0	0	0	212,500	
**31 SUNSET HIGHWAY RAMP METERING*****827*10231*****									FAP27
PE 40,000	0	0	0	0	0	0	0	40,000	
CONST 0	0	0	730,000	0	0	0	0	730,000	
TOTAL 40,000	0	0	730,000	0	0	0	0	770,000	
**32 OBLIGATIONAL AUTHORITY RESERVE-CATEGORY I-HIGHWAY*****832*00000*****									N/A
RFRSV 0	2,055,386	0	0	0	0	0	-2,055,386	0	
TOTAL 0	2,055,386	0	0	0	0	0	-2,055,386	0	

  
ANNUAL ELEMENT YEAR

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EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

# INTERSTATE TRANSFER PROGRAM

CITY OF PORTLAND  
(CONTINUED)

## PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR			
OW LGATED	1985	1986	1

1985

1986

**1987**

1988

1989

**POST 1989**

**AUTHORIZED**

**FAt**

FAIJ9300

FAI:J9793

**MISC**

N/A

**FAP26**

FAU9809

FAU9823

**ANNUAL ELEMENT YEAR**



**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROGRAM

CITY OF PORTLAND

PORTLAND URBANIZED AREA

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1985	1986	1987	1988	1989	POST 1989	AUTHORIZED	FA#
OBLIGATED									
**34 N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE*****9*75019**00000*****									FAU9956
R/W 331,500	0	0	0	0	0	0	0	331,500	
CONST 2,797,927	0	0	0	0	0	0	0	2,797,927	
RFSRV 0	0	0	0	0	0	0	-54,992	-54,992	
TOTAL 3,129,427	0	0	0	0	0	0	-54,992	3,074,435	
**3> BASIN AVENUE/GOING STREET PROJECT*****18*76088**00000*****									FAU9930
R/W 296,310	0	0	0	0	0	0	0	296,310	
CONST 1,679,623	0	0	0	0	0	0	0	1,679,623	
TOTAL 1,975,933	0	0	0	0	0	0	0	1,975,933	
**36 N INTERSTATE AVE-GREELEY TO RUSSELL*****21*76009**00005*****									FAU9945
CONST 88,403	0	0	0	0	0	0	0	88,403	
TOTAL 88,403	0	0	0	0	0	0	0	88,403	
**3/ SIGNAL COMPUTER CONTROL EXPANSION*****26*77026**00000*****									MISC
CONST 55,334	0	0	0	0	0	0	0	55,334	FINAL
TOTAL 55,334	0	0	0	0	0	0	0	55,334	
**38 MACADAM AVE(OR43) PROJECT-ROSS ISL BRIDGE TO SELLWOOD BRIDGE*****27*78063**00000*****									FAU9565
PE 199,568	0	0	0	0	0	0	0	199,568	
R/W 72,507	0	0	0	0	0	0	0	72,507	
CONST 3,737,212	0	0	0	0	0	0	0	3,737,212	
TOTAL 4,009,287	0	0	0	0	0	0	0	4,009,287	
**39 HOLLYWOOD DISTRICT IMPROVEMENTS-NE SANDY BLVD-37TH TO 47TH*****28*79071**00115*****									FAU9326
PE 319,608	0	0	0	0	0	0	0	319,608	
R/W 197,200	0	0	0	0	0	0	0	197,200	
CONST 2,449,801	0	0	0	0	0	0	0	2,449,801	
RFSRV 0	0	0	0	0	0	0	-32,606	-32,606	
TOTAL 2,966,609	0	0	0	0	0	0	-32,606	2,934,003	

  
ANNUAL ELEMENT YEAR

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROGRAM

CITY OF PORTLAND  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED

1985

1986

1987

1988

1989

POST 1989

AUTHORIZED

FA#

4453 MCDONOUGH/CLINTON/HARRISON CONNECTION*****187*77128**00000*****									FAP26
PE 2,742 0 0 0 0 0 0								2,742	FINAL
TOTAL 2,742 0 0 0 0 0 0								2,742	
4454 SE DIVISION CORRIDOR-DIVISION/CLINTON/HARRISON*****187*70369**00389*****									FAU9800
PE 51,550 0 0 0 0 0 0								51,550	
TOTAL 51,550 0 0 0 0 0 0								51,550	
4455 39TH AVENUE CORRIDOR IMPROVEMENT-CLISAN TO HOLGATE*****191*70070**00000*****									FAU9699
PE 76,592 0 0 0 0 0 0								76,592	
R/U 425,000 0 0 0 0 0 0								425,000	
CONST 1,165,617 0 0 0 0 0 0								1,165,617	
TOTAL 1,667,209 0 0 0 0 0 0								1,667,209	
4456 CONTINGENCY-CATEGORY II-CITY OF PORTLAND*****194*00000**00000*****									N/A
4457 UNION AVENUE (OR97E)-WEIDLER TO COLUMBIA BLVD-#5*****195*74001**00000*****									FAU9809
PE 267,944 0 0 0 0 0 0								267,944	
R/U 205,700 0 0 0 0 0 0								205,700	
CONST 6,521,829 0 0 0 0 0 0								6,521,829	
TOTAL 6,995,473 0 0 0 0 0 0								6,995,473	
4459 GOING STREET NOISE MITIGATION PROJECT*****198*78080**00000*****									FAU9745
PE 287,720 0 0 0 0 0 0								287,720	
CONST 626,450 0 0 0 0 0 0								626,450	
TOTAL 914,170 0 0 0 0 0 0								914,170	
4459 SW BROADWAY-CW 4TH TO SW 6TH*****200*10292**00582*****									MISC
PE 98,012 0 0 0 0 0 0								98,012	
CONST 374,465 0 0 0 0 0 0								374,465	
RFRSU 0 0 0 0 0 0								0	
TOTAL 472,477 0 0 0 0 0 0								472,477	

**ANNUAL ELEMENT YEAR**

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROGRAM

CITY OF PORTLAND  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1985 1986 1987 1988 1989 POST 1989

AUTHORIZED

FA#

*447 39TH AVE - SE GLENWOOD TO CRYSTAL SPRINGS BLVD - WIDENING*****175*77125**00000*****										FAU9699
PE 46,450	0	0	0	0	0	0	0	0	46,450	
R/W 41	0	0	0	0	0	0	0	0	41	
CONST 494,434	0	0	0	0	0	0	0	0	494,434	
TOTAL 540,925	0	0	0	0	0	0	0	0	540,925	FINAL
*448 39TH @ STARK -WIDENING/SB LEFT TURN MEDIAN/SIGNAL INTERIE/STRIP*****178*77124**00000*****										FAU9699
PE 19,332	0	0	0	0	0	0	0	0	19,332	
R/W 38,616	0	0	0	0	0	0	0	0	38,616	
CONST 114,239	0	0	0	0	0	0	0	0	114,239	
TOTAL 172,187	0	0	0	0	0	0	0	0	172,187	
*449 CURB EXTENSION PROGRAM*****179*77129**00000*****										MISC
PE 13,889	0	0	0	0	0	0	0	0	13,889	
TOTAL 13,889	0	0	0	0	0	0	0	0	13,889	FINAL
*450 CURB CORNER MODIFICATION PROGRAM*****180*77119**00000*****										MISC
PE 2,969	0	0	0	0	0	0	0	0	2,969	
CONST 7,259	0	0	0	0	0	0	0	0	7,259	
TOTAL 10,228	0	0	0	0	0	0	0	0	10,228	FINAL
*451 ACTUATED SIGNALS-SF BYBEE @ 23RD/SF TO MAN @ MILWAUKIE-@17TH*****183*77118**00000*****										FAU9760
PE 1,153	0	0	0	0	0	0	0	0	1,153	
CONST 41,152	0	0	0	0	0	0	0	0	41,152	
TOTAL 42,305	0	0	0	0	0	0	0	0	42,305	FINAL
*452 SIGNAL MODIFICATION AND REPLACEMENT PROGRAM - 8 LOCATIONS*****185*77117**00000*****										MISC
PE 1,691	0	0	0	0	0	0	0	0	1,691	
CONST 13,313	0	0	0	0	0	0	0	0	13,313	
TOTAL 15,004	0	0	0	0	0	0	0	0	15,004	FINAL

  
ANNUAL ELEMENT YEAR

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO FISCAL 1987

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

# INTERSTATE TRANSFER PROGRAM

CITY OF PORTLAND  
(CONTINUED)

PORTLAND URBANIZED AREA

## PROJECT DESCRIPTION

DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	
DEDICATED	1985	1986
1		

1987

**1988**

1989

POST 1989

**AUTHORIZED**

FA#

#67 NORTHWEST PORTLAND TRANSPORTATION STUDY	*****285**84016**00000*****								
PE	32,130	0	0	0	0	0	0	0	32,130
TOTAL	32,130	0	0	0	0	0	0	0	32,130

H/A

[illegible]

FA:J9300

[illegible]**FAIJ9962**

4470 NE PORTLAND HWY IMPROVEMENT TO FOUR LAKES-NE 60TH AVE TO 17054*****301*79055**00881*****4*****				
PE	190,570	0	0	190,570
R/W	340,000	29,750	0	369,750
CONST	0	2,520,250	0	2,520,250
TOTAL	530,570	2,550,000	0	3,080,570

FAU9917

1171 COLUMBIA BLVD/COLUMBIA WAY/N PORTLAND RD INTERSECTION IMPRVMT		303	79057	00000	12,436
PE	12,436	0	0	0	12,436
CON'T	115,762	0	0	0	115,762
TOTAL	128,198	0	0	0	128,198

FAU9956

1472 COMMERCIAL ARTERIAL STREET LIGHT CONVERSION-CITY WIDE		307x79041		00000		28,681	
PE	28,681	0	0	0	0	0	1,011,257
CONST	1,011,257	0	0	0	0	0	1,039,938
TOTAL	1,039,938	0	0	0	0	0	

MISC

**FINAL**

# ANNUAL ELEMENT YEAR

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO FOST 1989  
EFFECTIVE OCTOBER 1, 1985

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROGRAM

CITY OF PORTLAND  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
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4460 CONTINGENCY-CITY OF PORTLAND-CATEGORY III\*\*\*\*\*203\*00000\*00000\*\*\*\*\* N/A

4461 NW 18TH/19TH AND NW 14TH/16TH COMPLETS\*\*\*\*\*239\*78067\*00000\*\*\*\*\* FAU9295  
PE 55,920 0 0 0 0 0 55,920  
CONST 384,680 0 0 0 0 0 384,680  
TOTAL 440,600 0 0 0 0 0 440,600

4462 BEAVERTON HILLSDALE HWY(OR10)-CAPITOL HWY TO SCHOLLS FY RD\*\*\*\*\*243\*78050\*00383\*\*\*\*\* FAU9228  
PE 272,935 0 0 0 0 0 272,935  
R/U 522,410 0 0 0 0 0 522,410  
CONST 1,431,903 0 0 0 0 0 1,431,903  
TOTAL 2,227,248 0 0 0 0 0 2,227,248

4463 FAU REPLACEMENT CONTINGENCY-CITY OF PORTLAND\*\*\*\*\*261\*00000\*00000\*\*\*\*\* N/A  
RECV 0 0 0 0 0 0 1,109,062  
TOTAL 0 0 0 0 0 0 1,109,062

4464 SI HELENS ROAD RECONSTRUCTION-WEST CITY LIMITS TO NW KITTRIDGE \*\*\*\*\*271\*79067\*00465\*\*\*\*\* FAP1  
PE 197,665 0 52,335 0 0 0 250,000  
TOTAL 197,665 0 52,335 0 0 0 250,000

4465 TRANSPORTATION IMPROVEMENTS IN NORTHWEST PORTLAND\*\*\*\*\*278\*79035\*01088\*\*\*\*\* MISC

4466 W BURNHIDE ROAD/TICHER DRIVE INTERSECTION IMPROVEMENT\*\*\*\*\*282\*79058\*00000\*\*\*\*\* FAU9326  
PE 26,972 0 0 0 0 0 26,972  
R/U 69,820 0 0 0 0 0 69,820  
CONST 487,749 0 0 0 0 0 487,749  
TOTAL 584,541 0 0 0 0 0 584,541

  
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CITY OF PORTLAND  
(CONTINUED)

PORTLAND URBANIZED AREA

PROJECT DESCRIPTION	ESTIMATED OBLIGATED	1985	1986	1987	1988	1989	POST 1989	AUTHORIZED	FA#
*179 NW 21ST/22ND-THURMAN TO FRONT	112,710	0	0	0	0	0	0	112,710	FAU9317
PE	112,710	0	0	0	0	0	0	112,710	
CONST	0	0	0	0	0	790,000	0	790,000	
TOTAL	112,710	0	0	0	0	790,000	0	902,710	
*80 NW INTERSECTION IMPROVEMENTS-22 LOCATIONS	33,000	0	0	0	0	0	0	33,000	MISC
PE	33,000	0	0	0	0	0	0	33,000	
CONST	0	0	327,000	0	0	0	0	327,000	
TOTAL	33,000	0	327,000	0	0	0	0	360,000	
*81 NW CIRCULATION IMPROVEMENTS-10 INTERSECTIONS	13,600	0	0	0	0	0	0	13,600	MISC
PE	13,600	0	0	0	0	0	0	13,600	
R/W	0	0	8,500	0	0	0	0	8,500	
CONST	0	0	87,000	0	0	0	0	87,000	
TOTAL	13,600	0	95,500	0	0	0	0	109,100	
*82 NW EVERETT/CLISAN-NW 18TH TO WESTOVER ROAD	0	0	0	0	8,500	0	0	8,500	FAU9314
PE	0	0	0	0	8,500	0	0	8,500	
CONST	0	0	0	0	50,700	0	0	50,700	
TOTAL	0	0	0	0	59,200	0	0	59,200	
*83 SIGNAL REPLACEMENT-34 LOCATIONS	41,576	0	0	0	0	0	0	41,576	MISC
PE	41,576	0	0	0	0	0	0	41,576	
CONST	1,064,300	0	0	0	0	0	0	1,064,300	
TOTAL	1,105,876	0	0	0	0	0	0	1,105,876	
*84 SIGNAL REPLACEMENT-16 LOCATIONS	386,083	0	0	0	0	0	0	386,083	MISC
CONST	386,083	0	0	0	0	0	0	386,083	
TOTAL	386,083	0	0	0	0	0	0	386,083	

**METROPOLITAN SERVICE DISTRICT  
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PORTLAND URBANIZED AREA

CITY OF PORTLAND  
(CONTINUED)

PROJECT DESCRIPTION

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473 POWELL BUTTE/MT SCOTT STUDY AREA-PROJECT DEVELOPMENT*****36879081**00000*****									MISC
PE 29,750	0	0	0	0	0	0	0	29,750	
TOTAL 29,750	0	0	0	0	0	0	0	29,750	

474 SW TERWILLIGER BLVD-BARBUR BLVD TO TAYLORS FERRY RD****369480015**00709*****									FAU9361
PE 295,205	0	0	0	0	0	0	0	295,205	
R/W 0	0	300,000	300,000	0	0	0	0	600,000	
CON'T 0	0	0	1,767,495	0	0	0	0	1,767,495	
TOTAL 295,205	0	300,000	2,067,495	0	0	0	0	2,662,700	

475 82ND AVENUE SISKIYOU TO BROADWAY****55179049**00000*****									FAU9713
PE 37,442	0	0	0	0	0	0	0	37,442	
CON'T 221,178	0	0	0	0	0	0	0	221,178	
TOTAL 258,620	0	0	0	0	0	0	0	258,620	

476 SIGNAL MODIFICATION AT 10 LOCATIONS(LEFT TURN)-SE PORTLAND****55879075**00000*****									MISC
PE 1,750	0	0	0	0	0	0	0	1,750	
CON'T 47,461	0	0	0	0	0	0	0	47,461	
TOTAL 49,211	0	0	0	0	0	0	0	49,211	FINAL

477 EAST BURNSIDE-90TH TO 94TH*****59910077**00471*****									FAU9822
PE 43,825	0	0	0	0	0	0	0	43,825	
CON'T 295,926	0	0	0	0	0	0	0	295,926	
RFRV 0	0	0	0	0	0	0	413	413	
TOTAL 339,751	0	0	0	0	0	0	413	340,164	

478 NW 23RD AVE/BURNSIDE*****62610093**00733*****									FAU9326
PE 69,850	50,000	0	0	0	0	0	0	119,850	
R/W 0	0	435,000	0	0	0	0	0	435,000	
CON'T 0	0	0	1,105,350	0	0	0	0	1,105,350	
TOTAL 69,850	50,000	435,000	1,105,350	0	0	0	0	1,660,200	

  
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PORTLAND URBANIZED AREA

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492	CBD TRAFFIC SIGNAL REPLACEMENTS UNIT A-21 LOCATIONS	661478028	00000						MISC
CONST	645,022	0	0	0	0	0	0	645,022	FINAL
TOTAL	645,022	0	0	0	0	0	0	645,022	

493	CBD TRAFFIC SIGNAL REPLACEMENTS UNIT B-BANFIELD LRT CORRIDOR	662484091	00000						MISC
PE	110,272	0	0	0	0	0	0	110,272	
CONST	1,050,228	0	0	0	0	0	0	1,050,228	
TOTAL	1,160,500	0	0	0	0	0	0	1,160,500	

494	INTERSTATE AT TILLAMOOK-SIGNAL REPLACEMENT	66380005	00000						FAU9361
PE	2,040	0	0	0	0	0	0	2,040	
CONST	28,033	0	0	0	0	0	0	28,033	
TOTAL	30,073	0	0	0	0	0	0	30,073	

495	82ND AVE (6) SIGNAL REPLACEMENTS-SANDY TO WASHINGTON	66880061	00000						FAU9713
PE	6,623	0	0	0	0	0	0	6,623	
CONST	193,148	0	0	0	0	0	0	193,148	
TOTAL	199,771	0	0	0	0	0	0	199,771	FINAL

496	ROSS ISLAND BRIDGE OVERLAY	68210085	00337						FAP24
CONST	0	637,500	0	0	0	0	0	637,500	
TOTAL	0	637,500	0	0	0	0	0	637,500	

497	COLUMBIA BLVD-DELAWARE TO CHAUTAUGUA	71210131	00768						FAU9956
PE	118,150	0	0	0	0	0	0	118,150	
R/W	0	0	255,000	0	0	0	0	255,000	
CONST	0	0	1,445,000	0	0	0	0	1,445,000	
TOTAL	118,150	0	255,000	1,445,000	0	0	0	1,818,150	

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1185 NEW SIGNALS-5 LOCATIONS-PORTLAND BLVD ET AL	129,310	0	0	0	0	0	0	129,310	MISC
CONST	129,310	0	0	0	0	0	0	129,310	FINAL
TOTAL	129,310	0	0	0	0	0	0	129,310	
1186 COLUMBIA BLVD (3) NEW TRAFFIC SIGNALS	221,698	0	0	0	0	0	0	221,698	FAU9956
CONST	221,698	0	0	0	0	0	0	221,698	
TOTAL	221,698	0	0	0	0	0	0	221,698	
1187 NE SANDY BLVD AT 50TH AND 70TH-NEW SIGNALS	44,724	0	0	0	0	0	0	44,724	FAU9326
CONST	44,724	0	0	0	0	0	0	44,724	FINAL
TOTAL	44,724	0	0	0	0	0	0	44,724	
1189 COLUMBIA BLVD AT 47TH-NEW TRAFFIC SIGNAL	1,410	0	0	0	0	0	0	1,410	FAU9956
PE	38,208	0	0	0	0	0	0	38,208	
CONST	39,618	0	0	0	0	0	0	39,618	FINAL
TOTAL	39,618	0	0	0	0	0	0	39,618	
1189 SW CAPITOL AT HUBER-NEW TRAFFIC SIGNAL	60,810	0	0	0	0	0	0	60,810	FAU9407
CONST	60,810	0	0	0	0	0	0	60,810	FINAL
TOTAL	60,810	0	0	0	0	0	0	60,810	
1190 COLISEUM AREA TRAFFIC SIGNALS-SIGNAL IMPROVEMENT	390,000	0	0	0	0	0	0	390,000	MISC
CONST	390,000	0	0	0	0	0	0	390,000	
TOTAL	390,000	0	0	0	0	0	0	390,000	
1191 CITYWIDE SIGNAL SYSTEM ANALYSIS	1,333,073	144,300	128,000	0	0	0	0	1,305,373	MISC
PE	0	1,950,000	334,000	325,000	0	0	0	2,609,000	
CONST	0	0	0	0	0	0	0	-1,350,000	
RFPRV	1,333,073	2,094,300	462,000	325,000	0	0	-1,350,000	2,564,373	
TOTAL	1,333,073	2,094,300	462,000	325,000	0	0	-1,350,000	2,564,373	

  
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*105 NW FRONT AVE-CLISAH TO COUCH(EVERETT-FRONT CONNECTOR)*****7514101404401250*****									FAJ9300
PE	159,120	0	0	0	0	0	0	159,120	
R/U	0	6,800	0	0	0	0	0	6,800	
CONST	0	1,479,850	0	0	0	0	0	1,479,850	
TOTAL	159,120	1,486,650	0	0	0	0	0	1,645,770	
*106 N VANCOUVER WAY-UNION AVENUE TO MARINE DRIVE44*****762*10149**01555*****									FAJ9960
PE	270,300	0	0	0	0	0	0	270,300	
R/U	21,250	0	0	0	0	0	0	21,250	
CONST	2,329,802	0	0	0	0	0	0	2,329,802	
TOTAL	2,621,352	0	0	0	0	0	0	2,621,352	
*107 UNALLOCATED RESERVE-CITY OF PORTLAND*****788*00000*00000*****									N/A
RESRV	0	0	0	0	0	0	848,844	848,844	
TOTAL	0	0	0	0	0	0	848,844	848,844	
*108 PEDESTRIAN/SCHOOL SIGNAL-NE 47TH AVENUE AND OREGON*****801410207**01968*****									FAJ9837
PE	4,818	0	0	0	0	0	0	4,818	
CONST	35,094	0	0	0	0	0	0	35,094	
TOTAL	39,912	0	0	0	0	0	0	39,912	
*109 BANFIELD FREEWAY-CITY BRIDGE REPAIR WORK*****808*00000*00000*****									FAJ84
CONST	113,079	274,796	0	0	0	0	0	387,875	
TOTAL	113,079	274,796	0	0	0	0	0	387,875	
*110 OBLIGATIONAL AUTHORITY RESERVE-CITY OF PORTLAND*****833*00000*00000*****									N/A
RESRV	0	2,926,097	0	0	0	0	-2,926,097	0	
TOTAL	0	2,926,097	0	0	0	0	-2,926,097	0	

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PORTLAND URBANIZED AREA

CITY OF PORTLAND  
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*498 SE FOSTER RD IMPROVEMENTS-122ND TO JENNE RD*****714*10144*00000*****									FAU9776
*499 NORTHWEST RIDESHARE*****723*10090*00000*****									N/A
OPRTG 85,000	0	0	0	0	0	0	0	85,000	
TOTAL 85,000	0	0	0	0	0	0	0	85,000	
*100 BAINFIELD FIRE LINE*****724*00000*00000*****									FAP68
PE 15,842	1,158	0	0	0	0	0	0	17,000	
TOTAL 15,842	1,158	0	0	0	0	0	0	17,000	
*101 SW VERMONT STREET-30TH AVENUE TO OLESON ROAD*****726*10133*02013*****									FAU9398
PE 208,930	0	0	0	0	0	0	0	208,930	
TOTAL 208,930	0	0	0	0	0	0	0	208,930	
*102 MARGUAM RAMP STREET IMPROVEMENTS SE WATER/YAMHILL/TAYLOR/CLAY*****727*10132*01412*****									FAU9366
PE 37,400	0	0	0	0	0	0	0	37,400	
CONST 0	0	646,000	0	0	0	0	0	646,000	
TOTAL 37,400	0	646,000	0	0	0	0	0	683,400	
*103 82ND AVENUE-DIVISION TO CRYSTAL SPRINGS-UNITS 1 & 2*****730*77049*00700*****									FAU9713
PE 282,709	0	0	0	0	0	0	0	282,709	
R/W 0	1,800,000	0	0	0	0	0	0	1,800,000	
CONST 0	0	0	913,291	0	0	0	0	913,291	
TOTAL 282,709	1,800,000	0	913,291	0	0	0	0	2,996,000	
*104 FAP REPLACEMENT RESERVE(MT HOOD)-REALLOCATED TO CITY OF PORTLAND*****748*00000*00000*****									N/A
RESRV 0	0	0	0	0	0	793,470	793,470	793,470	
TOTAL 0	0	0	0	0	0	793,470	793,470	793,470	

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*118 NE GERTZ/13TH-VANCOUVER WAY TO MERRITT/FAZIO*****857*84051**02464*****								FAU9961
PE 62,611	0	0	0	0	0	0	62,611	
COMST 0	0	1,038,000	0	0	0	0	1,038,000	
TOTAL 62,611	0	1,038,000	0	0	0	0	1,100,611	

*119 AIRPORT WAY-1205 TO 148TH AVE-UNIT I*****858*84022**02355*****								FAU9940
PE 397,800	300,000	0	0	0	0	0	697,800	
COMST 0	0	1,980,364	0	0	0	0	1,980,364	
TOTAL 397,800	300,000	1,980,364	0	0	0	0	2,678,164	

*120 AIRPORT WAY-NE 148TH TO NE 168TH-UNIT II*****859*84022**02355*****								FAU9940
PE 0	350,000	0	0	0	0	0	350,000	
COMST 0	0	0	3,483,929	0	0	0	3,483,929	
TOTAL 0	350,000	0	3,483,929	0	0	0	3,833,929	

*121 AIRPORT WAY-NE 168TH TO 161ST/SANDY-UNIT III*****861*84022**02355*****								FAU9940
PE 0	350,000	0	0	0	0	0	350,000	
COMST 0	0	0	0	6,145,050	0	0	6,145,050	
TOTAL 0	350,000	0	0	6,145,050	0	0	6,495,050	

TOTAL CITY OF PORTLAND

PE	6,692,413	1,421,133	180,335	0	8,500	0	0	8,302,381
R/W	2,785,266	1,836,550	998,500	300,000	0	0	0	5,920,316
COMST	48,314,868	7,142,396	4,412,364	17,314,390	6,195,750	790,000	0	84,169,768
OPRTG	85,000	0	0	0	0	0	0	85,000
REFURV	0	2,926,097	0	0	0	0	-1,258,748	1,667,349
TOTAL	57,877,547	13,326,176	5,591,199	17,614,390	6,204,250	790,000	-1,258,748	100,144,814

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*111 SIGNAL MODIFICATIONS(3)-NORTH PORTLAND*****840*84001**02362*****										
PE	7,100	0	0	0	0	0	0	0	7,100	
CONST	0	50,000	0	0	0	0	0	0	50,000	
TOTAL	7,100	50,000	0	0	0	0	0	0	57,100	

MISC

*112 NEW C&D TRAFFIC SIGNALS(5)*****841*84003**02363*****										
PE	18,800	0	0	0	0	0	0	0	18,800	
CONST	0	230,000	0	0	0	0	0	0	230,000	
TOTAL	18,800	230,000	0	0	0	0	0	0	248,800	

MISC

*113 SIGNAL REPLACEMENTS(22)*****842*84002**02364*****										
PE	33,000	0	0	0	0	0	0	0	33,000	
CONST	765,025	0	0	0	0	0	0	0	765,025	
TOTAL	798,025	0	0	0	0	0	0	0	798,025	

MISC

*114 NE HOLLADAY LRT TRAFFIC SIGNALS*****847*00000**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	

FAU9903

*115 SW BERTHA BLVD-SW VERMONT TO BARBUR BLVD*****849*84078**0235*****										
--	--	--	--	--	--	--	--	--	--	--

FAU9420

*116 NE LOMBARD/COLUMBIA BLVD VIA NE 60TH AVENUE*****854*80011**0083*****										
PE	212,925	0	0	0	0	0	0	0	212,925	
TOTAL	212,925	0	0	0	0	0	0	0	212,925	

FAU9917

*117 N RIVERGATE DRIVE SLOUGH BRIDGE STREET APPROACHES*****856*10244**02232*****										
PE	31,875	0	0	0	0	0	0	0	31,875	
CONST	691,070	0	0	0	0	0	0	0	691,070	
TOTAL	722,945	0	0	0	0	0	0	0	722,945	

FAU9958

  
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MULTNOMAH COUNTY  
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*128 BURNSIDE BRIDGE RESURFACING AND JOINTS*****166*77017*400000*****									FAU9326
PE 5,974	0	0	0	0	0	0	0	5,974	
CONST 284,518	0	0	0	0	0	0	0	284,518	
TOTAL 290,492	0	0	0	0	0	0	0	290,492	FINAL

*129 BROADWAY BRIDGE RESURFACING-#3*****204*77048*00000*****									FAU9318
PE 5,540	0	0	0	0	0	0	0	5,540	
CONST 87,276	0	0	0	0	0	0	0	87,276	
TOTAL 92,816	0	0	0	0	0	0	0	92,816	FINAL

*130 221ST/223RD-POWELL BLVD TO FARISS RD-UNITS 1 & 2*****205*77078*01688*****									FAU9867
PE 278,871	0	0	0	0	0	0	0	278,871	
R/U 1,190,000	0	0	0	0	0	0	0	1,190,000	
CONST 1,907,171	0	0	0	0	0	0	0	1,907,171	
RFSRV 0	0	0	0	0	0	0	-312	-312	
TOTAL 3,376,042	0	0	0	0	0	0	-312	3,375,730	

*131 FAIRVIEW AVE SIGNALIZATION- AT HALSEY ST AND AT SANDY BLVD*****212*78008*00000*****									FAU9867
PE 3,272	0	0	0	0	0	0	0	3,272	
CONST 40,346	0	0	0	0	0	0	0	40,346	
TOTAL 43,618	0	0	0	0	0	0	0	43,618	FINAL

*132 182ND AVENUE WIDENING-DIVISION ST TO POWELL BLVD*****213*78010*00000*****									FAU9891
PE 53,700	0	0	0	0	0	0	0	53,700	
R/U 72,250	0	0	0	0	0	0	0	72,250	
CONST 1,030,702	0	0	0	0	0	0	0	1,030,702	
RFSRV 0	0	0	0	0	0	0	84,263	84,263	
TOTAL 1,156,652	0	0	0	0	0	0	84,263	1,240,915	

*133 221ST AVENUE-POWELL THROUGH JOHNSON CREEK BRIDGE-(1 & 2)*****214*78012*00590*****									FAU9867
PE 274,787	132,793	0	0	0	0	0	0	407,580	
R/U 342,635	85,465	0	0	0	0	0	0	428,100	
CONST 2,039,169	0	0	0	0	0	0	0	2,039,169	
RFSRV 0	233,951	0	0	0	0	0	106,733	340,684	
TOTAL 2,656,591	452,209	0	0	0	0	0	106,733	3,215,533	

ANNUAL ELEMENT YEAR

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989  
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PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS  
INTERSTATE TRANSFER PROGRAM  
MULTNOMAH COUNTY

**PROJECT DESCRIPTION**

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1985 1986 1987

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*122 SELLWOOD BRIDGE PROJECT*****52476031440000*****									FAJ9704
CONST 903,436	0	0	0	0	0	0	0	903,436	
RESRV 0	0	0	0	0	0	0	0	0	
TOTAL 903,436	0	0	0	0	0	0	0	903,436	FINAL
*123 238TH AVE IMPROVEMENT-UP RRXNG TO HALSEY ST*****58470009440000*****									FAU9877
PE 36,216	0	0	0	0	0	0	0	36,216	
R/W 16,267	0	0	0	0	0	0	0	16,267	
CONST 260,790	14,410	0	0	0	0	0	0	275,200	
TOTAL 313,273	14,410	0	0	0	0	0	0	327,683	
*124 EAST COUNTY SIGNAL PROJECTS-STARK/22ND/HALSEY/A02ND*****137480037440000*****									MISC
PE 14,591	0	0	0	0	0	0	0	14,591	
CONST 466,842	0	0	0	0	0	0	0	466,842	
TOTAL 481,433	0	0	0	0	0	0	0	481,433	
*125 242ND AVE TSM IMPROVEMENTS-DIVISION TO GLISAN*****1384800474400517*****									FAU9877
PE 18,844	180,000	0	0	0	0	0	0	198,844	
R/W 0	0	300,000	0	0	0	0	0	300,000	
CONST 557,531	-34,782	0	0	0	0	0	0	522,749	
RESRV 0	0	0	0	0	0	0	271,121	271,121	
TOTAL 576,375	145,218	300,000	0	0	0	0	271,121	1,292,714	
*126 257TH AVE IMPROVEMENT & EXTENSION-COLUMBIA HWY TO STARK ST*****1394800484400546*****									FAU9883
PE 148,027	74,750	0	0	0	0	0	0	222,777	
R/W 0	1,224,000	0	0	0	0	0	0	1,224,000	
CONST 0	0	1,847,653	0	0	0	0	0	1,847,653	
TOTAL 148,027	1,298,750	1,847,653	0	0	0	0	0	3,294,430	
*127 SE 72ND RECONSTRUCTION-DUKE TO CLACKAMAS COUNTY LINE*****164800383440000*****									FAU9723
PE 17,800	0	0	0	0	0	0	0	17,800	
CONST 567,115	0	0	0	0	0	0	0	567,115	
TOTAL 584,915	0	0	0	0	0	0	0	584,915	FINAL

  
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METROPOLITAN SERVICE DISTRICT  
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PORTLAND URBANIZED AREA

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MULTNOMAH COUNTY  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1985 1986 1987 1988 1989 POST 1989

AUTHORIZED

FA#

\*140 OBLIGATIONAL AUTHORITY RESERVE-MULTNOMAH COUNTY\*\*\*\*\*834\*0000\*00000\*\*\*\*\*  
RFRV 0 2,437,532 0 0 0 0 -2,437,532 0  
TOTAL 0 2,437,532 0 0 0 0 -2,437,532 0

N/A

\*141 SE SIARK SIFET-242ND AVENUE TO 257TH AVENUE\*\*\*\*\*837\*10206\*102036\*\*\*\*\*  
PE 20,400 55,080 0 0 0 0 75,480  
R/W 0 850 0 0 0 0 850  
CONST 0 1,004,150 0 0 0 0 1,004,150  
TOTAL 20,400 1,060,030 0 0 0 0 1,080,480

FAU9810

\*142 SE SIARK SIFET-221ST AVENUE TO 242ND AVENUE\*\*\*\*\*844\*0000\*10000\*\*\*\*\*  
PE 0 120,000 0 0 0 0 120,000  
TOTAL 0 120,000 0 0 0 0 120,000

FAU9810

TOTAL MULTNOMAH COUNTY

PE 1,212,636 632,873 0 0 0 0 1,845,509  
R/W 2,642,342 1,310,315 300,000 0 0 0 4,252,657  
CONST 12,475,367 983,778 3,520,453 0 0 0 16,979,600  
RFRV 0 2,687,187 0 0 0 0 3,004,966  
TOTAL 16,330,347 5,614,153 3,820,453 0 0 0 26,082,732

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**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

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PORTLAND URBANIZED AREA

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INTERSTATE TRANSFER PROGRAM  
MULTNOMAH COUNTY  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR OBLIGATED	1985	1986	1987	1988	1989	POST 1989	AUTHORIZED	FA#
*134 CHERRY PARK RD/257TH DRIVE-242ND AVE TO TROUTDALE RD*****216*78011**00000*****									FAU9880
PE	47,887	0	0	0	0	0	0	47,887	
CONST	580,923	0	0	0	0	0	0	580,923	
TOTAL	628,810	0	0	0	0	0	0	628,810	
*135 SANDY BLVD CORRIDOR-99TH AVE TO 162ND AVE*****244*78049**00118*****									FAU9326
PE	77,415	0	0	0	0	0	0	77,415	
R/U	41,990	0	0	0	0	0	0	41,990	
CONST	470,898	0	0	0	0	0	0	470,898	
TOTAL	590,303	0	0	0	0	0	0	590,303	
*136 E BURNSIDE-SE 223RD TO SE POWELL BLVD-CONSTRUCTION*****252*76034**00000*****									FAU9822
CONST	1,521,131	0	0	0	0	0	0	1,521,131	
RESRV	0	0	0	0	0	0	113,069	113,069	
TOTAL	1,521,131	0	0	0	0	0	113,069	1,634,200	
*137 POWELL AND 190TH INTERSECTION IMPROVEMENT*****293*77064**00366*****									FAP24
PE	179,562	0	0	0	0	0	0	179,562	
R/U	753,950	0	0	0	0	0	0	753,950	
CONST	0	0	1,672,800	0	0	0	0	1,672,800	
RESRV	0	0	0	0	0	0	-142,338	-142,338	
TOTAL	933,512	0	1,672,800	0	0	0	-142,338	2,463,974	
*138 BURNSIDE ST-STARK TO 223RD AVE*****294*76034**00388*****									FAU9822
R/U	225,250	0	0	0	0	0	0	225,250	
CONST	1,757,521	0	0	0	0	0	0	1,757,521	
RESRV	0	15,704	0	0	0	0	622,775	638,479	
TOTAL	1,982,771	15,704	0	0	0	0	622,775	2,621,250	
*139 SYLVAN/SKYLINE IMPROVEMENTS-VICINITY OF SUNSET HIGHWAY*****831*10138**00000*****									TBD
PE	29,750	70,250	0	0	0	0	0	100,000	
RESRV	0	0	0	0	0	0	1,700,000	1,700,000	
TOTAL	29,750	70,250	0	0	0	0	1,700,000	1,800,000	

  
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METROPOLITAN SERVICE DISTRICT  
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CLACKAMAS COUNTY  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1985 1986 1987

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\*149 HIGHWAY 212 IMPROVEMENTS (I205 EAST TO HIGHWAY 224)\*\*\*\*\*124\*77037\*\*00384\*\*\*\*\*  
PE 490,535 0 0 0 0 0 490,535  
R/W 2,874,700 0 0 0 0 0 2,874,700  
CONST 4,638,476 0 0 0 0 0 4,638,476  
RESRV 0 442,277 0 0 0 0 442,277  
TOTAL 8,003,711 442,278 0 0 0 0 8,445,989

FAP74

\*150 ORCON CITY BYPASS-PARK PLACE TO COMMUNITY COLLEGE\*\*\*\*\*125\*76007\*\*01670\*\*\*\*\*  
PE 1,094,764 0 0 0 0 0 1,094,764  
R/W 4,985,250 0 0 0 0 0 4,985,250  
CONST 15,400,743 0 0 0 0 0 15,400,743  
RESRV 0 0 0 0 0 -2,261 -2,261  
TOTAL 21,480,757 0 0 0 0 0 21,478,496

FAU0078

\*151 STATE STREET CORRIDOR (OR43)-TERWILLIGER TO LADD\*\*\*\*\*133\*77068\*\*00359\*\*\*\*\*  
PE 189,805 0 0 0 0 0 189,805  
R/W 0 768,910 0 0 0 0 768,910  
CONST 116,096 0 653,292 0 0 0 769,388  
TOTAL 305,901 768,910 653,292 0 0 0 1,728,103

FAU9565

\*152 CLADSTONE/MILWAUKIE SUBAREA TSM\*\*\*\*\*1243\*00000\*\*00000\*\*\*\*\*  
PE 212,708 17,479 0 0 0 0 230,187  
R/W 152,623 7,782 0 0 0 0 160,405  
CONST 1,466,772 240,645 0 0 0 0 1,707,417  
TOTAL 1,832,103 265,906 0 0 0 0 2,098,009

MISC

\*153 JENNIFER EXTENSION-130TH TO 135TH/130TH TO HWY 212\*\*\*\*\*470\*85049\*\*0\*\*\*\*\*  
PE 0 75,000 0 0 0 0 75,000  
TOTAL 0 75,000 0 0 0 0 75,000

FAU9734

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

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CLACKAMAS COUNTY

PORTLAND URBANIZED AREA

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1985	1986	1987	1988	1989	POST 1989	AUTHORIZED	FA#
OBLIGATED									
*143 LOWER BOONES FERRY RD-MADRONA TO SW JEAN*****68*80104**00677*****									FAU9473
R/U	521,333	4,250	0	0	0	0	0	525,583	
CONST	530,173	0	0	0	0	0	0	530,173	
TOTAL	1,051,506	4,250	0	0	0	0	0	1,055,756	
*144 82ND DRIVE-HIGHWAY 212 TO I205- CONSTRUCTION*****71*76048**00000*****									FAU9653
CONST	393,474	0	0	0	0	0	0	393,474	FINAL
TOTAL	393,474	0	0	0	0	0	0	393,474	
*145 SUNNYSIDE ROAD-SIEVENS ROAD TO 122ND UNIT I*****77*77147**00127*****									FAU9718
PE	21,845	0	0	0	0	0	0	21,845	
R/U	148,750	0	0	0	0	0	0	148,750	
CONST	342,912	0	0	0	0	0	0	342,912	
TOTAL	513,507	0	0	0	0	0	0	513,507	
*146 SUNNYSIDE ROAD REALIGNMENT-0.25 MI WEST OF 142ND (S CURVE)*****78*77149**00000*****									FAU9718
CONST	172,517	0	0	0	0	0	0	172,517	FINAL
TOTAL	172,517	0	0	0	0	0	0	172,517	
*147 OSWEGO CRFEX BRIGG (OR43)-BRIDGE REPLACEMENT AND NEW BIKEWAY*****103*76085**00000*****									FAU9565
PE	98,856	0	0	0	0	0	0	98,856	
R/U	37,635	0	0	0	0	0	0	37,635	
CONST	1,927,947	0	0	0	0	0	0	1,927,947	
RESRV	0	0	0	0	0	0	-5,193	-5,193	
TOTAL	2,064,438	0	0	0	0	0	-5,193	2,059,245	
*148 OSWEGO HIGHWAY(OR43) AT CEDAR OAKS-LEFT TURN REFUGES*****113*76118**00000*****									FAU9565
CONST	34,438	0	0	0	0	0	0	34,438	FINAL
TOTAL	34,438	0	0	0	0	0	0	34,438	

**ANNUAL ELEMENT YEAR**

**METROPOLITAN SERVICE DISTRICT  
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PORTLAND URBANIZED AREA

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INTERSTATE TRANSFER PROGRAM

CLACKAMAS COUNTY  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED

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*160 82ND DRIVE-HWY 212 TO CLADSTONE/I205 INTERCHANGE*****578*10051**00500*****44*****44								FAU9653
PE 183,600 86,400 0 0 0 0 0	270,000							
R/U 0 0 154,700 0 0 0 0	154,700							
CONST 0 0 0 2,085,347 0 0 0	2,085,347							
RESRV 0 0 0 0 0 0 -33,902	-33,902							
TOTAL 183,600 86,400 154,700 2,085,347 0 0 -33,902	2,476,145							
*161 THIESSEN/JENNINGS CORRIDOR-OATFIELD ROAD TO I205*****581*10052**02024*****44*****44								FAU9698
PE 145,520 0 0 0 0 0 0	145,520							
TOTAL 145,520 0 0 0 0 0 0	145,520							
*162 RAILROAD AVENUE/HARMONY ROAD-82ND/SUNNYSIDE REALIGNMENT-UNIT II*****764*10037**00660*****44*****44								FAU9702
PE 34,850 0 0 0 0 0 0	34,850							
R/U 533,800 0 0 0 0 0 0	533,800							
CONST 568,992 -799 0 0 0 0 0	568,193							
RESRV 0 0 0 0 0 0 -101,843	-101,843							
TOTAL 1,137,642 -799 0 0 0 0 -101,843	1,035,000							
*163 UNALLOCATED RESERVE-CLACKAMAS COUNTY*****4799*00000**00000*****44*****44								N/A
RESRV 0 0 0 0 0 0 62,812	62,812							
TOTAL 0 0 0 0 0 0 62,812	62,812							
*164 OBLIGATIONAL AUTHORITY RESERVE-CLACKAMAS COUNTY*****835*00000**00000*****44*****44								N/A
RESRV 0 2,371,759 0 0 0 0 -2,371,759	0							
TOTAL 0 2,371,759 0 0 0 0 -2,371,759	0							
*165 SUNNYSIDE ROAD-STEVENS TO 122ND-UNIT II*****838*77147**00385*****44*****44								FAU9718
PE 124,525 0 0 0 0 0 0	124,525							
R/U 399,950 133,850 0 0 0 0 0	533,800							
CONST 0 1,318,000 0 0 0 0 0	1,318,000							
RESRV 0 0 0 0 0 0 173,293	173,293							
TOTAL 524,475 1,451,850 0 0 0 0 173,293	2,149,618							

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METROPOLITAN SERVICE DISTRICT  
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PORTLAND URBANIZED AREA

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CLACKAMAS COUNTY  
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PROJECT DESCRIPTION

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AUTHORIZED

FAH

*154 EXTENSION OF SE 98TH-LAWNFIELD TO MATHER*****492>85052**0	*****	*****	*****	*****	*****	*****	*****	*****	FAU9725
PE 0 75,000 0 0 0 0 0 0 75,000									
TOTAL 0 75,000 0 0 0 0 0 0 75,000									
*155 SE 84TH AVE EXTENSION-SOUTHERLY TERMINUS TO LAWNFIELD*****497>85048**0	*****	*****	*****	*****	*****	*****	*****	*****	FAU9722
PE 0 75,000 0 0 0 0 0 0 75,000									
TOTAL 0 75,000 0 0 0 0 0 0 75,000									
*156 SE 122ND AVE-SE SUNNYSIDE RD TO SE DAVIS(HUBBARD) LANE*****499>85050**0	*****	*****	*****	*****	*****	*****	*****	*****	FAU9739
PE 0 75,000 0 0 0 0 0 0 75,000									
TOTAL 0 75,000 0 0 0 0 0 0 75,000									
*157 PORTION OF KIM: RD AND 42ND-44TH TO 42ND/MONROE SE OF 42ND*****4500>85055**0	*****	*****	*****	*****	*****	*****	*****	*****	FAU9714
PE 0 50,000 0 0 0 0 0 0 50,000									
TOTAL 0 50,000 0 0 0 0 0 0 50,000									
*158 RAILROAD AVENUE/HARMONY ROAD-82ND TO MILWAUKIE CBD-UNIT I*****553>10037**00705*****	*****	*****	*****	*****	*****	*****	*****	*****	FAU9702
PE 173,442 14,538 0 0 0 0 0 0 188,000									
R/U 0 31,992 0 0 0 0 0 0 31,992									
CONST 0 0 1,449,532 0 0 0 0 0 1,449,532									
RFSRV 0 100,000 0 0 0 0 0 0 100,000									
TOTAL 173,442 146,530 1,449,532 0 0 0 0 0 1,769,524									
*159 CLACKAMAS TOWN CENTER SIGNALS*****561>10038**00000*****	*****	*****	*****	*****	*****	*****	*****	*****	N/A
PE 10,530 0 0 0 0 0 0 0 10,530									
CONST 86,488 0 0 0 0 0 0 0 86,488									
RFSRV 0 0 0 0 0 0 0 0 -488									
TOTAL 97,018 0 0 0 0 0 0 -488 96,530									

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WASHINGTON COUNTY

PORTLAND URBANIZED AREA

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
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*169 SW 65TH/HYBERG RD-15 TO SAGERT RD-UNIT #1-CONSTRUCTION*****183*77020**00000*****									FAU9556
CONST 382,344	0	0	0	0	0	0	0	382,344	
RFSRV 0	0	0	0	0	0	0	39,862	39,862	
TOTAL 382,344	0	0	0	0	0	0	39,862	422,206	
*170 SW HYBERG ROAD-SW 89TH AVE TO 15-UNIT #2*****84*77139**00000*****									FAU9282
R/U 329,293	0	0	0	0	0	0	0	329,293	
CONST 1,578,243	0	0	0	0	0	0	0	1,578,243	
RFSRV 0	0	0	0	0	0	0	2,210	2,210	
TOTAL 1,907,536	0	0	0	0	0	0	2,210	1,909,746	
*171 CORNELL RD @ MURRAY BLVD - IMPROVE/SIGNALIZE*****87*78082**00000*****									FAU9022
CONST 104,683	0	0	0	0	0	0	0	104,683	
RESRV 0	0	0	0	0	0	0	3,834	3,834	
TOTAL 104,683	0	0	0	0	0	0	3,834	108,517	FINAL
*172 SW GREENBURG RD - HALL TO OAK*****91*77041**00000*****									FAU9207
CONST 758,608	0	0	0	0	0	0	0	758,608	
RFSRV 0	0	0	0	0	0	0	100,742	100,742	
TOTAL 758,608	0	0	0	0	0	0	100,742	859,350	FINAL
*173 NW 185TH-WALKER ROAD TO SUNSET HIGHWAY-PHASE I*****92*77076**01695*****									FAU9043
PE 17,085	0	0	0	0	0	0	0	17,085	
CONST 1,416,829	0	0	0	0	0	0	0	1,416,829	
RESRV 0	0	0	0	0	0	0	76,086	76,086	
TOTAL 1,433,914	0	0	0	0	0	0	76,086	1,510,000	
*174 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217*****93*80085**00306*****									FAU9088
PE 94,911	0	0	0	0	0	0	0	94,911	
R/U 1,494,300	0	0	0	0	0	0	0	1,494,300	
CONST 1,767,999	0	0	0	0	0	0	0	1,767,999	
RFSRV 0	0	0	0	0	0	0	-73,821	-73,821	
TOTAL 3,357,210	0	0	0	0	0	0	-73,821	3,283,389	

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CLACKAMAS COUNTY  
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*166 HUBBARD ROAD EXTENSION TO CLACKAMAS HIGHWAY*****839*10236**02140*****									TBD
PE	69,147	2,422	0	0	0	0	0	71,569	
CONST	0	435,000	0	0	0	0	0	435,000	
RFSRV	0	0	0	0	0	0	-6,569	-6,569	
TOTAL	69,147	437,422	0	0	0	0	-6,569	500,000	

*167 HIGHWAY 43 @ MCKILLICAN/HOOD AVENUE WIDENING*****853*10252**1009/6*****									FAU9565
PE	30,005	0	0	0	0	0	0	30,005	
R/W	0	16,150	0	0	0	0	0	16,150	
CONST	0	0	211,395	0	0	0	0	211,395	
RESRV	0	0	0	0	0	0	-8,335	-8,335	
TOTAL	30,005	16,150	211,395	0	0	0	-8,335	249,215	

*168 BEAVERCREEK RD EXT(RED SOILS)-BEAVERCREEK RD TO WARNER-MILNE*****855*10249**02375*****									FAU9742
PE	60,052	69,948	0	0	0	0	0	130,000	
R/W	0	0	200,000	0	0	0	0	200,000	
CONST	0	0	0	618,184	0	0	0	618,184	
TOTAL	60,052	69,948	200,000	618,184	0	0	0	948,184	

TOTAL CLACKAMAS COUNTY

PE	2,940,184	540,807	0	0	0	0	0	3,480,991	
R/W	9,654,041	962,934	354,700	0	0	0	0	10,971,675	
CONST	25,679,028	1,992,846	2,314,219	2,703,531	0	0	0	32,689,624	
RESRV	0	2,914,036	0	0	0	0	-2,294,245	619,791	
TOTAL	38,273,253	6,410,624	2,668,919	2,703,531	0	0	-2,294,245	47,762,082	

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INTERSTATE TRANSFER PROGRAM

WASHINGTON COUNTY  
(CONTINUED)

PORTLAND URBANIZED AREA

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
ORIGINATED 1985 1986 1987

1988

1989

POST 1989

AUTHORIZED

FA#

#181 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY*****13200038**00139*****4*****									FAJ9022
PE 155,945	0	0	0	0	0	0	0	155,945	
R/W 261,800	0	0	0	0	0	0	0	261,800	
CONST 2,319,010	0	0	0	0	0	0	0	2,319,010	
RESRV 0	0	0	0	0	0	-36,755	-36,755	-36,755	
TOTAL 2,736,755	0	0	0	0	0	-36,755	-36,755	2,700,000	
#182 BEAVERTON HILLSDALE HWY SIGNAL INTERTIE-LOMBARD TO SW 91ST AVE*****13510007**00114*****4*****									FAJ9228
PE 6,288	0	0	0	0	0	0	0	6,288	
CONST 65,297	0	0	0	0	0	0	0	65,297	
RFSRV 0	0	0	0	0	0	-205	-205	-205	
TOTAL 71,585	0	0	0	0	0	-205	-205	71,380	
#183 TUALATIN VALLEY HIGHWAY(OR8) @ 185TH STREET*****207176027**000350*****4*****									FAP32
PE 187,255	0	0	0	0	0	0	0	187,255	
R/W 1,157,700	0	0	0	0	0	0	0	1,157,700	
CONST 112,154	679,999	0	0	0	0	0	0	792,153	
RESRV 0	0	0	0	0	0	-163,578	-163,578	-163,578	
TOTAL 1,457,109	679,999	0	0	0	0	-163,578	-163,578	1,973,530	
#184 HWY 217/72ND AVE INTCHG-PE & CONSTRUCTION-#2*****20800079**40000*****4*****									FAP79
PE 221,188	0	0	0	0	0	0	0	221,188	
R/W 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	
#185 PACIFIC HWY W(OR99W)-BULL MTN RD TO N TIGARD INTCHG-TSM IMP #1*****22879063**00000*****4*****									FAP9
PE 91,674	0	0	0	0	0	0	0	91,674	
CONST 889,294	0	0	0	0	0	0	0	889,294	
RFSRV 0	0	0	0	0	0	71,713	71,713	71,713	
TOTAL 980,968	0	0	0	0	0	71,713	71,713	1,052,681	FINAL

ANNUAL ELEMENT YEAR



**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROGRAM

WASHINGTON COUNTY  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1985 1986 1987

1988

1989

POST 1989

AUTHORIZED

FA#

*175 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I	*****95*	77070*	00469*	*****	*****	*****	*****	FAU9326
PE 62,186	0	0	0	0	0	0	62,186	
R/U 255,000	0	0	0	0	0	0	255,000	
CONST 926,531	-32,332	0	0	0	0	0	894,199	
RFRV 0	0	0	0	0	0	116,217	116,217	
TOTAL 1,243,717	-32,332	0	0	0	0	116,217	1,327,602	
*176 SW JENKINS/158TH-MIRRAY BLVD TO SUNSET HIGHWAY	*****497*	77044*	00850*	*****	*****	*****	*****	FAU9030
CONST 1,772,398	0	0	0	0	0	0	1,772,398	
TOTAL 1,772,398	0	0	0	0	0	0	1,772,398	
*177 SCHOLLS HWY(OR210) @ ALLEN - SIGNALS/WIDENING	*****106*	78125*	00000*	*****	*****	*****	*****	FAU9234
PE 4,100	0	0	0	0	0	0	4,100	
CONST 110,438	0	0	0	0	0	0	110,438	
TOTAL 114,538	0	0	0	0	0	0	114,538	FINAL
*178 PROGRESS INTCH: O-F-RAMP TO SCHOLLS FERRY RD(OR210)	*****109*	80087*	00000*	*****	*****	*****	*****	FAU9234
CONST 295,276	0	0	0	0	0	0	295,276	
RFRV 0	0	0	0	0	0	-403	-403	
TOTAL 295,276	0	0	0	0	0	-403	294,873	FINAL
*179 HALL BLVD(AT HWY217)-LEFT TURN REFUGE FOR SB ON RAMP	*****110*	78042*	00000*	*****	*****	*****	*****	FAU9091
CONST 111,674	0	0	0	0	0	0	111,674	
TOTAL 111,674	0	0	0	0	0	0	111,674	FINAL
*180 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE	*****121*	79076*	00376*	*****	*****	*****	*****	FAP79
PE 523,600	0	0	0	0	0	0	523,600	
R/U 3,485,000	0	0	0	0	0	0	3,485,000	
CONST 6,173,284	0	0	0	0	0	0	6,173,284	
RFRV 0	0	0	0	0	0	253,116	253,116	
TOTAL 10,181,884	0	0	0	0	0	253,116	10,435,000	

**ANNUAL ELEMENT YEAR**

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROGRAM

WASHINGTON COUNTY  
(CONTINUED)

PORTLAND URBANIZED AREA

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1985	1986	1987	1988	1989	POST 1989	AUTHORIZED	FA#
OBLIGATED									
*191 BEAVERTON TUALATIN HIGHWAY--FAMNO CREEK BRIDGE WIDENING*****249470056400000*****									FAU9091
CONST	250,750	0	0	0	0	0	0	250,750	
TOTAL	250,750	0	0	0	0	0	0	250,750	
*192 ALLEN BLVD INTERCHANGE - CONSTRUCTION*****26460086400000*****									FAP79
CONST	6,081,506	0	0	0	0	0	0	6,081,506	
REFURV	0	0	0	0	0	0	22	22	
TOTAL	6,081,506	0	0	0	0	0	22	6,081,528	
*193 CORNELL ROAD PHASE II-ECL TO CORNELIUS PASS ROAD*****5841036000738*****									FAU9022
PE	205,912	202,588	0	0	0	0	0	408,500	
R/U	0	0	370,000	0	0	0	0	370,000	
CONST	0	0	1,571,500	0	0	0	0	1,571,500	
TOTAL	205,912	202,588	1,941,500	0	0	0	0	2,350,000	
*194 MURRAY BLVD-JENKINS ROAD TO SUNSET HIGHWAY*****58610059400549*****									FAU9067
PE	234,915	65,035	0	0	0	0	0	300,000	
R/U	116,450	1,883,550	0	0	0	0	0	2,000,000	
CONST	0	0	3,201,530	0	0	0	0	3,201,530	
TOTAL	351,365	1,948,635	3,201,530	0	0	0	0	5,501,530	
*195 NW 185TH-ROCK CREEK BLVD TO TV HIGHWAY*****7521012801304*****									FAU9043
PE	225,590	500,660	0	0	0	0	0	726,250	
R/U	0	0	3,000,000	0	0	0	0	3,000,000	
CONST	0	0	0	5,288,658	0	0	0	5,288,658	
TOTAL	225,590	500,660	3,000,000	5,288,658	0	0	0	9,014,908	
*196 TV HIGHWAY-21ST TO OAK*****8287908500691*****									FAP32
R/U	0	0	500,000	0	0	0	0	500,000	
CONST	0	0	1,300,000	0	0	0	0	1,300,000	
TOTAL	0	0	1,800,000	0	0	0	0	1,800,000	

**ANNUAL ELEMENT YEAR**

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989  
EFFECTIVE OCTOBER 1, 1985

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS  
INTERSTATE TRANSFER PROGRAM

WASHINGTON COUNTY  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1985 1986 1987

1988

1989

POST 1989

AUTHORIZED

FA#

*186 CANYON/TV HWY CORRIDOR(CR8) TSM-WALKER RD TO MURRAY BLVD*****229*78054**00000*****4*****									FAP32
PE	36,950	0	0	0	0	0	0	36,950	
CONST	580,810	0	0	0	0	0	0	580,810	
RFRV	0	0	0	0	0	0	79,054	79,054	
TOTAL	617,760	0	0	0	0	0	79,054	696,814	FINAL
*187 FARMINGTON RD CORRIDOR(CR208) TSM-MURRAY BLVD INTERSECTION*****235*78057**02478*****4*****									FAU9064
PE	0	8,500	0	0	0	0	0	8,500	
CONST	0	116,500	0	0	0	0	0	116,500	
RFRV	0	0	0	0	0	0	1,140	1,140	
TOTAL	0	125,000	0	0	0	0	1,140	126,140	
*188 FARMINGTON RD CORRIDOR(CR208) TSM-185TH AVE TO LOMBARD AVE*****236*78057**01570*****4*****									FAU9064
PE	103,190	0	0	0	0	0	0	103,190	
CONST	151,337	0	0	0	0	0	0	151,337	
RFRV	0	0	0	0	0	0	-12,047	-12,047	
TOTAL	254,527	0	0	0	0	0	-12,047	242,480	
*189 HALL BLVD CORRIDOR TSM-TV HWY TO SCHOLLS FERRY RD*****237*78055**00000*****4*****									FAU9091
PE	47,780	0	0	0	0	0	0	47,780	
R/W	7,762	0	0	0	0	0	0	7,762	
CONST	157,589	0	0	0	0	0	0	157,589	
RFRV	0	0	0	0	0	0	15,806	15,806	
TOTAL	213,131	0	0	0	0	0	15,806	228,937	
*190 CEDAR HILLS BLVD/WALKER RD INTERSECTION IMPROVEMENT*****238*78136**00000*****4*****									FAU9097
PE	8,624	0	0	0	0	0	0	8,624	
CONST	81,461	0	0	0	0	0	0	81,461	
RFRV	0	0	0	0	0	0	20,539	20,539	
TOTAL	90,085	0	0	0	0	0	20,539	110,624	FINAL

**ANNUAL ELEMENT YEAR**

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989  
EFFECTIVE OCTOBER 1, 1985

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

INTERSTATE TRANSFER PROGRAM

WASHINGTON COUNTY  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1985	1986	1987	1988	1989	POST 1989	AUTHORIZED	FA#
*19/ SCHOLLS FERRY ROAD/HALL BOULEVARD INTERSECTION*****829>85010**01536*****									FAU9234
PE	0	55,000	0	0	0	0	0	55,000	
R/U	0	0	345,000	0	0	0	0	345,000	
TOTAL	0	55,000	345,000	0	0	0	0	400,000	
*198 HALL BOULEVARD-ALLEN TO GREENWAY*****830*10237**02354*****									FAU9091
PE	127,500	212,500	0	0	0	0	0	340,000	
R/U	0	0	420,000	0	0	0	0	420,000	
CONST	0	0	440,000	0	0	0	0	440,000	
TOTAL	127,500	212,500	860,000	0	0	0	0	1,200,000	
*199 OBLIGATIONAL AUTHORITY RESERVE-WASHINGTON COUNTY*****836*00000**00000*****									N/A
RFSXV	0	938,120	0	0	0	0	-938,120	0	
TOTAL	0	938,120	0	0	0	0	-938,120	0	
<b>TOTAL WASHINGTON COUNTY</b>									
PE	2,354,693	1,044,333	0	0	0	0	0	3,399,026	
R/U	7,341,055	1,883,550	4,635,000	0	0	0	0	13,859,605	
CONST	27,130,859	764,167	6,513,030	5,288,658	0	0	0	39,696,714	
REXV	0	938,120	0	0	0	0	-444,588	493,532	
TOTAL	36,826,607	4,630,170	11,148,030	5,288,658	0	0	-444,588	57,448,877	
<b>TOTAL INTERSTATE TRANSFER PROGRAM</b>									
PE	38,502,180	3,654,989	180,335	0	8,500	0	0	42,346,004	
R/U	56,296,678	6,433,777	6,288,200	300,000	0	0	0	69,318,655	
CONST	261,018,013	27,026,297	16,760,066	27,498,579	6,195,750	790,000	0	339,288,705	
OPRTG	1,504,445	269,569	0	0	0	0	0	1,774,014	
RFSXV	0	14,252,670	2,453,633	0	0	0	31,019,521	47,925,824	
TOTAL	357,321,316	51,637,301	25,882,234	27,798,579	6,204,250	790,000	31,019,521	500,653,201	

**ANNUAL ELEMENT YEAR**

URBAN MASS TRANSPORTATION ADMINISTRATION PROGRAM

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

URBAN MASS TRANSPORTATION ADMINISTRATION

UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED GRANT AWARD BY FEDERAL FISCAL YEAR  
OBLIGATED ANTICIPATED

1986

1987

1988

1989

POST 1989

AUTHORIZED

FA#

*207 PURCHASE OF REMOTE COMPUTER TERMINALS AND SOFTWARE*****432*30023**00000*****									N/A
CAP 958,239 0 0 0 0 0 0 958,239									
TOTAL 958,239 0 0 0 0 0 0 958,239									
*208 BANFIELD LRT CAPITAL GRANT*****434*30025**00000*****									N/A
CAP 33,000,000 17,000,000 9,000,000 0 0 0 0 61,000,000									
RESRV 0 0 0 0 0 0 0 6,605,203 6,605,203									
TOTAL 33,000,000 17,000,000 9,000,000 0 0 0 0 67,605,203									
*209 DEVELOPMENT OF TICARD PARK AND RIDE*****435*00000**00000*****									N/A
R/W 0 0 0 0 0 896,000 0 896,000									
CONST 0 0 0 0 0 796,000 0 796,000									
TOTAL 0 0 0 0 0 1,692,000 0 1,692,000									
*210 DEVELOPMENT OF LENTS TRANSIT STATION*****449*00000**00000*****									N/A
CONST 0 0 0 0 0 500,000 0 500,000									
TOTAL 0 0 0 0 0 500,000 0 500,000									
*211 PURCHASE OF 30 ARTICULATED BUSES*****455*30023**00000*****									N/A
CAP 5,623,194 0 0 0 0 0 0 5,623,194									
TOTAL 5,623,194 0 0 0 0 0 0 5,623,194									
*212 DEVELOPMENT OF LAKE OSWEGO PARK AND RIDE*****459*00000**00000*****									N/A
CONST 0 0 0 0 0 1,136,450 0 1,136,450									
TOTAL 0 0 0 0 0 1,136,450 0 1,136,450									
*213 DEVELOPMENT OF MILWAUKIE PARK AND RIDE*****460*00000**00000*****									N/A
CONST 0 0 0 0 0 1,136,450 0 1,136,450									
TOTAL 0 0 0 0 0 1,136,450 0 1,136,450									

ANNUAL ELEMENT YEAR

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

**URBAN MASS TRANSPORTATION ADMINISTRATION  
UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM**

**PROJECT DESCRIPTION**

PROJECT DESCRIPTION	ESTIMATED GRANT AWARD BY FEDERAL FISCAL YEAR							AUTHORIZED	FAH
	DEDICATED	ANTICIPATED	1986	1987	1988	1989	POST 1989		
*****									
*200 SELF-SERVICE FARE COLLECTION*****398*30024*100000*****									N/A
CAP	2,771,040	0	0	0	0	0	0	2,771,040	
TOTAL	2,771,040	0	0	0	0	0	0	2,771,040	
*****									
*201 PURCHASE/INSTALLATION OF 440 ELECTRONIC BUS DESTINATION SIGNS*****415*00000*00000*****									N/A
CAP	0	0	0	0	0	2,756,552	0	2,756,552	
TOTAL	0	0	0	0	0	2,756,552	0	2,756,552	
*****									
*202 PURCHASE OF 75 NEW STANDARD 40-FOOT DIESEL TRANSIT BUSES*****417*30023*00000*****									N/A
CAP	9,249,906	0	0	0	0	0	0	9,249,906	
TOTAL	9,249,906	0	0	0	0	0	0	9,249,906	
*****									
*203 DEVELOPMENT OF LAKE OSWEGO TRANSIT STATION*****419*00000*00000*****									N/A
RFSRV	0	0	0	0	0	0	800,000	800,000	
TOTAL	0	0	0	0	0	0	800,000	800,000	
*****									
*204 WESTSIDE BUS GARAGE-PHASE I*****420*30023*00000*****									N/A
CONNT	242,372	0	0	0	0	0	0	242,372	
CAP	114,428	0	0	0	0	0	0	114,428	
TOTAL	356,800	0	0	0	0	0	0	356,800	
*****									
*205 PURCHASE OF 49 ARTICULATED BUSES*****424*30022*00000*****									N/A
CAP	8,117,940	0	0	0	0	0	0	8,117,940	
TOTAL	8,117,940	0	0	0	0	0	0	8,117,940	
*****									
*206 PURCHASE OF BUS COMMUNICATIONS EQUIPMENT*****431*30023*00000*****									N/A
CAP	1,974,746	0	0	0	0	0	0	1,974,746	
TOTAL	1,974,746	0	0	0	0	0	0	1,974,746	

**ANNUAL ELEMENT YEAR**

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND URBANIZED AREA

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION

UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED CRAFT AWARD BY FEDERAL FISCAL YEAR  
OBLIGATED ANTICIPATED

1986

1987

1988

1989

POST 1989

AUTHORIZED

FAR

PROJECT DESCRIPTION	ESTIMATED CRAFT AWARD BY FEDERAL FISCAL YEAR	1986	1987	1988	1989	POST 1989	AUTHORIZED	FAR
*221 VINTAGE TROLLEY PROJECT*****768430025440000*****								MISC
PE	120,000	0	0	0	0	0	120,000	
CONST	498,000	0	0	0	0	0	498,000	
CAP	382,000	0	0	0	0	0	382,000	
TOTAL	1,000,000	0	0	0	0	0	1,000,000	

*222 HUMAN RESOURCES-MINORITY BUSINESS ENTERPRISE*****8143200140000*****								N/A
OTHER	124,998	0	0	0	0	0	124,998	
TOTAL	124,998	0	0	0	0	0	124,998	

TOTAL UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM

PE	456,432	0	0	0	0	0	456,432	
R/W	19,200	0	0	0	0	0	915,200	
CONST	4,633,340	-44,254	0	0	896,000	0	915,200	
CAP	63,565,001	19,223,417	9,000,000	0	3,568,900	0	8,157,986	
RFSRV	0	0	0	0	2,756,552	0	94,544,965	
OTHER	176,556	-40,158	0	0	0	7,405,203	7,405,203	
TOTAL	68,850,529	19,139,000	9,000,000	0	7,221,452	7,405,203	111,616,184	

ANNUAL ELEMENT YEAR



METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

URBAN MASS TRANSPORTATION ADMINISTRATION

UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED GRANT AWARD BY FEDERAL FISCAL YEAR  
OBLIGATED ANTICIPATED

1986

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AUTHORIZED

FA#

*214 CRANT DR-03-0023 MISCELLANEOUS SUPPORT ELEMENTS*****468130023**00000*****4*****									N/A
CAP	196,267	0	0	0	0	0	0	196,267	
TOTAL	196,267	0	0	0	0	0	0	196,267	

*215 CITY/EASTSIDE TRANSFER AND TSM PROJECTS*****46071300291400000*****4*****									N/A
R/U	19,200	0	0	0	0	0	0	19,200	
CONST	229,400	-44,254	0	0	0	0	0	185,146	
TOTAL	248,600	-44,254	0	0	0	0	0	204,346	

*216 PURCHASE OF 36 MINI-BUSES(LIFT EQUIPPED W/RADIOS)*****4700130029**00000*****4*****									N/A
CAP	1,031,241	84,412	0	0	0	0	0	1,115,653	
TOTAL	1,031,241	84,412	0	0	0	0	0	1,115,653	

*217 PURCHASE OF FIVE (5) MINI-BUSES*****4717100000**00000*****4*****									N/A
CAP	146,000	0	0	0	0	0	0	146,000	
TOTAL	146,000	0	0	0	0	0	0	146,000	

*218 PURCHASE OF MOBILE RADIO EQUIPMENT*****4721100000**00000*****4*****									N/A
CAP	0	139,000	0	0	0	0	0	139,000	
TOTAL	0	139,000	0	0	0	0	0	139,000	

*219 SECTION 3 CAPITAL CONTINGENCIES...ORC00029*****47421300291400000*****4*****									N/A
OTHER	51,558	-40,158	0	0	0	0	0	11,400	
TOTAL	51,558	-40,158	0	0	0	0	0	11,400	

*220 DOWNTOWN PORTLAND BANFIELD LRT IMPROVEMENTS*****4767130025**00000*****4*****									MISC
PE	336,432	0	0	0	0	0	0	336,432	
CONST	3,663,568	0	0	0	0	0	0	3,663,568	
TOTAL	4,000,000	0	0	0	0	0	0	4,000,000	

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND URBANIZED AREA

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION

UMTA SECTION 5 CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED GRANT AWARD BY FEDERAL FISCAL YEAR	1986	1987	1988	1989	POST 1989	AUTHORIZED	FAR
DECLICATED	ANTICIPATED							
*230 DEVELOPMENT OF MILWAUKEE TRANSIT CENTER-SEC 5 CAPITAL								N/A
R/U	261,422	0	0	0	0	0	261,422	
TOTAL	261,422	0	0	0	0	0	261,422	
*231 CLACKAMAS TOWN CNTR TRANSIT CENTER/PARK & RIDE-SEC 5 CAPITAL								N/A
CONST	356,000	0	0	0	0	0	356,000	
TOTAL	356,000	0	0	0	0	0	356,000	
*232 POWELL GARAGE EXPANSION								N/A
FE	96,000	-96,000	0	0	0	0	0	
TOTAL	96,000	-96,000	0	0	0	0	0	
*233 FUELING EQUIPMENT								N/A
CAP	509,600	-509,600	0	0	0	0	0	
TOTAL	509,600	-509,600	0	0	0	0	0	
*234 VEHICLE PURCHASE-5 CARS/2 PATROL CARS/1 PICKUP TRUCK								N/A
CAP	0	71,200	0	0	0	0	71,200	
TOTAL	0	71,200	0	0	0	0	71,200	
*235 PIONEER SQUARE CUSTOMER ASSISTANCE OFFICE								N/A
CONST	449,798	0	0	0	0	0	449,798	
OTHER	25,804	0	0	0	0	0	25,804	
TOTAL	475,602	0	0	0	0	0	475,602	
*236 PURCHASE OF 14 ACCESSIBLE VANS WITH RADIOS								N/A
CAP	0	291,200	0	0	0	0	291,200	
TOTAL	0	291,200	0	0	0	0	291,200	

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND URBANIZED AREA

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION

UMTA SECTION 5 CAPITAL PROGRAM

PROJECT DESCRIPTION

ESTIMATED GRANT AWARD BY FEDERAL FISCAL YEAR  
OBLIGATED ANTICIPATED

1986

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AUTHORIZED

FAR

*223 WESTSIDE BUS GARAGE-PHASE I	*****420*500064*00000*****								N/A
CONST	1,093,182	0	0	0	0	0	0	1,093,182	
TOTAL	1,093,182	0	0	0	0	0	0	1,093,182	
*224 PURCHASE/INSTALLATION OF MICROWAVE RADIO TRANSMISSION FACILITY	*****421*50007**00000*****								N/A
CONST	49,000	-33,440	0	0	0	0	0	14,560	
CAP	656,000	-168,080	0	0	0	0	0	487,920	
OTHER	8,806	0	0	0	0	0	0	8,806	
TOTAL	712,806	-201,520	0	0	0	0	0	511,286	
*225 ARTICULATED BUSES(8) AND PARTIAL PURCHASE SUPPORT TO OR-03-0022	*****424*50004**00000*****								N/A
CAP	3,320,024	0	0	0	0	0	0	3,320,024	
TOTAL	3,320,024	0	0	0	0	0	0	3,320,024	
*226 PURCHASE OF 60 PASSENGER COUNTERS-SEC 5 CAPITAL	*****433*50006**00000*****								N/A
CAP	222,528	0	0	0	0	0	0	222,528	
TOTAL	222,528	0	0	0	0	0	0	222,528	
*227 SECTION 5 CONTINGENCIES...OR-05-0006/OR-05-0007	*****456*50007**00000*****								N/A
OTHER	137,152	-64,880	0	0	0	0	0	72,272	
TOTAL	137,152	-64,880	0	0	0	0	0	72,272	
*228 SMART TERMINALS	*****445*50007**00000*****								N/A
CAP	0	93,600	0	0	0	0	0	93,600	
TOTAL	0	93,600	0	0	0	0	0	93,600	
*229 TELEPHONE SYSTEM	*****505*50007**00000*****								N/A
CAP	0	376,000	0	0	0	0	0	376,000	
OTHER	0	40,000	0	0	0	0	0	40,000	
TOTAL	0	416,000	0	0	0	0	0	416,000	

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION

UMTA DEMONSTRATION GRANTS

PORTLAND URBANIZED AREA

## PROJECT DESCRIPTION

DESCRIPTION	ESTIMATED GRANT AWARD BY FEDERAL FISCAL YEAR
	1991

	ESTIMATED GRANT AMOUNT	OBLIGATED ANTICIPATED
1960	\$1,000,000	\$1,000,000
1961	\$1,000,000	\$1,000,000
1962	\$1,000,000	\$1,000,000
1963	\$1,000,000	\$1,000,000
1964	\$1,000,000	\$1,000,000
1965	\$1,000,000	\$1,000,000
1966	\$1,000,000	\$1,000,000
1967	\$1,000,000	\$1,000,000
1968	\$1,000,000	\$1,000,000
1969	\$1,000,000	\$1,000,000
1970	\$1,000,000	\$1,000,000
1971	\$1,000,000	\$1,000,000
1972	\$1,000,000	\$1,000,000
1973	\$1,000,000	\$1,000,000
1974	\$1,000,000	\$1,000,000
1975	\$1,000,000	\$1,000,000
1976	\$1,000,000	\$1,000,000
1977	\$1,000,000	\$1,000,000
1978	\$1,000,000	\$1,000,000
1979	\$1,000,000	\$1,000,000
1980	\$1,000,000	\$1,000,000
1981	\$1,000,000	\$1,000,000
1982	\$1,000,000	\$1,000,000
1983	\$1,000,000	\$1,000,000
1984	\$1,000,000	\$1,000,000
1985	\$1,000,000	\$1,000,000
1986	\$1,000,000	\$1,000,000
1987	\$1,000,000	\$1,000,000
1988	\$1,000,000	\$1,000,000
1989	\$1,000,000	\$1,000,000
1990	\$1,000,000	\$1,000,000
1991	\$1,000,000	\$1,000,000
1992	\$1,000,000	\$1,000,000
1993	\$1,000,000	\$1,000,000
1994	\$1,000,000	\$1,000,000
1995	\$1,000,000	\$1,000,000
1996	\$1,000,000	\$1,000,000
1997	\$1,000,000	\$1,000,000
1998	\$1,000,000	\$1,000,000
1999	\$1,000,000	\$1,000,000
2000	\$1,000,000	\$1,000,000
2001	\$1,000,000	\$1,000,000
2002	\$1,000,000	\$1,000,000
2003	\$1,000,000	\$1,000,000
2004	\$1,000,000	\$1,000,000
2005	\$1,000,000	\$1,000,000
2006	\$1,000,000	\$1,000,000
2007	\$1,000,000	\$1,000,000
2008	\$1,000,000	\$1,000,000
2009	\$1,000,000	\$1,000,000
2010	\$1,000,000	\$1,000,000
2011	\$1,000,000	\$1,000,000
2012	\$1,000,000	\$1,000,000
2013	\$1,000,000	\$1,000,000
2014	\$1,000,000	\$1,000,000
2015	\$1,000,000	\$1,000,000
2016	\$1,000,000	\$1,000,000
2017	\$1,000,000	\$1,000,000
2018	\$1,000,000	\$1,000,000
2019	\$1,000,000	\$1,000,000
2020	\$1,000,000	\$1,000,000
2021	\$1,000,000	\$1,000,000
2022	\$1,000,000	\$1,000,000
2023	\$1,000,000	\$1,000,000
2024	\$1,000,000	\$1,000,000
2025	\$1,000,000	\$1,000,000
2026	\$1,000,000	\$1,000,000
2027	\$1,000,000	\$1,000,000
2028	\$1,000,000	\$1,000,000
2029	\$1,000,000	\$1,000,000
2030	\$1,000,000	\$1,000,000
2031	\$1,000,000	\$1,000,000
2032	\$1,000,000	\$1,000,000
2033	\$1,000,000	\$1,000,000
2034	\$1,000,000	\$1,000,000
2035	\$1,000,000	\$1,000,000
2036	\$1,000,000	\$1,000,000
2037	\$1,000,000	\$1,000,000
2038	\$1,000,000	\$1,000,000
2039	\$1,000,000	\$1,000,000
2040	\$1,000,000	\$1,000,000
2041	\$1,000,000	\$1,000,000
2042	\$1,000,000	\$1,000,000
2043	\$1,000,000	\$1,000,000
2044	\$1,000,000	\$1,000,000
2045	\$1,000,000	\$1,000,000
2046	\$1,000,000	\$1,000,000
2047	\$1,000,000	\$1,000,000
2048	\$1,000,000	\$1,000,000
2049	\$1,000,000	\$1,000,000
2050	\$1,000,000	\$1,000,000
2051	\$1,000,000	\$1,000,000
2052	\$1,000,000	\$1,000,000
2053	\$1,000,000	\$1,000,000

1986

**1987**

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**POST 1989**

**AUTHORIZED**

**FA#**

*23/ SPECIAL MARKETING MATERIALS FOR NON-ENGLISH SPEAKING RIDERS-	41	*****	451	34002	*****	000000	*****	N/A
OTHER	14,250	0	0	0	0	0	0	14,250
TOTAL	14,250	0	0	0	0	0	0	14,250

*238 SPECIAL NEEDS TRANSPORTATION DISPATCH CENTER ASSESSMENT-41					*****454*	34002**	00000*****	N/A
OTHER	12,750	0	0	0	0	0	0	12,750
TOTAL	12,750	0	0	0	0	0	0	12,750

*239 SELF SERVICE FARE COLLECTION	444444475#60X081100000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	N/A
CAP	1,218,350	0 0 0 0 0 0	1,218,350
TOTAL	1,218,350	0 0 0 0 0 0	1,218,350

*****								N/A
240 HUMAN RESOURCES MANAGEMENT*****787*	340014400000*****							
OTHER	132,000	0	0	0	0	0	0	132,000
TOTAL	132,000	0	0	0	0	0	0	132,000

TOTAL UMTA DEMONSTRATION GRANTS

[illegible]**ANNUAL ELEMENT YEAR**

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO POST 1989  
EFFECTIVE OCTOBER 1, 1985

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION

UMTA SECTION 5 CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED GRANT AWARD BY FEDERAL FISCAL YEAR  
DELICATED ANTICIPATED

1986

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TOTAL UMTA SECTION 5 CAPITAL PROGRAM

PE	96,000	-96,000	0	0	0	0	0	0
R/W	261,422	0	0	0	0	0	0	261,422
CONST	1,946,980	-33,440	0	0	0	0	0	1,913,540
CAP	4,708,152	154,320	0	0	0	0	0	4,862,472
OTHER	171,762	-24,800	0	0	0	0	0	146,882
TOTAL	7,184,316	0	0	0	0	0	0	7,184,316

ANNUAL ELEMENT YEAR

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION

UMTA SECTION 3 TRADED CAPITAL PROGRAM  
(CONTINUED)

**PROJECT DESCRIPTION**

ESTIMATED GRANT AWARD BY FEDERAL FISCAL YEAR  
OBLIGATED ANTICIPATED

1986

1987

1988

1989

POST 1989

AUTHORIZED

FA#

*247 TRANSIT TRANSFER PROJECT*****576*30027**00000*****								N/A
PE	94,160	46,629	0	0	0	0	140,789	
CONST	0	718,571	0	0	0	0	718,571	
RESRV	0	0	0	0	0	1,833,616	1,833,616	
TOTAL	94,160	765,200	0	0	0	1,833,616	2,692,976	

*248 WEST BURNSIDE/MORRISON TSM IMPROVEMENTS*****600*30027**00000*****								FA#J9822
PE	10,200	0	0	0	0	0	10,200	
CONST	68,040	0	0	0	0	0	68,040	
RESRV	0	0	0	0	0	-9,160	-9,160	
TOTAL	78,240	0	0	0	0	-9,160	69,080	

*249 NORTHWEST TRANSIT STATIONS*****602*00000**00000*****								N/A
RESRV	0	0	0	0	0	77,060	77,060	
TOTAL	0	0	0	0	0	77,060	77,060	

*250 NORTH TERMINAL FACILITY*****686*00000**00000*****								N/A
PE	0	36,000	0	0	0	0	36,000	
R/U	0	688,000	0	0	0	0	688,000	
CONST	0	316,000	0	0	0	0	316,000	
TOTAL	0	1,040,000	0	0	0	0	1,040,000	

*251 BEAVERTON PARK-AND-RIDE STATION*****701*30027**00000*****								N/A
PE	50,080	-50,080	0	0	0	0	0	
R/U	62,400	-62,400	0	0	0	0	0	
CONST	612,800	-612,800	0	0	0	0	0	
RESRV	0	0	0	0	0	725,280	725,280	
TOTAL	725,280	-725,280	0	0	0	725,280	725,280	

*252 SUNSET TRANSIT CENTER AND PARK-AND-RIDE STATION*****702*30027**00000*****								N/A
PE	320,435	400,000	0	0	0	0	720,435	
R/U	1,590,000	0	0	0	0	0	1,590,000	
CONST	0	3,960,000	0	0	0	0	3,960,000	
RESRV	0	0	0	529,565	0	0	529,565	
TOTAL	1,910,435	4,360,000	0	529,565	0	0	6,800,000	

**ANNUAL ELEMENT YEAR**

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

URBAN MASS TRANSPORTATION ADMINISTRATION

UMTA SECTION 3 TRADED CAPITAL PROGRAM

PROJECT DESCRIPTION

ESTIMATED GRANT AWARD BY FEDERAL FISCAL YEAR  
OBLIGATED ANTICIPATED

1986

1987

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AUTHORIZED

FA#

*241 WESTSIDE CORRIDOR RESERVE(T)*****117*10013**00697*****										N/A
RFSRV	0	0	0	0	0	0	7,070,847	7,070,847		
TOTAL	0	0	0	0	0	0	7,070,847	7,070,847		

*242 DEVELOPMENT OF TICARD TRANSIT CENTER*****131*30027*10000*****										N/A
PE	47,184	0	0	0	0	0	0	47,184		
R/U	328,000	80,000	0	0	0	0	0	408,000		
CONST	435,840	0	0	0	0	0	0	435,840		
RESRV	0	0	0	0	0	0	203,249	203,249		
TOTAL	811,024	80,000	0	0	0	0	203,249	1,094,273		

*243 MILWAUKIE TRANSIT STATION DEVELOPMENT*****144*30027*10000*****										N/A
PE	44,744	-41,544	0	0	0	0	0	3,200		
R/U	20,000	-20,000	0	0	0	0	0	0		
CONST	599,440	-584,640	0	0	0	0	0	14,800		
RESRV	0	0	0	0	0	0	1,278,431	1,278,431		
TOTAL	664,184	-646,184	0	0	0	0	1,278,431	1,296,431		

*244 MCLOUHLIN CORRIDOR TRANSIT IMPROVEMENTS*****146*00000*00000*****										FAP26
RESRV	0	0	0	0	0	0	1,571,154	1,571,154		
TOTAL	0	0	0	0	0	0	1,571,154	1,571,154		

*245 OREGON CITY TRANSIT STATION*****1151*30027*10000*****										N/A
PE	60,740	0	0	0	0	0	0	60,740		
R/U	228,000	0	0	0	0	0	0	228,000		
CONST	551,400	0	0	0	0	0	0	551,400		
RFSRV	0	0	0	0	0	0	13,621	13,621		
TOTAL	840,140	0	0	0	0	0	13,621	853,761		

*246 BUS PURCHASES*****1154*00000*00000*****										N/A
CAP	0	1,004,800	0	0	0	0	0	1,004,800		
RESRV	0	0	0	0	3,173,337	0	0	3,173,337		
TOTAL	0	1,004,800	0	0	3,173,337	0	0	4,178,137		

**ANNUAL ELEMENT YEAR**

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND URBANIZED AREA

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION

UMTA SECTION 3 TRADED CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED GRANT AWARD BY FEDERAL FISCAL YEAR  
OBLIGATED ANTICIPATED

1986

1987

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AUTHORIZED

FA#

*259 BEAVERTON TRANSIT CENTER*****806400027400000*****									N/A
FE	89,600	0	0	0	0	0	0	89,600	
R/W	1,012,000	0	0	0	0	0	0	1,012,000	
CONST	0	2,160,000	0	0	0	0	0	2,160,000	
TOTAL	1,101,600	2,160,000	0	0	0	0	0	3,261,600	
*260 WESTSIDE TSM-LOVEJOY RAMP*****809400027400000*****									N/A
FE	2,560	0	0	0	1,440	0	0	4,000	
CONST	25,600	0	0	0	0	0	0	25,600	
TOTAL	28,160	0	0	0	1,440	0	0	29,600	
*261 WESTSIDE TSM SYLVAN BUS FULLOUT*****813400027400000*****									N/A
FE	2,611	0	0	0	0	0	0	2,611	
CONST	26,109	0	0	0	0	0	0	26,109	
TOTAL	28,720	0	0	0	0	0	0	28,720	
*262 SOUTHWEST TRANSIT TRANSFER POINTS*****815400000400000*****									N/A
RESRV	0	0	0	0	0	2,400,000	2,400,000	2,400,000	
TOTAL	0	0	0	0	0	2,400,000	2,400,000	2,400,000	
*263 WASHINGTON SQUARE TRANSIT CENTER*****816400000400000*****									N/A
RESRV	0	0	0	0	0	320,000	320,000	320,000	
TOTAL	0	0	0	0	0	320,000	320,000	320,000	
*264 TANNESBORNE TRANSIT CENTER*****817400000400000*****									N/A
RESRV	0	0	0	0	0	560,000	560,000	560,000	
TOTAL	0	0	0	0	0	560,000	560,000	560,000	
*265 TUALATIN TRANSIT CENTER*****818400000400000*****									N/A
RESRV	0	0	0	0	0	720,000	720,000	720,000	
TOTAL	0	0	0	0	0	720,000	720,000	720,000	

ANNUAL ELEMENT YEAR



**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO FISCAL 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

URBAN MASS TRANSPORTATION ADMINISTRATION

UMTA SECTION 3 TRADED CAPITAL PROGRAM  
(CONTINUED)

## PROJECT DESCRIPTION

DESCRIPTION	ESTIMATED GRANT AWARD BY FEDERAL FISCAL YEAR
OBLIGATED	ANTICIPATED 1986

1986

**1987**

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**AUTHORIZED**

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423 WESTSIDE BUS GARAGE-PHASE III								704430027	4000000							N/A
PE	36,538	0	0	0	0	0	0	36,538								
CONST	352,000	0	0	0	0	0	0	352,000								
TOTAL	388,538	0	0	0	0	0	0	388,538								

*****705*30027*40000*****										N/A
*254 WASHINGTON COUNTY TRANSIT TSM IMPROVEMENTS										
FE	115,320	0	0	0	0	0	0	0	115,320	
R/W	256,000	0	0	0	0	0	0	0	256,000	
CONST	968,640	0	0	0	0	0	0	0	968,640	
RESRV	0	0	0	0	0	0	3,460,040	0	3,460,040	
TOTAL	1,339,960	0	0	0	0	0	3,460,040	0	4,800,000	

*25 WESTSIDE BUS CARAG - PHASE II*****706*30J27**00000*****	N/A
CONST 5,640,810      0                  0                  0                  0                  0                  5,640,810	
CAP 594,803        0                  0                  0                  0                  0                  594,803	
TOTAL 6,235,613    0                  0                  0                  0                  0                  6,235,613	

*****707*30027**0000*****										N/A
*256 SUPPORT SERVICES...RELOCATION & APPRAISAL COSTS/COST ALLOCATION										
OTHER	212,440	80,000	0	0	0	107,290	0	399,730		
TOTAL	212,440	80,000	0	0	0	107,290	0	399,730		

*257 SECTION 3 TRADE CONTINGENCIES...OR00027*****741*30027**0000*****N/A									
OTHER	687,423	634,616	0	0	0	-1,322,039	0	0	
TOTAL	687,423	634,616	0	0	0	-1,322,039	0	0	

<b>&lt;256 HILLSBORO TRANSIT CENTER WITH PARK AND RIDE***4****803430027*(K0000)*****N/A</b>							
PE	67,240	0	0	0	0	0	67,240
R/U	855,560	0	0	0	0	0	855,560
CONST	672,402	0	0	0	0	0	672,402
TOTAL	1,595,202	0	0	0	0	0	1,595,202

**ANNUAL ELEMENT YEAR**

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

URBAN MASS TRANSPORTATION ADMINISTRATION

UMTA SECTION 3 TRADED CAPITAL PROGRAM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED CRANT AWARD BY FEDERAL FISCAL YEAR  
OBLICATED ANTICIPATED

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TOTAL UMTA SECTION 3 TRADED CAPITAL PROGRAM

FE	941,412	834,493	0	0	0	1,440	0	1,747,345
R/U	4,351,960	685,600	0	0	0	0	0	5,037,560
CONST	30,103,081	8,790,490	0	0	0	0	0	38,893,571
CAP	594,803	1,004,800	0	0	0	0	0	1,599,603
REFORV	0	0	12,000,000	12,000,000	3,173,337	0	1,948,854	29,122,191
OTHER	899,863	714,616	0	0	0	-1,214,749	0	399,730
TOTAL	36,891,119	11,999,999	12,000,000	12,000,000	3,173,337	-1,213,309	1,948,854	76,800,000

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO POST 1987

EFFECTIVE OCTOBER 1, 1985.

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

URBAN MASS TRANSPORTATION ADMINISTRATION

UMTA SECTION 3 TRADED CAPITAL PROGRAM  
(CONTINUED)

**PROJECT DESCRIPTION:**

ESTIMATED GRANT AWARD BY FEDERAL FISCAL YEAR	
OBLIGATED	ANTICIPATED
	1986

1986

1987

**1988**

1989

POST 1989

**AUTHORIZED**

FA#

[illegible]

**N/A**

[illegible]

. N/A

[illegible]

N/A

#269 TRANSIT MALL EXTENSION NORTH									
PE	0	376,128	0	0	0	0	0	0	376,128
CONST	0	2,507,520	0	0	0	0	0	0	2,507,520
TOTAL	0	2,883,648	0	0	0	0	0	0	2,883,648

**MISC**

*2/0 OBLIGATIONAL AUTHORITY RESERVE-TRADE FUNDS									
RFSRV	0	0	12,000,000	11,470,435	0	0	-23,470,435	0	0
TOTAL	0	0	12,000,000	11,470,435	0	0	-23,470,435	0	0

N/A

[illegible]

**FAP68**

[illegible]

FAI 9314

**ANNUAL ELEMENT YEAR**

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

URBAN MASS TRANSPORTATION ADMINISTRATION

UMTA SECTION 9/9A PROJECTS  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED CRANT AWARD BY FEDERAL FISCAL YEAR	1986	1987	1988	1989	POST 1989	AUTHORIZED	FA#
	OBLIGATED ANTICIPATED							

*282 PARTS AND EQUIPMENT...OR-90-0003/OR-90-X005/OR-90-X007*****776*90005**00000*****								N/A
CAP	2,923,862	1,662,298	0	0	0	0	4,586,160	
TOTAL	2,923,862	1,662,298	0	0	0	0	4,586,160	

*283 SPECIAL NEEDS TRANSPORTATION(INCL. SNT INFO SYSTEM)*****777*90003**00000*****								N/A
CAP	253,600	-201,600	0	0	0	0	52,000	
TOTAL	253,600	-201,600	0	0	0	0	52,000	

*284 TELECOMMUNICATION NETWORK SYSTEM*****700*90005**00000*****								N/A
CAP	138,778	0	0	0	0	0	138,778	
TOTAL	138,778	0	0	0	0	0	138,778	

*285 MANAGEMENT INFORMATION SYSTEMS*****781*90005**00000*****								N/A
CAP	928,575	0	0	0	0	0	928,575	
TOTAL	928,575	0	0	0	0	0	928,575	

*286 FY1984 UNIFIED WORK PROGRAM*****782*90005**00000*****								N/A
CAP	28,224	72,000	0	0	0	0	100,224	
OTHER	1,152,343	904,800	0	0	0	0	2,057,143	
TOTAL	1,180,567	976,800	0	0	0	0	2,157,367	

*287 BUS TURN AROUND VICINITY 103RD/FOSTER*****783*90003**00000*****								N/A
CAP	100,800	-100,800	0	0	0	0	0	
TOTAL	100,800	-100,800	0	0	0	0	0	

*288 122ND AND BURNSIDE PARK AND RIDE*****785*90003**00000*****								N/A
PE	64,000	0	0	0	0	0	64,000	
R/W	1,318,126	0	0	0	0	0	1,318,126	
CONST	800,000	0	0	0	0	0	800,000	
TOTAL	2,182,126	0	0	0	0	0	2,182,126	

ANNUAL ELEMENT YEAR

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO FOST 1989

EFFECTIVE OCTOBER 1, 1985

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION

UMTA SECTION 9/YA PROJECTS

PROJECT DESCRIPTION	ESTIMATED GRANT AWARD BY FEDERAL FISCAL YEAR		1986	1987	1988	1989	POST 1989	AUTHORIZED	FA#
	OBLIGATED	ANTICIPATED							

*2/3 PROPERTY ACQUISITION-SE 17TH AND BOISE ST...LAND AND BUILDING*****442*90003**00000*****444*****									N/A
CAP	72,407	0	0	0	0	0	0	72,407	
TOTAL	72,407	0	0	0	0	0	0	72,407	

*2/4 BANFIELD LINE SECTION 2 SIDEWALKS-199TH TO GATEWAY STATION*****443*00000**00000*****444*****									N/A
---	--	--	--	--	--	--	--	--	-----

*2/5 BANFIELD LINE SECTION 3-1205/GATEWAY TO HOLLADAY RAMP*****444*90008**00000*****444*****									N/A
--	--	--	--	--	--	--	--	--	-----

*2/6 SIGNAL GRAPHICS FABRICATION AND DELIVERY*****445*00000**00000*****444*****									N/A
---	--	--	--	--	--	--	--	--	-----

*2/7 BUS PURCHASE...STANDARDS WITH LIFTS/SECTION 9*****452*00000**00000*****444*****									N/A
CAP	0	0	6,120,000	0	0	0	0	6,120,000	
TOTAL	0	0	6,120,000	0	0	0	0	6,120,000	

*2/8 PARK AND RIDE LOT IMPROVEMENTS*****453*9X007**00000*****444*****									N/A
CONST	0	66,000	0	0	0	0	0	66,000	
TOTAL	0	66,000	0	0	0	0	0	66,000	

*2/9 BANFIELD LRT-VARIOUS SUPPORTING PROJECTS*****462*00000**00000*****444*****									FAP68
CONST	4,311,101	2,784,899	0	0	0	0	0	7,096,000	
TOTAL	4,311,101	2,784,899	0	0	0	0	0	7,096,000	

*280 BUS PURCHASE 44 STANDARDS W/LIFTS AND SPARE PARTS*****478*9X007**00000*****444*****									N/A
CAP	0	5,600,000	0	0	0	0	0	5,600,000	
TOTAL	0	5,600,000	0	0	0	0	0	5,600,000	

*281 POWELL GARAGE EXPANSION*****4612*00000**00000*****444*****									N/A
CONST	0	0	0	0	0	1,752,800	0	1,752,800	
RESRV	0	0	0	0	0	0	174,806	174,806	
OTHER	0	0	0	0	0	26,400	0	26,400	
TOTAL	0	0	0	0	0	1,779,200	174,806	1,954,006	

**ANNUAL ELEMENT YEAR**

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO FISCAL 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

URBAN MASS TRANSPORTATION ADMINISTRATION

UMTA SECTION 9/9A PROJECTS  
(CONTINUED)

PORTLAND URBANIZED AREA

**PROJECT DESCRIPTION:**

DESCRIPTION	ESTIMATED GRANT AWARD BY FEDERAL FISCAL YEAR	
	OBLIGATED	ANTICIPATED 1986
1. <u>RESEARCH</u>		
2. <u>TECHNICAL ASSISTANCE</u>		
3. <u>OPERATIONAL ASSISTANCE</u>		
4. <u>ADMINISTRATIVE ASSISTANCE</u>		
5. <u>OTHER</u>		
TOTAL		

1986

1987

1988

1989

**POST 1989**

**AUTHORIZED**

**FA#**[illegible]

N/A

[illegible]

NA

*****824190003*****00000*****									
*****									
OPRTC	5,949,528	4,661,082	3,728,866	0	0	0	0	14,339,476	
TOTAL	5,949,528	4,661,082	3,728,866	0	0	0	0	14,339,476	

N/A

TOTAL UMTA SECTION 9/9A PROJECTS

FE	64,000	0	0	0	0	0	0	64,000
R/W	1,318,126	0	0	0	0	0	0	1,318,126
CONST	5,111,101	2,850,899	0	0	0	1,752,800	0	9,714,800
CAP	4,992,798	7,402,368	11,158,067	0	0	0	0	23,553,233
QARTG	5,949,528	4,661,082	3,728,866	0	0	0	0	14,339,476
RFSXV	0	0	0	0	0	0	174,806	174,806
OTHER	1,152,343	904,800	0	0	0	26,400	0	2,083,543
TOTAL	18,587,896	15,819,149	14,886,933	0	0	1,779,200	174,806	51,247,984

TOTAL URBAN MASS TRANSPORTATION ADMINISTRATION

TOTAL URBAN MASS TRANSPORTATION ADMINISTRATION									
PE	1,557,844	708,493	0	0	0	1,440	0	2,267,777	
R/A	5,950,708	685,600	0	0	0	896,000	0	7,532,308	
CONST	41,794,502	11,563,695	0	0	0	5,321,700	0	58,679,897	
CAP	75,079,104	27,784,900	20,158,067	0	0	2,756,552	0	125,778,623	
OPRTG	5,949,528	4,661,082	3,728,866	0	0	0	0	14,339,476	
RESRV	0	0	12,000,000	12,000,000	3,173,337	0	9,528,863	36,702,200	
OTHER	2,559,524	1,554,378	0	0	0	-1,188,349	0	2,925,553	
TOTAL	132,891,210	44,958,148	35,886,933	12,000,000	3,173,337	7,787,343	9,528,863	248,225,834	

**ANNUAL ELEMENT YEAR**

INTERSTATE AND OTHER PROGRAMS

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND URBANIZED AREA

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

FEDERAL AID INTERSTATE AND OTHER

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

## PROJECT DESCRIPTION

DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR
ALLICATED	1985 1986 1

1987

1983

1989

POST 1989

**AUTHORIZED**

F64#

[illegible][illegible]

*****322*74010*400598*****										FAIS
301 I5-JANTZEN BEACH TO DELTA PARK INTERCHANGE										
PE	1,061,072	0	0	0	0	0	0	0	1,061,072	
R/W	940,950	50	0	0	0	0	0	0	941,000	
CONST	9,865,690	22,334,310	0	0	13,800,000	0	0	0	46,000,000	
TOTAL	11,867,712	22,334,360	0	0	13,800,000	0	0	0	48,002,072	

»302 IS-DELTA PARK TO MARQUAN BRIDGE-BASE SHOULDER OVERLAY-4R*****323*10213**01472*****4*****								FAT5
PE	160,462	69,538	0	0	0	0	230,000	
CONST	0	0	0	7,367,360	0	0	7,367,360	
TOTAL	160,462	69,538	0	7,367,360	0	0	7,597,360	

*303 NJ NICOLAI/UESI FREMONT INTERCHANGE	0	0	0	0	702,078
PE	0	0	0	0	12,985,769
R/U	0	0	0	0	22,100,000
CONST	0	0	0	0	35,787,847
TOTAL	0	0	0	0	

*304 I5-MARRISON BRIDGE- RAMPS-DECK RESTORATION/JOINT REPAIR-4R*****332*10216**01483*****FAIS							
PE	34,500	11,500	0	0	0	0	46,000
COMT	0	1,656,000	0	0	0	0	1,656,000
TOTAL	34,500	1,667,500	0	0	0	0	1,702,000

**ANNUAL ELEMENT YEAR**



METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO POST 1989  
EFFECTIVE OCTOBER 1, 1985

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS  
FEDERAL AID INTERSTATE AND OTHER  
FEDERAL AID INTERSTATE SYSTEM

PROJECT DESCRIPTION  
ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1985 1986 1987 1988 1989 POST 1989 AUTHORIZED FA#

\*292 I5-SW HOOD TO SW TERWILLIGER PAVEMENT REMOVAL-4R\*\*\*\*\*300\*10239\*102053\*\*\*\*\*  
CONST 173,586 10,414 0 0 0 0 0 184,000 FA15  
TOTAL 173,586 10,414 0 0 0 0 0 184,000

\*293 I5-FRIMONT VIADUCT & CREELEY AVE CONNECTION-DLAY-4R\*\*\*\*\*304\*10004\*00005\*\*\*\*\*  
CONST 0 8,648,000 0 0 0 0 0 8,648,000 FA15  
TOTAL 0 8,648,000 0 0 0 0 0 8,648,000

\*294 I205-JAIL DEMILIION/LANDSCAPING/BELL DR NOISE WALL-4R\*\*\*\*\*305\*10260\*02244\*\*\*\*\*  
CONST 0 1,196,000 0 0 0 0 0 1,196,000 FA1205  
TOTAL 0 1,196,000 0 0 0 0 0 1,196,000

\*295 I205-AIRPORT WAY TO SE POWELL-GRADING/PAVING/2 LANES\*\*\*\*\*306\*10023\*00000\*\*\*\*\*  
CONST 0 4,784,000 0 0 0 0 0 4,784,000 FA1205  
TOTAL 0 4,784,000 0 0 0 0 0 4,784,000

\*296 I5-MARQUAM BRIDGE TO N TICARD INTERCH-Overlay/ILLUMINATION-4R\*\*\*\*\*313\*10214\*01473\*\*\*\*\*  
PE 142,755 41,245 0 0 0 0 0 184,000 FA15  
CONST 0 0 5,342,440 0 0 0 0 5,342,440  
TOTAL 142,755 41,245 5,342,440 0 0 0 0 5,526,440

\*297 I5-SW CONNECTION TO BAINFIELD-WIDEN/ADD LANE-4R\*\*\*\*\*314\*10202\*01471\*\*\*\*\*  
PE 0 8,280 0 0 0 0 0 8,280 FA15  
CONST 0 184,000 0 0 0 0 0 184,000  
TOTAL 0 192,280 0 0 0 0 0 192,280

\*298 I5-LOMBARD STREET TO PORTLAND BLVD-GRADING/PAVING-4R\*\*\*\*\*315\*10215\*01480\*\*\*\*\*  
PE 69,165 0 0 0 0 0 0 69,165 FA15  
CONST 0 0 0 943,000 0 0 0 943,000  
TOTAL 69,165 0 0 943,000 0 0 0 1,012,165

ANNUAL ELEMENT YEAR

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO FOST 1987

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

FEDERAL AID INTERSTATE AND OTHER

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

PORTLAND URBANIZED AREA

## PROJECT DESCRIPTION

[illegible]

1987

1988

1989

**POST 1989**

**AUTHORIZED**

FA#

[illegible]

**FAT5**

*312	I205-CI ACKNMS HWY(OR224)	SIGNAL/TURN LANE-4R*****4345*840101*	02097*****444*****		
PE	9,878	0	0	0	9,878
CONST	161,041	0	0	0	161,041
TOTAL	170,919	0	0	0	170,919

FAI205

>313 IS-SW 26TH AVE OXING(8703)-DECK RESTORATION-4R*****348B84004**01484*****4*****					
PE	0	9,200	0	0	9,200
CONST	0	180,320	0	0	180,320
TOTAL	0	189,520	0	0	189,520

FAI5

*****349*84008*01504*****									
314 IS-OXING SW HOOD AVE(8195)-DECK RESTORATION-4R									
FE	0	13,800	0	0	0	0	0	0	13,800
CONST	0	303,600	0	0	0	0	0	0	303,600
TOTAL	0	317,400	0	0	0	0	0	0	317,400

FAI5

*315 I-E BANK VIADUCT SO OF BURNSIDE BR-OVERLAY AND JOINTS-4R*****350*84006**01488*****				
PE	0	55,200	0	55,200
CONST	0	2,524,480	0	2,524,480
TOTAL	0	2,579,680	0	2,579,680

FAI5

*316 I5-0XING VICTORY BLVD(9316)-DECK RESTORATION 4R*****4351*840*7**401503*****4*****			
PE	13,188	612	13,800
CONST	0	231,840	231,840
TOTAL	13,188	232,452	245,640

FA15

# ANNUAL ELEMENT YEAR

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

FEDERAL AID INTERSTATE AND OTHER

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

**PROJECT DESCRIPTION**

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1985 1986 1987

1988

1989

POST 1989

AUTHORIZED

FA#

*305 IS-OVERCROSSING: HASSALO/HOLIDAY(8583)-DECK RESTORATION-4R*****334*10219**01507*****									FAIS
PE	0	26,970	0	0	0	0	0	26,970	
CONST	0	641,870	0	0	0	0	0	641,870	
TOTAL	0	668,840	0	0	0	0	0	668,840	
*306 IS-NB CONNECTION TO SR I405(8958E)-DECK RESTORATION-4R*****336*10217**01489*****									FAIS
PE	18,400	18,400	0	0	0	0	0	36,800	
CONST	0	0	0	0	875,840	0	0	875,840	
TOTAL	18,400	18,400	0	0	875,840	0	0	912,640	
*307 IS-OVERCROSSING: COLUMBIA BLVD/UNION AVE(8882)-DECK RESTORATION-4R*****337*10220**01509*****									FAIS
PE	17,480	19,320	0	0	0	0	0	36,800	
CONST	0	811,440	0	0	0	0	0	811,440	
TOTAL	17,480	830,760	0	0	0	0	0	848,240	
*308 IS-OVERCROSSING: COLUMBIA SLOUGH(8883)-DECK RESTORATION-4R*****338*10221**01510*****									FAIS
PE	19,320	17,400	0	0	0	0	0	36,800	
CONST	0	1,294,440	0	0	0	0	0	1,294,440	
TOTAL	19,320	1,311,920	0	0	0	0	0	1,331,240	
*309 I405-FREMONT BRIDGE STRUCTURAL REPAIRS-4R*****339*10203**01946*****									I405
CONST	550,033	1,967	0	0	0	0	0	552,000	
TOTAL	550,033	1,967	0	0	0	0	0	552,000	
*310 IS-PAVEMENT OVERLAY ON THE MARQUAM BRIDGE AND APPROACHES(RR)*****343*80024**00375*****									FAIS
PE	48,082	0	0	0	0	0	0	48,082	
CONST	2,420,775	3,145,225	0	0	0	0	0	5,566,000	
TOTAL	2,468,857	3,145,225	0	0	0	0	0	5,614,082	

**ANNUAL ELEMENT YEAR**

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

PORTLAND URBANIZED AREA

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

FEDERAL AID INTERSTATE AND OTHER

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1985	1986	1987	1988	1989	POST 1989	AUTHORIZED	FA#
*324 I5-TERWILLIGER OVERCROSSING RAMPS-4R*****360*84017**01945*****									FAI5
CONST	0	0	0	2,208,000	0	0	0	2,208,000	
TOTAL	0	0	0	2,208,000	0	0	0	2,208,000	
*325 I5-AT I84 INTERCHANGE-DECK RESTORATION AND JOINTS-4R*****361*84005**01485*****									FAI5
PE	55,885	0	0	46,000	0	0	0	101,885	
CONST	0	0	0	3,266,000	0	0	0	3,266,000	
TOTAL	55,885	0	0	3,312,000	0	0	0	3,367,885	
*326 I84-NE 117TH TO NE 122ND-GRADING/PAVING/STRUCTURE/INT/SIG*****362*78046**01225*****									FAI84
CONST	0	0	0	0	3,680,000	0	0	3,680,000	
TOTAL	0	0	0	0	3,680,000	0	0	3,680,000	
*327 I84-181ST INTERCHANGE-GRADING/PAVING/WIDEN STRUCTURE*****364*78046**01458*****									FAI84
CONST	0	0	0	0	9,200,000	0	0	9,200,000	
TOTAL	0	0	0	0	9,200,000	0	0	9,200,000	
*328 I205-S LESTER RD INTERCHANGE-4R*****365*80059**01493*****									FAI205
CONST	0	0	0	0	3,496,000	0	0	3,496,000	
TOTAL	0	0	0	0	3,496,000	0	0	3,496,000	
*329 I5-MARQUAM INTCHG-NB/SB MCLOUGHLIN RAMPS-PHASE 2 DEVELOPMENT*****369*84075**00000*****									FAI5
CONST	0	0	0	0	19,320,000	0	0	19,320,000	
TOTAL	0	0	0	0	19,320,000	0	0	19,320,000	
*330 I5-CRFELEY RAMP TO N BANFIELD INTERCHANGE-DEVELOPMENT*****370*84024**01482*****									FAI5
PE	0	0	0	0	184,000	0	0	184,000	
CONST	0	0	0	0	18,216,000	0	0	18,216,000	
TOTAL	0	0	0	0	18,400,000	0	0	18,400,000	

**ANNUAL ELEMENT YEAR**

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

FEDERAL AID INTERSTATE AND OTHER

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

PORTLAND URBANIZED AREA

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
DELICATED 1985 1986 1987

1988

1989

POST 1989

AUTHORIZED

FAH

*317 I205-CLATSOP INTERCHANGE SIGNAL-4R*****352*84026*02096*****	FAI205
PE 33,200 0 0 0 0 0 0 33,200	
CONST 0 230,000 0 0 0 0 0 230,000	
TOTAL 33,200 230,000 0 0 0 0 0 263,200	

*318 I205 82ND AVE TO CLACKAMAS HWY-GRADING/PAVING/WIDEN-4R*****353*10121*01455*****	FAI205
CONST 0 460,000 0 0 0 0 0 460,000	
TOTAL 0 460,000 0 0 0 0 0 460,000	

*319 I205-ROCKY BUTTE TO NE MULTNOMAH ST BIKEWAY*****354*10257*02245*****	FAI205
CONST 0 858,000 0 0 0 0 0 858,000	
TOTAL 0 858,000 0 0 0 0 0 858,000	

*320 I5-SW TERVILLIGER CONNECTION(8199)-DECK RESTORATION-4R*****355*84017*00709*****	FAI5
PE 17,060 0 0 0 0 0 0 17,060	
CONST 0 0 145,780 0 0 0 0 145,780	
TOTAL 17,060 0 145,780 0 0 0 0 162,840	

*321 I205-CLATSOP INTERCHG TO PARK PL-GRADING/PAVING/ADD LANE-4R*****356*10178*01537*****	FAI205
PE 34,996 0 0 0 0 0 0 34,996	
CONST 0 0 1,656,000 0 0 0 0 1,656,000	
TOTAL 34,996 0 1,656,000 0 0 0 0 1,690,996	

*322 I205-AIRPORT ROAD INTERCHANGE INFORMATION CENTER-4R*****357*84074*01230*****	FAI205
PE 70,732 0 0 0 0 0 0 70,732	
CONST 0 0 736,000 0 0 0 0 736,000	
TOTAL 70,732 0 736,000 0 0 0 0 806,732	

*323 I5-SO TIGARD INTERCHANGE TO E PORTLAND FWY LANDSCAPING-4R*****358*84046*01234*****	FAI5
PE 34,120 0 0 0 0 0 0 34,120	
CONST 0 0 230,000 0 0 0 0 230,000	
TOTAL 34,120 0 230,000 0 0 0 0 264,120	

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

FEDERAL AID INTERSTATE AND OTHER

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1985 1986 1987

1988

1989

POST 1989

AUTHORIZED

FA#

\*33/ I5-SIGNING WASHINGTON STATE LINE TO LINN/LANE COUNTY LINE 4R\*\*\*\*\*436\*84063\*\*01842\*\*\*\*\*  
PE 41,960 0 0 0 0 0 41,960  
CONST 0 322,000 0 0 0 0 322,000  
TOTAL 41,960 322,000 0 0 0 0 363,960

FA15

\*338 I84 SIGNING PORTLAND TO IDAHO STATE LINE-4R\*\*\*\*\*437\*84077\*\*01843\*\*\*\*\*  
PE 50,721 0 0 0 0 0 50,721  
CONST 0 322,000 0 0 0 0 322,000  
TOTAL 50,721 0 322,000 0 0 0 372,721

FA184

\*339 I5-FREWAY ILLUMINATION SWIFT/UNION INTCHG TO MARQUAM INTCHG-4R\*\*\*\*\*457\*84088\*\*02620\*\*\*\*\*  
PE 10,448 -40 0 0 0 0 10,408  
CONST 0 124,266 0 0 0 0 124,266  
TOTAL 10,448 124,226 0 0 0 0 134,674

FA15

\*340 I405 FREEWAY ILLUMINATION-E FREMONT INTCHG TO W MARQUAM INTCHG-4\*\*\*\*\*458\*84088\*\*00000\*\*\*\*\*  
PE 8,548 0 0 0 0 0 8,548  
CONST 0 101,672 0 0 0 0 101,672  
TOTAL 8,548 101,672 0 0 0 0 110,220

FA1405

\*341 I5-INTERSTATE BRIDGE RAILING REPLACEMENT-ODOT/WDOT-4R\*\*\*\*\*467\*84105\*\*02826\*\*\*\*\*  
PE 0 92,000 0 0 0 0 92,000  
CONST 0 0 0 1,692,800 0 0 1,692,800  
TOTAL 0 92,000 0 1,692,800 0 0 1,784,800

FA15

\*342 I5-GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSICENCE MP287-4R\*\*\*\*\*472\*85008\*\*00000\*\*\*\*\*  
PE 0 18,400 0 0 0 0 18,400  
TOTAL 0 18,400 0 0 0 0 18,400

FA15

ANNUAL ELEMENT YEAR

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

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PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

FEDERAL AID INTERSTATE AND OTHER

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1985 1986 1987

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FA#

*331 I84-NE 122ND TO NE 181ST-DEVELOPMENT*****371*84054**01226*****							FAI84
CONST	0	0	0	0	11,960,000	0	11,960,000
TOTAL	0	0	0	0	11,960,000	0	11,960,000
*332 I84-NE 181ST AVE TO SUNDIAL ROAD-DEVELOPMENT*****372*84023**00787*****							FAI84
PE	670,328	0	0	0	0	0	670,328
R/U	0	0	0	0	1,840,000	0	1,840,000
CONST	0	0	0	0	25,760,000	0	25,760,000
TOTAL	670,328	0	0	0	27,600,000	0	28,270,328
*333 I5/STAFFORD ROAD SIGNALS-4R*****373*10235**00983*****							FAI5
PE	28,588	0	0	0	0	0	28,588
CONST	172,960	0	0	0	0	0	172,960
TOTAL	201,548	0	0	0	0	0	201,548
*334 I5/NYBERG ROAD RAMP-4R*****374*10248**01486*****							FAI5
PE	50,258	41,742	0	0	0	0	92,000
CONST	0	0	920,000	0	0	0	920,000
TOTAL	50,258	41,742	920,000	0	0	0	1,012,000
*335 I5/WILSONVILLE SIGNALS-4R*****375*10226**02500*****							FAI5
PE	33,359	0	0	0	0	0	33,359
CONST	0	276,000	0	0	0	0	276,000
TOTAL	33,359	276,000	0	0	0	0	309,359
*336 I205-FRWY BIKEPATH-SUNNYSIDE RD TO WEST LINN-PH1/UNIT 1+2 4R*****409*10180**00614*****							FAI205
PE	0	0	46,000	0	0	0	46,000
CONST	0	0	552,000	0	0	0	552,000
TOTAL	0	0	598,000	0	0	0	598,000

  
ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
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FEDERAL AID INTERSTATE AND OTHER

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

PROJECT DESCRIPTION  
ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
INDICATED 1985 1986 1987 1988 1989 POST 1989 AUTHORIZED FA#

\*349 ORFCON CITY PARK-AND-RIDE\*\*\*\*\*674\*00008\*\*00459\*\*\*\*\*  
PE 30,893 0 0 0 0 0 30,893 FAI205  
CONST 0 0 230,000 0 0 0 230,000  
TOTAL 30,893 0 230,000 0 0 0 260,893

\*350 LEHMS PARK-AND-RIDE\*\*\*\*\*675\*84073\*\*00484\*\*\*\*\*  
PE 27,660 0 0 0 0 0 27,660 FAI205  
CONST 0 0 230,000 0 0 0 230,000  
TOTAL 27,660 0 230,000 0 0 0 257,660

\*351 COLUMBIA BLVD/SANDY BLVD PARK-AND-RIDE\*\*\*\*\*677\*10189\*\*00454\*\*\*\*\*  
PE 35,043 0 0 0 0 0 35,043 FAI205  
CONST 419,601 0 0 0 0 0 419,601  
TOTAL 454,644 0 0 0 0 0 454,644

\*352 LOWER BOONES FERRY ROAD INTERCHANGE SIGNALS\*\*\*\*\*681\*10088\*\*00324\*\*\*\*\*  
PE 28,677 0 0 0 0 0 28,677 FAU9473  
CONST 312,838 41,941 0 0 0 0 354,779  
TOTAL 341,515 41,941 0 0 0 0 383,456

TOTAL FEDERAL AID INTERSTATE SYSTEM

PE 3,728,317 529,767 111,150 46,000 0 184,000 0 4,599,234  
R/W 17,823,025 87,744 0 0 0 1,840,000 0 19,750,769  
CONST 15,130,818 62,589,505 32,796,320 41,304,160 14,675,840 100,832,000 0 267,328,643  
TOTAL 36,682,160 63,207,016 32,907,470 41,350,160 14,675,840 102,856,000 0 291,678,646

ANNUAL ELEMENT YEAR



METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

FEDERAL AID INTERSTATE AND OTHER

FEDERAL AID INTERSTATE SYSTEM  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1985 1986 1987

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AUTHORIZED

FA#

*343 I405-FREMONT BRIDGE DEBRIS CONTROL FENCING-4R*****473>850014*02869*****	PE	0	76,000	0	0	0	0	0	76,000	FAI405
	CONST	0	0	844,000	0	0	0	0	844,000	
	TOTAL	0	76,000	844,000	0	0	0	0	920,000	
*344 I5-INTERSTATE BRIDGE NB LIFT SPAN IMPROVEMENTS-4R*****474>850234*02936*****	PE	0	0	0	1,033,000	0	0	0	1,033,000	FAI5
	CONST	0	0	0	1,033,000	0	0	0	1,033,000	
	TOTAL	0	0	0	1,033,000	0	0	0	1,033,000	
*345 I405-GUIDE SIGN AND CONTROL SIGN REPAIR-4R*****479>8503>4*00000*****	PE	0	0	35,550	0	0	0	0	35,550	FAI405
	CONST	0	0	516,300	0	0	0	0	516,300	
	TOTAL	0	0	551,850	0	0	0	0	551,850	
*346 I205-GUIDE SIGN AND CONTROL SIGN REPAIR-4R*****482>85036*00000*****	PE	0	0	29,600	0	0	0	0	29,600	FAI205
	CONST	0	0	397,800	0	0	0	0	397,800	
	TOTAL	0	0	427,400	0	0	0	0	427,400	
*347 TUALATIN PARK-AND-RIDE*****670>84065*00461*****	PE	25,821	0	0	0	0	0	0	25,821	FAI5
	CONST	0	0	0	368,000	0	0	0	368,000	
	TOTAL	25,821	0	0	368,000	0	0	0	393,821	
*349 I5-MARQUAM BRIDGE TO HAINES ROAD RAMP METERING*****673>79064*00485*****	PE	61,976	0	0	0	0	0	0	61,976	FAI5
	CONST	0	460,000	0	0	0	0	0	460,000	
	TOTAL	61,976	460,000	0	0	0	0	0	521,976	

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
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PORTLAND URBANIZED AREA

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FEDERAL AID INTERSTATE AND OTHER

OTHER  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1986	1987	1988	1989	POST 1989	AUTHORIZED	FA#
DELICATED	1985							
*359 99W-PACIFIC HWY AT 30TH AVE-LT TURN/BEACON-HES*****383*10161*008964*****								FAU9361
FE	13,770	0	0	0	0	0	13,770	
CONST	148,962	0	0	0	0	0	148,962	
TOTAL	162,732	0	0	0	0	0	162,732	
*361 OR213 82ND AT JOHNSON CREEK BLVD SIGNAL UPGRADE-HES*****385*10137*01036*****								FAU9713
FE	9,000	0	0	0	0	0	9,000	
R/W	1,980	270	0	0	0	0	2,250	
CONST	54,782	68,968	0	0	0	0	123,750	
TOTAL	65,762	69,238	0	0	0	0	135,000	
*362 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING-HES*****386*1014*001892*****								FAP27
CONST	0	450,000	0	0	0	0	450,000	
TOTAL	0	450,000	0	0	0	0	450,000	
*363 US30-SW DOANE AVE TO SW BALBOA AVE-CHANNELIZATION-HES*****387*10255*02107*****								FAP1
CONST	0	135,000	0	0	0	0	135,000	
TOTAL	0	135,000	0	0	0	0	135,000	
*364 BH HWY-CAPITOL HWY TO TERWILLIGER BLVD BIKEWAY-BIKE*****388*10162*00009*****								FAU9228
CONST	0	100,000	0	0	0	0	100,000	
TOTAL	0	100,000	0	0	0	0	100,000	
*365 99W-PACIFIC HWY AT SW FISHER ROAD SIGNAL-HES*****389*84029*02093*****								FAP9
CONST	0	90,000	0	0	0	0	90,000	
TOTAL	0	90,000	0	0	0	0	90,000	
*366 SCHOLLS HWY AT 13TH AVE-SIGNAL/REALIGNMENT-FAP*****370*80112*00044*****								FAU9234
CONST	0	264,000	0	0	0	0	264,000	
TOTAL	0	264,000	0	0	0	0	264,000	

ANNUAL ELEMENT YEAR

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

PORTLAND URBANIZED AREA

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FEDERAL AID INTERSTATE AND OTHER

OTHER

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED

1985

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FAP#

*353 HIGHWAY 217 AND SUNSET...FAIX/FAP OFFSET TRANSFERS*****121*79076**00376*****									
RFSRV	0	0	0	0	0	0	2,000,000	2,000,000	FAP79
TOTAL	0	0	0	0	0	0	2,000,000	2,000,000	

*354 OREGON CITY BYPASS...FAIX/FAP OFFSET TRANSFERS*****125*76007**01670*****									
RFSRV	0	0	0	0	0	0	1,527,500	1,527,500	FAU0078
TOTAL	0	0	0	0	0	0	1,527,500	1,527,500	

*355 HIGHWAY 217 OVERLAY-SUNSET HIGHWAY TO I5*****342*10224**00829*****									
FE	221,760	0	0	0	0	0	0	221,760	FAP79
CONST	4,926,655	0	0	0	0	0	0	4,926,655	
TOTAL	5,148,415	0	0	0	0	0	0	5,148,415	

*356 SUNSET HWY AT CORNELL RD-WB OFF RAMP SIGNAL-FAP*****376*84009**02077*****									
CONST	0	88,000	0	0	0	0	0	88,000	FAP27
TOTAL	0	88,000	0	0	0	0	0	88,000	

*357 SUNSET HWY AT VISTA RIDGE TUNNEL-PAVING-HES*****377*10143**00562*****									
PE	45,000	0	0	0	0	0	0	45,000	FAP27
CONST	222,768	2,232	0	0	0	0	0	225,000	
TOTAL	267,768	2,232	0	0	0	0	0	270,000	

*358 US30-NW HOGE AVE TO NW HARROR BLVD-SLIDE CORRECTION-FAP*****379*10094**00525*****									
R/W	4,743	0	0	0	0	0	0	4,743	FAP1
CONST	277,111	0	0	0	0	0	0	277,111	
TOTAL	281,854	0	0	0	0	0	0	281,854	

*359 US30B SANDY BLVD-50TH TO I205-STATE*****381*10259**02253*****									
CONST	0	500,000	0	0	0	0	0	500,000	FAU9526
TOTAL	0	500,000	0	0	0	0	0	500,000	

  
ANNUAL ELEMENT YEAR

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**IN FEDERAL DOLLARS  
FEDERAL AID INTERSTATE AND OTHER**

**OTHER  
(CONTINUED)**

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1988	1989	POST 1989	AUTHORIZED	FA#
ORIGINATED	1985	1986	1987			

*3/4 US30-BURLINGTON RR TO WILLBRIDGE UNIT 1-OVERLAY-FAP*****4024101224400954*****						FAP1
CONST	0	0	1,584,000	0	0	1,584,000
TOTAL	0	0	1,584,000	0	0	1,584,000

*3/5 US309-NE 67TH TO NE 82ND-GRADE/PAVE/SIGNALS-FAP*****4034770554400881*****						FAU9966
--	--	--	--	--	--	---------

*3/6 US309-NE PORTLAND HWY AT NE 158TH-SIGNAL/CHANNELIZE-FAP*****4044780494402091*****						FAU9966
PE	19,620	0	0	0	0	19,620
R/W	18,000	0	0	0	0	18,000
CONST	0	0	138,380	0	0	138,380
TOTAL	37,620	0	138,380	0	0	176,000

*3/7 TV HIGHWAY AT SW 91ST SIGNAL-FAP*****4054840364402085*****						FAP32
PE	13,500	0	0	0	0	13,500
CONST	0	0	88,000	0	0	88,000
TOTAL	13,500	0	88,000	0	0	101,500

*3/8 BVTH HILLSDALE HWY-SCHILLS FY RD TO 65TH BIKEWAY-BIKE*****4064101664400608*****						FAU9228
CONST	0	0	50,000	0	0	50,000
TOTAL	0	0	50,000	0	0	50,000

*3/9 IS/TERWILLIGER OVERCROSSING(A8392)-HBR*****407484069440148*****						FA15
CONST	0	0	4,000,000	0	0	4,000,000
TOTAL	0	0	4,000,000	0	0	4,000,000

*3/10 I205-SUNNYSIDE RD TO WEST LINN BIKEWAY PHASE1-BIKE*****4094101504400614*****						I205
CONST	0	0	350,000	0	0	350,000
TOTAL	0	0	350,000	0	0	350,000

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PORTLAND URBANIZED AREA

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FEDERAL AID INTERSTATE AND OTHER

OTHER  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED

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FA#

*367 SCHOLLS HWY AT SORRENTO ROAD SIGNAL-FAP*****391*80044*0208/*****								FAU9234
CONST	0	88,000	0	0	0	0	0	88,000
TOTAL	0	88,000	0	0	0	0	0	88,000
*368 SCHOLLS HWY AT NICOL ROAD TURN LANES-FAP*****392*10087*400434*****								FAU9234
CONST	36,000	96,000	0	0	0	0	0	132,000
TOTAL	36,000	96,000	0	0	0	0	0	132,000
*369 SE 82ND AT SE CAUSEY ROAD OPTICOM CONTROLLER-FAP*****394*10187*01818*****								FAU9653
CONST	0	44,000	0	0	0	0	0	44,000
TOTAL	0	44,000	0	0	0	0	0	44,000
*370 BVTH/TUALATIN HWY AT SW BRIDGEPORT-SIGNAL/CHANNELIZE-HES*****395*10251*02089*****								FAP32
CONST	0	135,000	0	0	0	0	0	135,000
TOTAL	0	135,000	0	0	0	0	0	135,000
*371 I205-WILLAMETTE RIVER BR(W LNB) SLAG WELD INSPECTION-HBR*****396*84075*01221*****								I205
PE	56,902	0	0	0	0	0	0	56,902
CONST	0	0	280,000	0	0	0	0	280,000
TOTAL	56,902	0	280,000	0	0	0	0	336,902
*372 US26-HT HOOD HWY AT PALMQUIST/ORIENT RD-GRADE/PAVE/SIGNAL-FAP*****397*10234*01470*****								FAP24
PE	28,305	0	0	0	0	0	0	28,305
CONST	0	0	352,000	0	0	0	0	352,000
TOTAL	28,305	0	352,000	0	0	0	0	380,305
*373 US26-SUNSET HWY AT SYLVAN-EB RAMP SIGNAL-FAP*****400*84028*02079*****								FAP27
PE	19,500	0	0	0	0	0	0	19,500
CONST	0	0	132,000	0	0	0	0	132,000
TOTAL	19,500	0	132,000	0	0	0	0	151,500

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FEDERAL AID INTERSTATE AND OTHER

OTHER  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED

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AUTHORIZED

FAH

*381 US26-SUNSET HWY CLIMB LAKE-CANYON RD TO VISTA RIDGE TUNNEL-FAP*****410*84014**00491*****								FAP27
PE 172,712	0	0	0	0	0	0	172,712	
CONST 0	0	0	4,400,000	0	0	0	4,400,000	
TOTAL 172,712	0	0	4,400,000	0	0	0	4,572,712	
*382 US26-SUNSET HWY/CANYON RD TO RAAB RD BIKEWAY-BIKE*****411*84112**01847*****								FAP27
CONST 0	0	0	50,000	0	0	0	50,000	
TOTAL 0	0	0	50,000	0	0	0	50,000	
*383 RESERVE FOR SURFACE PRESERVATION-METRO REGION-FAP*****412*00000**00000*****								TED
RFSRV 0	0	0	2,288,000	2,288,000	0	2,112,000	6,688,000	
TOTAL 0	0	0	2,288,000	2,288,000	0	2,112,000	6,688,000	
*384 BEAVERTON/TUALATIN HWY INTERSECTION CHANNELIZATION-FAP*****413*84052**00762*****								FAP32
CONST 0	0	0	0	0	88,000	0	88,000	
TOTAL 0	0	0	0	0	88,000	0	88,000	
*385 BEAVERTON/TUALATIN HWY AT SE OAK-SIGNAL/LEFT TURN-HES*****414*84066**00764*****								FAP32
CONST 0	0	0	0	0	135,000	0	135,000	
TOTAL 0	0	0	0	0	135,000	0	135,000	
*386 US26-SUNSET/HELVETIA ROAD INTERCHANGE-FAP*****416*10069**00038*****								FAP27
PE 47,953	0	0	0	0	0	0	47,953	
CONST 3,033,253	0	0	0	0	0	0	3,033,253	
TOTAL 3,081,206	0	0	0	0	0	0	3,081,206	
*387 US26-SUNSET/CORNELIUS PASS ROAD INTCHG-DEVELOPMENT/FP*****422*84038**01556*****								FAP27
PE 201,981	0	0	0	0	0	0	201,981	
CONST 0	0	0	0	0	792,000	0	792,000	
TOTAL 201,981	0	0	0	0	792,000	0	993,981	

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**FEDERAL AID INTERSTATE AND OTHER**

**OTHER  
(CONTINUED)**

PROJECT DESCRIPTION	ESTIMATED OBLIGATED	1985	1986	1987	1988	1989	POST 1989	AUTHORIZED	FA#
*388 US308-NE COLUMBIA BLVD TO NE LOMBARD ST-DEVELOPMENT*****423*80111**00000*****									FAU9966
CONST	0	0	0	0	0	1,936,000	0	1,936,000	
TOTAL	0	0	0	0	0	1,936,000	0	1,936,000	
*389 US26-SUNSET/JACKSON RD INTERCHANGE-DEVELOPMENT*****425*84040**00984*****									FAP27
PE	94,585	0	0	0	0	0	0	94,585	
CONST	0	0	0	0	0	4,400,000	0	4,400,000	
TOTAL	94,585	0	0	0	0	4,400,000	0	4,494,585	
*390 US26-SUNSET/NE 185TH AVE INTERCHANGE-DEVELOPMENT*****426*84013**00847*****									FAP27
CONST	0	0	0	0	0	4,400,000	0	4,400,000	
TOTAL	0	0	0	0	0	4,400,000	0	4,400,000	
*391 US26-SUNSET/CORNELL ROAD INTERCHANGE-DEVELOPMENT*****427*79069**00779*****									FAP27
PE	165,440	0	0	0	0	0	0	165,440	
CONST	0	0	0	0	0	4,400,000	0	4,400,000	
TOTAL	165,440	0	0	0	0	4,400,000	0	4,565,440	
*392 US308-NE 87TH AVE TO I205-DEVELOPMENT*****428*00000**00456*****									FAU9966
CONST	0	0	0	0	0	1,408,000	0	1,408,000	
TOTAL	0	0	0	0	0	1,408,000	0	1,408,000	
*393 NW CORNELL RD BRIDGES-AUDUBON SOCIETY BLDG TO TUNNEL #1-HBRR*****447*84030**02463*****									FAU9022
PE	76,480	3,520	0	0	0	0	0	80,000	
CONST	0	1,400,000	0	0	0	0	0	1,400,000	
TOTAL	76,480	1,403,520	0	0	0	0	0	1,480,000	
*394 HWY212 CLIMBING LANE-ROCK CREEK JCT TO MP 0.75-FAP DEVELOPMENT*****450*84045**00775*****									FAP74
PE	36,141	0	0	0	0	0	0	36,141	
CONST	0	0	528,000	0	0	0	0	528,000	
TOTAL	36,141	0	528,000	0	0	0	0	564,141	

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FEDERAL AID INTERSTATE AND OTHER

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PROJECT DESCRIPTION  
ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
DELICATED 1985 1986 1987 1988 1989 POST 1989 AUTHORIZED FA#

*401 CLACKAMAS PARK(PACIFIC EAST) BRIDGE NO. 1618-HBR*****504*85042*10	*****	*****	*****	*****	*****	*****	TBD
CONST	0	0	1,355,200	0	0	0	1,355,200
TOTAL	0	0	1,355,200	0	0	0	1,355,200

*402 TUALATIN VALLEY HIGHWAY-SE 21ST AVE TO SE OAK ST-FAP*****555*79085**00000*****	*****	*****	*****	*****	*****	*****	FAP32
PE	229,767	0	0	0	0	0	229,767
TOTAL	229,767	0	0	0	0	0	229,767

*403 SUNSET/MURRAY INTERCHANGE-PHASE I-FAP*****567*84039**00393*****	*****	*****	*****	*****	*****	*****	FAP27
CONST	0	0	0	1,936,000	0	0	1,936,000
TOTAL	0	0	0	1,936,000	0	0	1,936,000

*404 TV HWY AT MURRAY BLVD INTERSECTION IMPROVEMENT*****680*80020**00369*****	*****	*****	*****	*****	*****	*****	FAP32
PE	43,649	1,351	0	0	0	0	45,000
R/W	0	30,000	0	0	0	0	30,000
CONST	0	528,000	0	0	0	0	528,000
TOTAL	43,649	559,351	0	0	0	0	603,000

*405 ROSS ISLAND BRIDGE OVERLAY*****682*10085**00337*****	*****	*****	*****	*****	*****	*****	FAP24
PE	23,455	64,545	0	0	0	0	88,000
CONST	0	872,500	0	0	0	0	872,500
TOTAL	23,455	937,045	0	0	0	0	960,500

*406 HAWTHORNE BRIDGE EMERGENCY REPAIRS-HBR*****689*85037**00000*****	*****	*****	*****	*****	*****	*****	FAU9366
PE	0	160,000	0	0	0	0	160,000
CONST	0	1,600,000	0	0	0	0	1,600,000
TOTAL	0	1,760,000	0	0	0	0	1,760,000

TOTAL OTHER

PE	1,546,880	312,216	0	300,000	0	0	2,159,096
R/W	24,723	30,270	0	0	0	0	54,993
CONST	8,699,531	8,075,500	4,507,500	10,736,000	0	17,559,000	49,577,611
RFSRV	0	0	0	2,288,000	2,288,000	0	10,215,500
TOTAL	10,271,134	8,417,986	4,507,500	13,324,000	2,288,000	17,559,000	62,007,200

**ANNUAL ELEMENT YEAR**



**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

FEDERAL AID INTERSTATE AND OTHER

OTHER  
(CONTINUED)

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED

1985

1986

1987

1988

1989

POST 1989

AUTHORIZED

FA#

\*395 BROOKWOOD AVE BRIDGE REPLACEMENT OVER ROCKCREEK-BRN#13043-HBR\*\*\*\*\*461\*84086\*\*02589\*\*\*\*\*  
PE 0 10,000 0 0 0 0 0 10,000  
CONST 0 324,800 0 0 0 0 0 324,800  
TOTAL 0 334,800 0 0 0 0 0 334,800

TBD

\*396 FERN HILL RD BRIDGE REPLACEMENT-13256/7/8-HBR\*\*\*\*\*463\*10167\*\*03477\*\*\*\*\*  
PE 27,360 0 0 0 0 0 27,360  
CONST 0 240,000 0 0 0 0 0 240,000  
TOTAL 27,360 240,000 0 0 0 0 0 267,360

FA#9032

\*397 SIGNAL-PACIFIC HWY WEST (OR99W) AT CANTERBURY LANE-HES\*\*\*\*\*449\*85006\*\*02933\*\*\*\*\*  
PE 0 7,800 0 0 0 0 0 7,800  
CONST 0 120,000 0 0 0 0 0 120,000  
TOTAL 0 127,800 0 0 0 0 0 127,800

FAP9

\*398 MCLOUGHLIN BLVD MEDIAN BARRIER-SE OCHOCO TO SE 17TH-HES\*\*\*\*\*470\*84094\*\*02588\*\*\*\*\*  
PE 0 15,000 0 0 0 0 0 15,000  
CONST 0 169,000 0 0 0 0 0 169,000  
TOTAL 0 184,000 0 0 0 0 0 184,000

FAP26

\*399 MCLOUGHLIN BLVD MEDIAN BARRIER-END 1WAY COUPLET TO SE TACOMA-HES\*\*\*\*\*471\*85020\*\*02931\*\*\*\*\*  
PE 0 50,000 0 0 0 0 0 50,000  
CONST 0 760,000 0 0 0 0 0 760,000  
TOTAL 0 810,000 0 0 0 0 0 810,000

FAP26

\*400 TV HIGHWAY RECON STUDY-HILLSBORO TO BEAVERTON-FAP\*\*\*\*\*501\*0\*\*0\*\*\*\*\*  
PE 0 0 0 300,000 0 0 0 300,000  
TOTAL 0 0 0 300,000 0 0 0 300,000

FAP32

**ANNUAL ELEMENT YEAR**

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

**PROJECT DESCRIPTION**

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
ALLOCATED

1985

1986

1987

1988

1989

POST 1989

AUTHORIZED

FA#

**TOTAL FEDERAL AID INTERSTATE AND OTHER**

PE	5,275,197	841,983	111,150	346,000	0	184,000	0	6,758,330
R/W	17,847,748	118,014	0	0	0	1,840,000	0	19,805,762
CONST	23,830,349	70,665,005	37,303,900	52,040,160	14,675,840	118,391,000	0	316,906,254
REFURV	0	0	0	2,288,000	2,288,000	0	5,639,500	10,215,500
TOTAL	46,953,294	71,625,002	37,415,050	54,674,160	16,963,840	120,415,000	5,639,500	353,685,846

**ANNUAL ELEMENT YEAR**

FEDERAL-AID URBAN PROGRAM

**METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM**

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

FEDERAL AID URBAN SYSTEM

PORTLAND URBANIZED AREA

CITY OF PORTLAND FEDERAL AID URBAN SYSTEM  
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1986	1987	1988	1989	POST 1989	AUTHORIZED	FA#
ALLOCATED	1985							

*414 GRAND AVE (OR 99E) - HARRISON TO CLAY - FAU TO FAUE (SEE FAP) *****35*00000*00000*****								FAP26
CONST 195,400	0	0	0	0	0	0	195,400	
TOTAL 195,400	0	0	0	0	0	0	195,400	

*415 GRAND AVENUE (OR 99E) - HOLADAY TO BROADWAY *****37*00000*00000*****								FAU9209
CONST 197,734	0	0	0	0	0	0	197,734	
TOTAL 197,734	0	0	0	0	0	0	197,734	

*416 SE HILLCATE BLVD - SE 17TH AVE TO SE 28TH AVE - BRIDGE AND APPROACHES *****42*76002*00000*****								FAU9793
PE 147,732	0	0	0	0	0	0	147,732	
R/U 407,406	0	0	0	0	0	0	407,406	
TOTAL 555,138	0	0	0	0	0	0	555,138	

*417 ARTERIAL STREET 3R PROGRAM *****43*10050*01568*****								MISC
PE 8,109	0	0	0	0	0	0	8,109	
RESRV 0	0	891,353	0	0	0	0	891,353	
TOTAL 8,109	0	891,353	0	0	0	0	899,462	

*418 CITY OF PORTLAND FAU CONTINGENCY *****44*00000*00000*****								N/A
--	--	--	--	--	--	--	--	-----

*419 BUS PURCHASE - FAU TO UMTA TRANSFER *****49*00000*00000*****								N/A
CAP 131,555	0	0	0	0	0	0	131,555	
TOTAL 131,555	0	0	0	0	0	0	131,555	

*420 BUS SUBSTATION - FAU TO UMTA TRANSFER *****99*00000*00000*****								N/A
CONST 1,156,083	0	0	0	0	0	0	1,156,083	
TOTAL 1,156,083	0	0	0	0	0	0	1,156,083	

**ANNUAL ELEMENT YEAR**



METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO FISCAL 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

FEDERAL AID URBAN SYSTEM

MULTNOMAH COUNTY FEDERAL AID URBAN SYSTEM

PORTLAND URBANIZED AREA

## PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR

OB OBLIGATED

1934

**1986**

**1987.**

1988

1989

POST 1989

**AUTHORIZED**

**FA#**

[illegible]

	91,487	0	0	0	0	0	91,437
PE	91,487	0	0	0	0	0	917,181

	917,181	0	0	0	0	0	0	917,181
CONST	917,181	0	0	0	0	0	0	1,008,618

TOTAL	1,009,618	0	0	0	0	0	0	1,009,618
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**FINAL**

4426 SE BURBISIDE STREET-SE STARK ST TO BULL RUN RD(1ST ST)\*\*\*\*\*56x76034\*\*00000\*\*\*\*\*  
A  
224.544

[illegible]

R/W	9,201	0	0	0	0	0	0	0	9,201
		1	1	1	1	1	1	1	233,765

TOTAL	233,765	0	0	0	0	0	0	233,765
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FAU9822

4427 239TH AVE IMPROVEMENT-UP RRNG TO HALSEY ST\*\*\*\*\*581700091400000\*\*\*\*\*

FAU9877

TOTAL MULTNOMAH COUNTY FEDERAL AID URRAN SYSTEM

PE	316,001	0	0	0	0	0	0	316,001
								9,201

PL	9,201	0	0	0	0	0	0	9,201
R/W	9,201	0	0	0	0	0	0	917,181

CONST	917,181	0	0	0	0	0	0	917,181
		1	2	0	0	0	0	1,242,383

TOTAL	1,242,383	0	0	0	0	0	0	17242383
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**ANNUAL ELEMENT YEAR**

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

FEDERAL AID URBAN SYSTEM

CITY OF PORTLAND FEDERAL AID URBAN SYSTEM  
(CONTINUED)

PORTLAND URBANIZED AREA

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED 1985 1986 1987

1988

1989

POST 1989

AUTHORIZED

FA#

4421 NW CORNELL RD RETAINING WALLS-NW 29TH/600FT U OF NW 30TH	17,982	0	0	0	0	0	0	17,982	FAU9022
PE	17,982	0	0	0	0	0	0	17,982	
CONST	0	119,093	178,229	0	0	0	0	297,322	
TOTAL	17,982	119,093	178,229	0	0	0	0	315,304	

4422 SW BROADWAY-SW 4TH TO SW 6TH	404,500	0	0	0	0	0	0	404,500	MISC
CONST	404,500	0	0	0	0	0	0	404,500	
TOTAL	404,500	0	0	0	0	0	0	404,500	

4423 WILAMETTE CANYONWAY TRAIL PROGRAM	61,500	0	0	0	0	0	0	61,500	MISC
PE	61,500	0	0	0	0	0	0	61,500	
R/W	0	295,588	0	0	0	0	0	295,588	
CONST	0	54,349	0	0	0	0	0	54,349	
TOTAL	61,500	349,937	0	0	0	0	0	411,437	

4424 CITYWIDE SIGNAL SYSTEMS ANALYSIS	72,218	0	0	0	0	0	0	72,218	VARIOUS
PE	72,218	0	0	0	0	0	0	72,218	
TOTAL	72,218	0	0	0	0	0	0	72,218	

TOTAL CITY OF PORTLAND FEDERAL AID URBAN SYSTEM

PE	2,318,532	0	0	0	0	0	0	2,318,532
R/W	442,998	295,588	0	0	0	0	0	738,586
CONST	6,976,138	173,442	178,229	0	0	0	0	7,327,809
CAP	131,555	0	0	0	0	0	0	131,555
OPRTG	217,108	0	0	0	0	0	0	217,108
RFRV	0	0	891,353	0	0	0	0	891,353
TOTAL	10,086,331	469,030	1,069,582	0	0	0	0	11,624,943

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND URBANIZED AREA

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

FEDERAL AID URBAN SYSTEM

WASHINGTON COUNTY FEDERAL AID URBAN SYSTEM

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES OBLIGATED	BY FEDERAL FISCAL YEAR 1985	1986	1987	1988	1989	POST 1989	AUTHORIZED	FA#
4432 FINAL VOUCHERED PROJECTS*****00000*****								128,907	000000 00000
PE	128,907	0	0	0	0	0	0	975,404	
CONST	975,404	0	0	0	0	0	0	1,104,311	FINAL
TOTAL	1,104,311	0	0	0	0	0	0		
4433 SW 65TH/HYBERG RD-15 TO SAGERT RD-UNIT #1-CONSTRUCTION*****83477020*****								66,063	FAU9556
PE	66,063	0	0	0	0	0	0	186,878	
R/U	186,878	0	0	0	0	0	0	252,941	
TOTAL	252,941	0	0	0	0	0	0		
4434 SW HYBERG ROAD-SW 89TH AVE TO 15-UNIT #2*****8477139*****								224,305	FAU9282
PE	224,305	0	0	0	0	0	0	224,305	
TOTAL	224,305	0	0	0	0	0	0		
4435 MU 185TH-WALKER ROAD TO SUNSET HIGHWAY-PHASE I*****9277076*****								95,360	FAU9043
PE	95,360	0	0	0	0	0	0	95,360	
TOTAL	95,360	0	0	0	0	0	0		
4436 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217*****9380085*****								207,527	FAU9088
PE	207,527	0	0	0	0	0	0	207,527	
TOTAL	207,527	0	0	0	0	0	0		
4437 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I*****9577070*****								205,773	FAU9326
PE	205,773	0	0	0	0	0	0	205,773	
TOTAL	205,773	0	0	0	0	0	0		
4438 SW JENKINS/158TH-MURRAY BLVD TO SUNSET HIGHWAY*****4977046*****								110,742	FAU9030
PE	110,742	0	0	0	0	0	0	110,742	
TOTAL	110,742	0	0	0	0	0	0		

ANNUAL ELEMENT YEAR



METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO FISCAL 1987

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

FEDERAL AID URBAN SYSTEM

CLACKAMAS COUNTY FEDERAL AID URBAN SYSTEM

PORTLAND URBANIZED AREA

### PROJECT DESCRIPTION

DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR		
	1985	1986	1
DELICATED			

1987

1988

1989

POST 1989

**AUTHORIZED**

**FAT**

\*428 FINAL VOUCHERED PROJECTS\*\*\*\*\*000000\*\*\*\*\*000000

ITEM	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
FE	248,064	1	0	0	0
R/W	74,366	0	0	0	0
CONST	2,449,968	-1	0	0	0
TOTAL	2,772,398	0	0	0	0

**FINAL**

4429 LOWER BOONES FERRY RD-MAORONA TO SW JEAN	68	80	104	01677				
FE	160,699	0	0	0	0	0	0	160,699
COMST	562,171	0	709,310	0	0	0	0	1,271,481
TOTAL	722,870	0	709,310	0	0	0	0	1,432,180

FAJ9473

440 SUNNYSIDE ROAD-STEVEN'S ROAD TO 122ND UNIT IXXXXXXXXXX77477147440012XXXXXXX							
PE	73,616	0	0	0	0	0	73,616
TOTAL	73,616	0	0	0	0	0	73,616

FAJ9718

[illegible]

FA:J9702

TOTAL CLACKAMAS COUNTY FEDERAL AID URBAN SYSTEM

PE	519,371	1	0	0	0	0	519,372
R/W	74,366	0	0	0	0	0	74,366
CONST	3,012,139	-1	709,310	0	0	0	3,721,448
TOTAL	3,605,876	0	709,310	0	0	0	4,315,186

3,721,448

**4,315,186**

**ANNUAL ELEMENT YEAR**

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO FISCAL 1987

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

FEDERAL AID URBAN SYSTEM

TRI-MET FEDERAL AID URBAN SYSTEM

PORTLAND URBANIZED AREA

## PROJECT DESCRIPTION

DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR		
ALLOCATED	1985	1986	1987
1.000000	1000000	1000000	1000000
2.000000	2000000	2000000	2000000
3.000000	3000000	3000000	3000000
4.000000	4000000	4000000	4000000
5.000000	5000000	5000000	5000000
6.000000	6000000	6000000	6000000
7.000000	7000000	7000000	7000000
8.000000	8000000	8000000	8000000
9.000000	9000000	9000000	9000000
10.000000	10000000	10000000	10000000
11.000000	11000000	11000000	11000000
12.000000	12000000	12000000	12000000
13.000000	13000000	13000000	13000000
14.000000	14000000	14000000	14000000
15.000000	15000000	15000000	15000000
16.000000	16000000	16000000	16000000
17.000000	17000000	17000000	17000000
18.000000	18000000	18000000	18000000
19.000000	19000000	19000000	19000000
20.000000	20000000	20000000	20000000
21.000000	21000000	21000000	21000000
22.000000	22000000	22000000	22000000
23.000000	23000000	23000000	23000000
24.000000	24000000	24000000	24000000
25.000000	25000000	25000000	25000000
26.000000	26000000	26000000	26000000
27.000000	27000000	27000000	27000000
28.000000	28000000	28000000	28000000
29.000000	29000000	29000000	29000000
30.000000	30000000	30000000	30000000
31.000000	31000000	31000000	31000000
32.000000	32000000	32000000	32000000
33.000000	33000000	33000000	33000000
34.000000	34000000	34000000	34000000
35.000000	35000000	35000000	35000000
36.000000	36000000	36000000	36000000
37.000000	37000000	37000000	37000000
38.000000	38000000	38000000	38000000
39.000000	39000000	39000000	39000000
40.000000	40000000	40000000	40000000
41.000000	41000000	41000000	41000000
42.000000	42000000	42000000	42000000
43.000000	43000000	43000000	43000000
44.000000	44000000	44000000	44000000
45.000000	45000000	45000000	45000000
46.000000	46000000	46000000	46000000
47.000000	47000000	47000000	47000000
48.000000	48000000	48000000	48000000
49.000000	49000000	49000000	49000000
50.000000	50000000	50000000	50000000
51.000000	51000000	51000000	51000000
52.000000	52000000	52000000	52000000
53.000000	53000000	53000000	53000000
54.000000	54000000	54000000	54000000
55.000000	55000000	55000000	55000000
56.000000	56000000	56000000	56000000
57.000000	57000000	57000000	57000000
58.000000	58000000	58000000	58000000
59.000000	59000000	59000000	59000000
60.000000	60000000	60000000	60000000
61.000000	61000000	61000000	61000000
62.000000	62000000	62000000	62000000
63.000000	63000000	63000000	63000000

1987

1982

1989

POST 1989

**AUTHORIZED**

FA#

[illegible]

4490 BUS PURCHASE - FAU TO UNITA TRANSFER						*****	N/A
CAP	126,395	0	0	0	0	126,395	
TOTAL	126,395	0	0	0	0	126,395	

4441 BUS SUBSTATION - FAU TO UTA TRANSFER										N/A
CONST	1,110,747	0	0	0	0	0	0	1,110,747		
TOTAL	1,110,747	0	0	0	0	0	0	1,110,747		

+462 TRI-MET RIDESHARE PROGRAM*****102>B00Q3#<00J00*****								N/A
OPRTG	681,184	0	135,021	0		0	0	816,205
TOTAL	681,184	0	135,021	0		0	0	816,205

TOTAL TRI-NET FEDERAL AID URBAN SYSTEM

CONST	1,110,747	0	0	0	0	0	0	1,110,747
CAP	126,395	0	0	0	0	0	0	126,395
DEBTG	681,184	0	135,021	0	0	0	0	816,205
TOTAL	1,918,326	0	135,021	0	0	0	0	2,053,347

**ANNUAL ELEMENT YEAR**

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

FEDERAL AID URBAN SYSTEM

WASHINGTON COUNTY FEDERAL AID URBAN SYSTEM  
(CONTINUED)

PORTLAND URBANIZED AREA

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
ALLOCATED 1985 1986 1987

1988

1989

POST 1989

AUTHORIZED

FA#

TOTAL WASHINGTON COUNTY FEDERAL AID URBAN SYSTEM

PE	1,038,677	1	0	0	0	0	0	1,038,678
R/W	186,878	0	0	0	0	0	0	186,878
CONST	975,404	0	0	0	0	0	0	975,404
TOTAL	2,200,959	0	0	0	0	0	0	2,200,959

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND URBANIZED AREA

FISCAL YEARS 1986 TO POST 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

FEDERAL AID URBAN SYSTEM

CITY OF FOREST GROVE FEDERAL AID URBAN SYSTEM

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1985	1986	1987	1988	1989	POST 1989	AUTHORIZED	FA#
OBLIGATED									

4445 FOREST GROVE FEDERAL AID URBAN RESERVE	307,855	0	0	0	0	0	0	307,855	MISC
CONST	0	223,214	52,753	0	0	0	0	275,967	
RESRV	0	0	0	0	0	0	0	0	
TOTAL	307,855	223,214	52,753	0	0	0	0	583,822	

TOTAL CITY OF FOREST GROVE FEDERAL AID URBAN SYSTEM

CONST	307,855	0	0	0	0	0	0	307,855	
RESRV	0	223,214	52,753	0	0	0	0	275,967	
TOTAL	307,855	223,214	52,753	0	0	0	0	583,822	

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO FISCAL 1989

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

FEDERAL AID URBAN SYSTEM.

HIGHWAY DIVISION FEDERAL AID URBAN SYSTEM

PORTLAND URBANIZED AREA

## PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR			
OBLIGATED	1985	1986	1

1987

1988

1989

POST 1989

**AUTHORIZED**

FA#

4443 FINAL VOUCHERED PROJECTS\*\*\*\*\*00000\*\*\*\*\*00000000 000000 00000

PE	103,479	-1	0	0	0	0	0	103,478
R/W	94,226	0	0	0	0	0	0	94,226
CONST	812,390	0	0	0	0	0	0	812,390
TOTAL	1,010,095	0	0	0	0	0	0	1,010,095

**FINAL**

4444 GOWENLO CRPEK BRIDGE (OR43)-BRIDGE REPLACEMENT AND NEW BIWEWAY\*\*\*\*\*103\*76085\*\*00000\*\*\*\*\*FAI9565

PE	123,999	0	0	0	0	0	123,999
TOTAL	123,999	0	0	0	0	0	123,999

TOTAL HIGHWAY DIVISION FEDERAL AID URBAN SYSTEM

PE	227,478	-1	0	0	0	0	0	227,477
R/W	94,226	0	0	0	0	0	0	94,226
CONST	812,390	0	0	0	0	0	0	812,390
TOTAL	1,134,094	0	0	0	0	0	0	1,134,094

**ANNUAL ELEMENT YEAR**

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO POST 1989

PORTLAND URBANIZED AREA

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

PROJECT DESCRIPTION

ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR  
OBLIGATED

1985

1986

1987

1988

1989

POST 1989

AUTHORIZED

FA#

TOTAL FEDERAL AID URBAN SYSTEM

FE	4,883,339	1	0	0	0	0	0	4,883,340
R/U	1,125,831	295,588	0	0	0	0	0	1,421,419
CONST	17,259,509	173,441	887,539	0	0	0	0	16,320,489
CAP	257,950	0	0	0	0	0	0	257,950
OPRTG	898,292	0	135,021	0	0	0	0	1,033,313
RESRV	0	233,983	1,611,854	0	0	0	0	1,845,837
TOTAL	22,424,921	703,013	2,634,414	0	0	0	0	25,762,348

ANNUAL ELEMENT YEAR

METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1986 TO POST 1987

EFFECTIVE OCTOBER 1, 1985

IN FEDERAL DOLLARS

PORTLAND URBANIZED AREA

FEDERAL AID URBAN SYSTEM

METRO REGIONAL RESERVE FEDERAL AID URBAN SYSTEM

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR	1985	1986	1987	1988	1989	POST 1989	AUTHORIZED	FA#
4444 FINAL VOUCHERED PROJECTS*****00000*****								0000000 00000	
PE	164,478	0	0	0	0	0	0	164,478	
R/W	318,162	0	0	0	0	0	0	318,162	
CONST	706,165	0	0	0	0	0	0	706,165	
TOTAL	1,188,805	0	0	0	0	0	0	1,188,805	FINAL
4447 BANFIELD HGV LANES - FAU TO FAUE(SFE FAP)*****8*****									FAP68
CONST	441,490	0	0	0	0	0	0	441,490	
TOTAL	441,490	0	0	0	0	0	0	441,490	
4448 SUNSET TRANSIT STUDY-FAU TO FAUE*****12*****									FAP27
PE	111,083	0	0	0	0	0	0	111,083	
TOTAL	111,083	0	0	0	0	0	0	111,083	
4449 BANFIELD TRANSIT STUDY - FAU TO FAUE*****14*****									FAP68
PE	187,719	0	0	0	0	0	0	187,719	
TOTAL	187,719	0	0	0	0	0	0	187,719	
4450 REGIONAL FAU AND FAU REPLACEMENT CONTINGENCY*****11*****									N/A
RESRV	0	10,769	667,748	0	0	0	0	678,517	
TOTAL	0	10,769	667,748	0	0	0	0	678,517	
TOTAL METRO REGIONAL RESERVE FEDERAL AID URBAN SYSTEM									
PE	463,280	0	0	0	0	0	0	463,280	
R/W	318,162	0	0	0	0	0	0	318,162	
CONST	1,147,655	0	0	0	0	0	0	1,147,655	
RESRV	0	10,769	667,748	0	0	0	0	678,517	
TOTAL	1,929,097	10,769	667,748	0	0	0	0	2,607,614	

ANNUAL ELEMENT YEAR

Meeting Date Sept. 26, 1985

CONSIDERATION OF RESOLUTION NO. 85-598, FOR THE  
PURPOSE OF DESIGNATING THE EXECUTIVE OFFICER,  
DEPUTY EXECUTIVE OFFICER AND MANAGER OF  
ACCOUNTING TO CONDUCT BANK SAFE DEPOSIT TRANS-  
ACTIONS

---

Date: September 17, 1985

Presented by: Donald E. Carlson

FACTUAL BACKGROUND AND ANALYSIS

The Executive Officer, Deputy Executive Officer and Manager of Accounting have traditionally been designated by the Metropolitan Service District as individuals authorized to sign checks and to conduct safe deposit transactions for the District. Due to a recent change in personnel, new signature cards were prepared authorizing Donald C. Cox, Jr., Acting Manager of Accounting, to sign checks and to conduct safe deposit transactions. First Interstate Bank of Oregon, as part of this approval process, is requiring the Metro Council to adopt the attached Resolution authorizing designated Metro officers and employees to conduct specific bank safe deposit transactions.

Metro uses a safe deposit box to store documents such as vehicle titles, donated stocks and securities, and land titles and deeds.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No./85-598.

AMN/amn  
4307C/435-2  
09/17/85



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF DESIGNATING	)	RESOLUTION NO. 85-598
THE EXECUTIVE OFFICER, DEPUTY	)	
EXECUTIVE OFFICER AND MANAGER OF	)	Introduced By the
ACCOUNTING TO CONDUCT BANK SAFE	)	Executive Officer
DEPOSIT TRANSACTIONS	)	

WHEREAS, First Interstate Bank of Oregon regulations require the Council of the Metropolitan Service District to adopt a resolution requiring the District designate officers and employees authorized to conduct bank safe deposit transactions; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District designates the Executive Officer, Deputy Executive Officer and Manager of Accounting to enter individually into such safe deposit rental agreement(s) with First Interstate Bank of Oregon, as they shall deem proper, to have access and to surrender such box or boxes, to receive and receipt for any contents of such box or boxes or other property in the possession of said Bank for storing or safekeeping and to execute releases of liability with respect to any such transactions, until said Bank shall receive at the Branch at which such safe deposit box or boxes may be rented, a certified copy of a resolution revoking or modifying this Resolution.

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

---

Richard Waker,  
Deputy Presiding Officer

CONSIDERATION OF RESOLUTION NO. 85-595, FOR THE  
PURPOSE OF ADOPTING AFFIRMATIVE ACTION GOALS AND  
OBJECTIVES FOR FISCAL YEAR 1985-86

Date: September 17, 1985

Presented by: Sonnie Russill

FACTUAL BACKGROUND AND ANALYSIS

The Metro Council enacted Equal Employment Opportunity and Affirmative Action policies (Ordinance No. 83-166) on December 20, 1983. An Affirmative Action Plan was developed to implement these policies. The Plan establishes goals for female and minority representation at Metro by job category and fund. The goals are based on a regional work force study and analysis. The data for this analysis is provided by the State of Oregon Employment Division. Annual goals and objectives are adopted by the Council to implement this plan.

1985-86 Goals and Objectives

Metro's long-term goal is to attain an employee profile which reflects representation of females and minorities in the Portland Metropolitan Statistical Area (PMSA) by job categories by the end of FY 1988.

To achieve this long-term goal, an annual goal to attain overall Metro female and minority representation and objectives to maintain or achieve parity in the job categories are established. The goals and objectives for 1985-86 remain the same as the previous fiscal year and are set forth in Exhibit A, attached to Resolution No. 85-595.

Our statistical goals and objectives by job category and fund are also set forth in Exhibit A (Tables 1-5). These goals also remain the same. They were derived from 1980 census data published by the State of Oregon Employment Division document "Data for 1984, Affirmative Action Programs, Portland SMA." New or revised data has not been published in 1985. However, the job category objectives have been revised according to the year end status as of June 30, 1985.

Results as of June 30, 1985

A detailed analysis is provided in a separate report attached and titled "1985-86 Affirmative Action Plan." Highlights include:



1. Metro exceeded its annual goal for minority representation (Goal: 6.3 percent; 6/30/85 Status: 7.3 percent). This is a result of increased recruitment efforts and awareness of the consideration of qualified minority applicants.
2. Metro did not increase its female representation (Goal: 56.9 percent; 6/30/85 Status: 50.6 percent). However, the selection ratio of female employees maintained parity with Metro's goal, but declined from the previous year. This ratio needs to be increased if we are to achieve Metro's overall goal.
3. Increased recruitment efforts for qualified minority and female applicants resulted in a higher ratio of minority and female candidates interviewed.
4. Interview procedures were strengthened and Executive Officer review of minority finalists who were not selected was implemented. It is too early to determine specific results, but affirmative action awareness has been increased.
5. Initial efforts have begun with organizations such as the Urban League of Portland to recruit qualified applicants and to target potential job opportunities at Metro.

The following recommendations are set forth in the attached report:

1. Improve recruitment and outreach efforts.
2. Continue improvements to clarify and simplify recruitment and selection process.
3. Continue to interview qualified members of protected classes in same ratio as those who meet minimum job qualifications.
4. Continue Executive Officer policy of requiring review of selection when a minority finalist has not been selected.
5. Provide department heads and managers with monthly goal attainment status reports.
6. Counsel employees as to promotion and transfer opportunities within the organization.
7. Analyze potential career training and advancement programs for employees.
8. Provide supervisory skill training in affirmative action.
9. Computerize data recordkeeping for affirmative action.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 85-595 which sets the Affirmative Action Goals and Objectives for FY 1985-86.

slr  
4299C/435-3  
9/17/85

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 85-595
AFFIRMATIVE ACTION GOALS AND	)	
OBJECTIVES FOR FISCAL YEAR	)	Introduced by the
1985-86	)	Executive Officer

WHEREAS, It is the policy of Metro to ensure that Equal Employment Opportunities and practices exist for all applicants and employees without regard to their race, color, religion, national origin, sex or handicap; and

WHEREAS, Council adopted an "Equal Employment Opportunity and Affirmative Action Program" set forth in Ordinance No. 83-166 on December 20, 1983; and

WHEREAS, Annual Affirmative Action goals are established by fund and job category for females and minorities to implement this program; now, therefore,

BE IT RESOLVED,

That the Affirmative Action Goals and Objectives attached in Exhibit A are established for the period July 1, 1984, through June 30, 1985.

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

---

Richard Waker,  
Deputy Presiding Officer

slr  
4299C/435-3  
09/17/85

## EXHIBIT A

### METRO AFFIRMATIVE ACTION GOALS

#### Long-Term Goal

To attain and maintain a Metro employee work force profile which reflects the representation of females and minorities in the Portland Metropolitan Statistical Area (PSMA) by the job categories of officials/managers, professional, administrative support, service/food, gardeners, keepers and support by the end of FY 1988.

#### FY 1985-86 Annual Goal

To attain a Metro employee work force profile which is reflective of the 1980 reported representation of females and minorities within the work force of the PMSA.

#### Action Objective 1

By the end of FY 1985-86 maintain parity in job categories and funds which have met or exceeded the goal percentage of female and minorities.

#### Action Objective 2

By the end of FY 1985-86 increase the percentage of female and minority employees in the job categories and funds in which the goal has not been achieved.

SR/gl  
4297C/427-15

EXHIBIT A  
(TABLE 1)

FY 1985-86  
OVERALL METRO GOALS AND OBJECTIVES  
BY JOB CATEGORIES

<u>Job Category</u>	June 30, 1985			1985-86	
	<u>Status</u>			<u>Goal</u>	<u>Objective</u>
	<u>No.</u>		<u>Percent</u>		
	<u>Females</u>				
Officials/Administration	4	(21)	19.0	33.2	Increase
Professionals	33	(67)	49.3	47.0	Maintain
Administrative Support	44	(53)	83.0	78.7	Maintain
Service/Food	102	(181)	56.4	63.2	Increase
Gardeners/Keepers/ Support	17	(73)	23.3	21.2	Maintain
	<u>200</u>	<u>(395)</u>	<u>50.6</u>	<u>56.9</u>	Increase
	<u>Minorities</u>				
Officials/Administration	0	(21)	0.0	5.0	Increase
Professionals	3	(67)	4.5 *	5.4	Increase
Administrative Support	4	(53)	7.5	6.4	Maintain
Service/Food	18	(181)	9.9	10.8	Increase
Gardeners/Keepers/ Support	4	(73)	5.5	9.6	Increase
	<u>29</u>	<u>(395)</u>	<u>7.3</u>	<u>6.3</u>	Maintain

MAINTAIN = Maintain or exceed parity with workforce representation.  
INCREASE = Increase representation as openings occur.  
\* Close enough to be legally in compliance, but affirmative action efforts continuing.

SR/srs  
4297C/427-2  
09/17/85

EXHIBIT A  
(TABLE 2)

FY 1985-86  
GOALS AND OBJECTIVES

GENERAL FUND

<u>Job Category</u>	<u>June 30, 1985 Status</u>		<u>1985-86</u>	
	<u>No.</u>	<u>Percent</u>	<u>Goal</u>	<u>Objective</u>
	<u>Females</u>			
Officials/Administration	2	(4)	50.0	33.2 Maintain
Professionals	7	(15)	46.7*	47.0 Maintain
Administrative Support	13	(17)	76.5*	78.7 Maintain
	<u>22</u>	<u>(36)</u>	<u>61.1</u>	<u>56.9</u> Maintain
	<u>Minorities</u>			
Officials/Administration	0	(4)	0.0*	5.0 Increase
Professionals	1	(15)	6.6	5.4 Maintain
Administrative Support	1	(17)	5.9*	6.4 Increase
	<u>2</u>	<u>(36)</u>	<u>5.6*</u>	<u>6.3</u> Increase

MAINTAIN = Maintain or exceed parity with workforce representation.

INCREASE = Increase representation as openings occur.

\* Close enough to be legally in compliance, but affirmative action efforts continuing.

SR/srs  
4297C/427-3  
09/17/85

EXHIBIT A  
(TABLE 3)

FY 1985-86  
GOALS AND OBJECTIVES  
ZOO

<u>Job Category</u>	<u>June 30, 1985 Status</u>		<u>1985-86</u>	
	<u>No.</u>	<u>Percent</u>	<u>Goal</u>	<u>Objective</u>
<u>Females</u>				
Officials/Administration	2 (9)	22.2	33.2	Increase
Professionals	19 (26)	73.1	47.0	Maintain
Administrative Support	16 (17)	94.0	78.7	Maintain
Service/Food	102 (181)	56.4	63.2	Increase
Gardeners/Keepers/ Support	17 (73)	23.3	21.2	Maintain
	<u>156</u> <u>(306)</u>	<u>51.0</u>	<u>56.9</u>	<u>Increase</u>
<u>Minorities</u>				
Officials/Administration	0 (9)	0.0*	5.0	Increase
Professionals	1 (26)	3.8*	5.4	Increase
Administrative Support	0 (17)	0.0	6.4	Increase
Service/Food	18 (181)	9.9	10.8	Increase
Gardeners/Keepers/ Support	4 (73)	5.5	9.6	Increase
	<u>23</u> <u>(306)</u>	<u>7.5</u>	<u>6.3</u>	<u>Maintain</u>

MAINTAIN = Maintain or exceed parity with workforce representation.  
INCREASE = Increase representation as openings occur.  
\* Close enough to be legally in compliance, but affirmative action efforts continuing.

SR/srs  
4297C/427-4  
09/17/85



EXHIBIT A  
(TABLE 4)

FY 1985-86  
GOALS AND OBJECTIVES

SOLID WASTE

<u>Job Category</u>	<u>June 30, 1985 Status</u>		<u>1985-86</u>	
	<u>No.</u>	<u>Percent</u>	<u>Goal</u>	<u>Objective</u>
	<u>Females</u>			
Officials/Administration	0	(5) 0.0	33.2	Increase
Professionals	2	(8) 25.0	47.0	Increase
Administrative Support	12	(16) 75.0*	78.7	Maintain
	<u>14</u>	<u>(29)</u> 48.3	<u>56.9</u>	Increase
	<u>Minorities</u>			
Officials/Administration	0	(5) 0.0*	5.0	Increase
Professionals	0	(8) 0.0	5.4	Increase
Administrative Support	2	(16) 12.2	6.4	Maintain
	<u>2</u>	<u>(29)</u> 6.9	<u>6.3</u>	Maintain

MAINTAIN = Maintain or exceed parity with workforce representation.

INCREASE = Increase representation as openings occur.

\* Close enough to be legally in compliance, but affirmative action efforts continuing.

SR/srs  
4297C/427-5  
09/17/85

EXHIBIT A  
(TABLE 5)

FY 1985-86  
GOALS AND OBJECTIVES

INTERGOVERNMENTAL RESOURCE CENTER

<u>Job Category</u>	<u>June 30, 1985 Status</u>		<u>1985-86</u>	
	<u>No.</u>	<u>Percent</u>	<u>Goal</u>	<u>Objective</u>
	<u>Females</u>			
Officials/Administration	0 (3)	0.0	33.2	Increase
Professionals	5 (18)	27.8	47.0	Increase
Administrative Support	3 (3)	100.0	78.7	Maintain
	<u>8</u>	<u>(24)</u>	<u>56.9</u>	<u>Increase</u>
	<u>Minorities</u>			
Officials/Administration	0 (3)	0.0*	5.0	Increase
Professionals	1 (18)	5.6	5.4	Maintain
Administrative Support	1 (3)	33.3	6.4	Maintain
	<u>2</u>	<u>(24)</u>	<u>6.3</u>	<u>Maintain</u>

MAINTAIN = Maintain or exceed parity with workforce representation.  
INCREASE = Increase representation as openings occur.

\* Close enough to be legally in compliance, but affirmative action efforts continuing.

SR/srs  
4297C/427-6  
09/17/85

METROPOLITAN SERVICE DISTRICT

1985-86 AFFIRMATIVE ACTION PLAN

# 1985-86 AFFIRMATIVE ACTION PLAN

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Summary and Recommendations

Appendix

SLR  
4275C/427-3  
09/17/85

## 1985-86 AFFIRMATIVE ACTION PLAN

### INTRODUCTION

It is the policy of Metro to ensure that equal employment opportunities and practices exist for all applicants and employees without regard to their race, color, religion, national origin, sex or handicap. This policy was affirmed by the Council upon adoption of Ordinance No. 83-166 (An Ordinance Establishing an Equal Employment Opportunity and Affirmative Action Policy Statements) on December 20, 1983, and procedures were implemented by Executive Order No. 19. (See Appendix)

The policies, practices and procedures established by this Ordinance and Executive Order apply to all Metro departments and project areas. They are intended to be an integral part of personnel policy and practice including recruiting, selecting, hiring, transferring, promoting, compensating and terminating employees.

"Affirmative Action" is defined as a positive program to eliminate discrimination of the protected classes now and in the future. To assist in carrying out this program, annual goals and objectives are established to achieve parity of females and minorities with the regional work force by job category and fund.

The 1985-86 Affirmative Action Plan includes:

- a) Resolution No. 85-595 setting forth the goals and objectives scheduled for Council action on September 26, 1985 (see agenda item).
- b) Status of Metro Affirmative Action Goals as of June 30, 1985, including recommendations.
- c) Appendix of documents and tables.

It should be noted that review of this program will be a priority of the new Personnel Officer and additional recommendations for improvement may be implemented prior to the end of this fiscal year.

# STATUS OF METRO AFFIRMATIVE ACTION GOALS

JUNE 30, 1985

## Long-Term Goal:

To attain and maintain a Metro employee work force profile which reflects the representation of women and minorities in the Portland Metropolitan Statistical Area (PSMA) by the job categories of officials/managers, professional, administrative support, service/food, gardeners, keepers and support by the end of FY 1988.

## Status:

		<u>June 30, 1985</u>	
		<u>Metro</u>	<u>PSMA</u>
		<u>%</u>	<u>%</u>
<u>Officials/Administrators</u>			
Females	19.	33.2	
Minorities	0	5.	
<u>Professional</u>			
Females	49.3	47.	
Minorities	4.5	5.4	
<u>Administrative Support</u>			
Females	83.	78.7	
Minorities	7.5	6.4	
<u>Service/Food</u>			
Females	56.4	63.2	
Minorities	9.9	10.8	
<u>Gardeners, Keepers &amp; Support</u>			
Females	23.3	21.2	
Minorities	5.5	9.6	

## FY 1984-85 Annual Goal:

To attain a Metro employee work force profile which is reflective of the 1980 reported representation of women and minorities within the work force of the PSMA.

## Status:

		<u>June 30, 1985</u>	
		<u>Females</u>	<u>Minorities</u>
PMSA	56.9%	6.3%	
Metro	50.6%	7.3%	

From July 1, 1984 to June 30, 1985, employment opportunities totaled 152. Metro exceeded the regional work force representation in promoting, transferring and

hiring female and minority employees during this past year.  
(See Tables VIII and IX)

		<u>July 1, 1984-June 30, 1985</u>	
		<u>Females</u>	<u>Minorities</u>
Promotions:	8	4	0
Transfers:	5	3	1
Hires:	<u>139</u>	<u>80</u>	<u>12</u>
Total	152	87 (57%)	13 (9%)

Objective 1:

By the end of FY 1984-85 maintain parity in job categories and funds which have met or exceeded the goal percentage of women and minorities.

Status:	<u>Job categories - goal met or exceeded</u>	<u>Achieved Objective to maintain</u>
	<u>Females:</u>	
	Professional	Yes
	Administrative Support	Yes
	Gardners/Keepers/Support	Yes
	<u>Minorities:</u>	
	Administrative Support	Yes
	(See Table III)	
	<u>Funds - goal met or exceeded</u>	
	<u>Females:</u>	
	General Fund	Yes
	Solid Waste	No
	<u>Minorities:</u>	
	Solid Waste	Yes
	(See Tables IV-VII)	

Objective 2:

By the end of FY 1984-85 increase the percentage of women and minority employees in the job categories and funds in which the goal has not been achieved.

Status:	<u>Job categories - goal not achieved</u>	<u>Achieved Objective to Increase</u>
	<u>Females:</u>	
	Officials/Administrators	Yes
	Service/Food	No
	<u>Minorities:</u>	
	Officials/Administrators	No
	Professional	Yes
	Service/Food	Yes
	Gardners/Keepers/Support	No
	(See Table III)	

Funds - goal not achieved

Females:

Zoo

No

IRC

Yes

Minorities:

General Fund

Yes

Zoo

Yes

IRC

Yes

(See Tables IV-VII)

ANALYSIS

Officials/Administrators:

It is difficult to achieve our goals in this category because opportunities seldom occur. During the past year, two "official/administrators" recruitments occurred -- Zoo Director and Public Affairs Director. A female was selected for Public Affairs Director, but female candidates did not have required management skills for Zoo Director. There were no minority candidates who qualified for Public Affairs Director and none who applied for Zoo Director.

Professional:

Overall female representation was maintained but there is under-representation in IRC and Solid Waste. IRC did increase its status by hiring 2 females out of a total of 4 openings. Solid Waste hired 2 females, also, but an increase of professional employees impacted their status. Most of the professionals in these funds are urban and solid waste planners, for which it has been difficult to recruit qualified female and minority candidates. Of the 19 new employees in this category, only one minority was selected.

Administrative Support:

Metro exceeds the goal for female and minority representation in this category. However, if representation is to be maintained, continued attention needs to be given to the recruitment and selection of minorities. New hires in this category total 15 with no minorities selected. Again, there were no minority applicants for some positions.

Service/Food

More opportunities occur in this category to hire minorities and females because of the impact of seasonal workers at the Zoo. While there was an increase of 60 positions, the rate of female selection remained the same. Efforts will need to increase if we are to attain our goal for female hires. An increase in minority selection brought us close to goal in this category and assisted in our exceeding the overall Metro goal.



## Gardners/Keepers/Support

Female representation exceeds the goal in this category but the minority goal has not been attained. Few opportunities occurred during the past year. Of the five new hires, no females or minorities were selected. One female was promoted. While it is difficult to recruit minorities with the zoology background and experience for animal keeper positions, efforts should continue for these and other positions in this category.

### SUMMARY AND RECOMMENDATIONS

1. Improve recruitment and outreach efforts.

While there has been an increase in the selection of minority candidates, consistent efforts need to be made in the recruitment of both minority and female applicants. Contact should be maintained with organizations such as the Urban League of Portland which can provide assistance in identifying qualified candidates, training programs and analyzing potential opportunities for increasing protected classes within the organization.

2. Continue improvements to clarify and simplify recruitment and selection process.

During the past year, improvements were made in the screening, testing and interviewing of applicants to assure fairness in the selection process. Additional efforts should be made to assist supervisors in this process.

3. Continue to interview qualified members of protected classes in same ratio as those who meet minimum qualifications.

This policy was emphasized by the Executive Officer toward the end of the fiscal year and has resulted in increased awareness in the consideration of minority candidates. It is also suggested that further analysis of those recruitments where minorities met minimum requirements, and were interviewed but not selected would be helpful in future recruitments.

4. Continue Executive Officer policy of requiring review of selection when a minority finalist has not been selected.

5. Provide department heads and managers with monthly status reports and review department objectives as openings occur.

6. Counsel employees as to promotion and transfer opportunities within the organization.

7. Analyze potential career training and advancement programs for employees.

8. Provide supervisory skill training in affirmative action and employee evaluation to department heads and managers.
9. Computerize data recordkeeping for affirmative action, personnel actions and employees records to allow better use of personnel's time in assisting staff and management.

## APPENDIX

1. Ordinance No. 83-166, establishing an Equal Employment Opportunity and Affirmative Action Policy Statements, adopted December 20, 1983.
2. Executive Order No. 19, Administration of the Equal Employment Opportunity/Affirmative Action (EEO/AA) Program.
3. 1985-86 Goal Setting Factors.
4. Table I - Utilization Analysis of Metro/Regional Work Force (PMSA)
5. Table II - Metro Employee Profile, June 30, 1985
6. Table III - FY 1984-85 Goals and Objectives Achievement/Metro job categories
7. Table IV - FY 1984-85 G&O Achievement/General Fund
8. Table V - FY 1984-85 G&O Achievement/Zoo
9. Table VI - FY 1984-85 G&O Achievement/Solid Waste
10. Table VII - FY 1984-85 G&O Achievement/IRC
11. Table VIII - Summary of Personnel Actions by Category
12. Table IX - Summary of Personnel Actions by Fund
13. Table X - Recruitment and Selection/Ratio of Interviewed to Applied

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE ESTABLISHING AN	)	ORDINANCE NO. 83-166
EQUAL EMPLOYMENT OPPORTUNITY	)	
AND AFFIRMATIVE ACTION POLICY	)	
STATEMENTS	)	

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Purpose and Authority

(a) It is the purpose of this ordinance to establish policies to encourage, enhance and provide equal employment opportunities and to prevent discrimination in employment and personnel practices.

(b) This ordinance is adopted pursuant to 28 CFR, Part 42, Dept. of Justice and 49 CFR Part 21 Circular C1155.1, U.S. Department of Transportation, Urban Mass Transportation Administration (UMTA), and, is intended to comply with all relevant federal and state laws.

(c) This ordinance shall be known and may be cited as the "Equal Employment Opportunity and Affirmative Action Program," hereinafter referred to as the "Program."

Section 2. Policy Statement

(a) Through this program, Metro:

- (1) expresses its strong commitment to provide equal employment opportunities and to take affirmative action to insure nondiscrimination in employment practices;
- (2) informs all employees, governmental agencies and the general public of its intent to implement this policy statement; and,
- (3) assures conformity with applicable federal regulations as they exist or may be amended.

(b) It shall be the policy of Metro to ensure that Equal Employment Opportunities and practices exist for all applicants and employees without regard to their race, color, religion, national origin, sex or handicap. Equal opportunities and considerations will be afforded in recruiting, selecting, hiring, transferring, promoting, compensating and terminating employees.

(c) It shall be the policy of Metro to implement and maintain a plan of Affirmative Action to overcome the effects of discrimination in all areas and activities of employment. Plan

goals will be developed, updated each fiscal year, monitored and assessed to obtain and place qualified women and minorities in positions which reflect a realistic parity with the comparable existing regional labor force and, to provide a uniform and equal application of established employment procedures and practices for all employees. All managers and supervisors shall be responsible for acting in accordance with the affirmative action plan in the processing and treatment of employees.

(d) The policies, practices and procedures established by this ordinance shall apply to all Metro departments and project areas.

(e) The objectives of the program shall be:

- (1) to assure that provisions of this ordinance are adhered to by all Metro departments, employees, employment agencies, subrecipients, contractors and subcontractors of Metro.
- (2) to initiate and maintain efforts to insure equal employment opportunities to all applicants and employees.

(f) Metro accepts and agrees to the statements of the Department of Transportation, Urban Mass Transportation Administration, Circular UMTA C 1155.1, December 30, 1977, "UMTA Interim Equal Employment Opportunity Policy and Requirements for Grant Recipient".

### Section 3. Definitions

For purposes of this ordinance, the following definitions shall apply:

(a) "Affirmative Action" - a positive program to eliminate discrimination and noncompliance and to ensure nondiscriminatory practices and compliance in the future.

(b) "Equal Employment Opportunity" means employment activities conducted on an equal opportunity basis without discrimination as to race, sex, religion, national origin, marital status or mental/physical handicap not shown to prevent performance of work available.

(c) "Minority" or "Minority-Groups" means:

- (1) "Black Americans," which includes persons having origins in any of the Black racial groups of Africa;
- (2) "Hispanic Americans," which includes persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;

- (3) "American Indians" or "Alaskan Natives," which includes persons who are American Indians, Eskimos, Aleuts, or Native Hawaiians; and
- (4) "Asian-Pacific Americans," which includes persons whose origins are from Japan, China, Taiwan, Korea, Vietnam, Laos, Cambodia, the Philippines, Samoa, Guam, the U.S. Trust Territories of the Pacific, and the Northern Marianas.

(d) "Protected groups" or "class status" means women, handicapped persons, those persons cited in #3 above.

(e) "Discrimination" means that act or failure to act, intentional or unintentional, the effect of which is that a person, because of race, color, or national origin, has been excluded from participation in, denied the benefits of, or has been otherwise subjected to unequal treatment.

#### Section 4. Notice to Subrecipients, Contractors and Subcontractors

Subrecipients, contractors and subcontractors of Metro accepting contracts or grants under the Program shall be advised that failure to carry out the requirements set forth in this ordinance shall constitute a breach of contract and, after notification by Metro, may result in termination of the agreement or contract by Metro or such remedy as Metro deems appropriate.

#### Section 5. Affirmative Action Officer

The Executive Officer shall by Executive Order, designate an Affirmative Action Officer and, if necessary, other staff adequate to administer the Program. The Affirmative Action Officer shall report directly to the Executive Officer on matters pertaining to the Program and consistent with this ordinance.

#### Section 6. Affirmative Action Goals

(a) The Metro Council shall, by resolution each June, establish Affirmative Action Goals to ensure equal employment opportunities. Such annual goals shall be established separately by fund and job category for minorities and women.

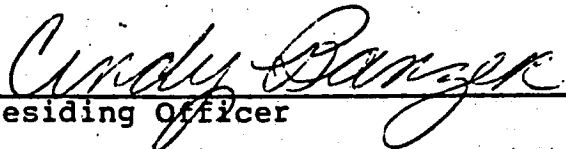
(b) Annual goals will be established taking into consideration a work force study and analysis.

#### Section 7. Responsibilities and Procedures

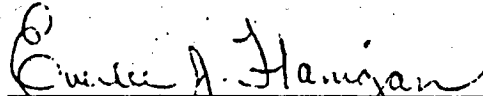
The Executive Officer shall, by Executive Order, assign responsibilities for the administration and implementation of the Program. He shall establish measures to ensure compliance and record progress toward meeting the goals and objectives. The

Executive Officer shall establish a procedure for receiving and responding to complaints against Metro and its subrecipients, contractors and subcontractors for violations of this Ordinance.

ADOPTED by the Council of the Metropolitan Service District  
this 20th day of December, 1983.

  
Presiding Officer

ATTEST:

  
Clerk of the Council

0235C/366  
11/07/83

EXECUTIVE ORDER NO. 19

EFFECTIVE DATE: December 20, 1983

SUBJECT: Administration of the Equal Employment  
Opportunity/Affirmative Action (EEO/AA) Program

AUTHORITY: Metro Ordinance No. 83-166, Establishing Authority to  
Administer the Equal Employment Opportunity and  
Affirmative Action Policies

This document designates persons and responsibilities for implementing and maintaining an effective Metro Affirmative Action Program to ensure Equal Employment Opportunities. Further, it is to prevent discrimination in employment personnel practices and establish complaint procedures for persons alleging that they have been discriminated against.

Definitions

For purposes of this Executive Order, the terms used in context with Equal Employment Opportunities and Affirmative Action shall be those definitions in Section 3. Definitions, Metro Ordinance No. 83-166; further, the terms used in context with personnel matters shall be those definitions in Section 6. Definitions, Metro Personnel Rules.

Affirmative Action Officer

The Personnel Assistant is appointed Metro Affirmative Action Officer.

The Affirmative Action Officer shall be responsible for developing, managing and implementing the program, and for disseminating information to employees, Metro department heads, the general public and employment agencies, including minority or culturally-related organizations having employment functions as a primary service. In addition, the Affirmative Action Officer shall be empowered to investigate as the agent of the Executive Officer, any complaint regarding an alleged act of discrimination in accordance with the procedures set forth in this Executive Order.

Department Heads

Department heads shall have the following responsibilities under this program:

- (a) assure compliance with the spirit and intent of the program;
- (b) manage and supervise all department personnel matters in accordance with Ordinance No. 83-166;



- (c) keep managers and supervisors in their respective departments aware of progress towards meeting goals;
- (d) coordinate outreach recruitment efforts with Personnel staff; and
- (e) assisting the investigation and resolution of any complaints.

#### Personnel Staff

Personnel staff shall be responsible for the following:


- (a) conduct training sessions;
- (b) distribute Equal Employment Opportunity and Affirmative Action laws and regulations and related information to departments;
- (c) develop and maintain a recordkeeping system to monitor Personnel Actions and progress toward goals;
- (d) monitor of personnel practices and procedures to ensure compliance with the program;
- (e) conduct outreach efforts to recruit qualified women and minorities;
- (f) maintain the Metro Pay and Classification Plan and Personnel Rules to facilitate Equal Employment Opportunity goal achievement;
- (g) provide guidance and assistance to all employees in matters related to Affirmative Action;
- (h) disseminate program information internally and externally; and,
- (i) assist in the processing of complaints of failure to comply with Ordinance No. 83-166.

#### Complaint Procedure

- (a) Any representative of a protected group who has made application for employment and alleges that an act of discrimination has occurred may file a discrimination complaint in writing to the Metro Affirmative Action Officer. The complaint filing must include the following information:
  - (1) complainant's name and protected class status (minority, female or handicapped);

- (2) nature of the complaint and date the alleged violation occurred; and
  - (3) if the complaint is in regard to a subrecipient, contractor or subcontractor, the name of that organization.
- (b) The Affirmative Action Officer shall, within ten (10) working days:
- (1) thoroughly investigate the complaint and establish a file of findings;
  - (2) submit the findings with a recommendation to the Executive Officer; and
  - (3) notify complainant of relevant avenues of appeal, if appropriate.
- (c) An employee who alleges that an act of discrimination has occurred may file a grievance under the procedure set forth in the Metro Personnel Rules, Section 22. An employee filing a grievance is not precluded from filing a complaint with other agencies having jurisdiction in such matters.
- (d) In all cases, the Affirmative Action Officer will notify the Federal Highway Administration division office within sixty (60) calendar days, if a complaint is made against an employee, department, subrecipient, contractor or subcontractor funded by the U.S. Department of Transportation.

Ordered by the Executive Officer this 21st day of December, 1983.

  
Executive Officer

DK/srb  
0278C/305

## 1985-86 GOAL SETTING FACTORS

### Regional work force data base.

The regional work force data base remains the same for FY 1985-86. It was derived from the 1980 census contained in "Data for 1984, Affirmative Action Programs, Portland SMA, State of Oregon, Employment Division." New or revised data has not been published in 1985. (See Appendix, Table I)

### Metro data base.

The Metro data base is the June 30, 1985, Affirmative Action status report which sets forth employee profile data by division and department. (See Appendix, Table II)

### Job Categories.

For purposes of goal setting and analysis, jobs categories and composition remain the same for FY 1985-86:

#### Officials/Administrators:

Includes executives, administrators and managers within the major category "managerial and professional specialty."

#### Professionals

Includes the professional specialties of mapping scientists, teachers, urban planners, artists, writers and public relations specialists within the major category "managerial and professional specialty."

#### Administrative Support

Includes receptionist, accounting clerks, office machine operators, information clerks, and secretaries within the major category "technical, sales, and administrative support occupations."

#### Service/Food

Includes food counter workers and security guards within the major category "service occupations."

#### Gardeners, Keepers and Support

Based on the subcategories under "related agricultural workers, non-farm" which include gardeners and animal caretakers (non-farm), within the major category of "farming/forestry and fishing occupations."

### Statistical Factors.

Two factors should be noted in statistical analysis of Metro's goals and objectives:

1. Federal cognizant agencies use a rule of thumb called the 4/5th guideline. It is recognized that fluctuations can result in an organization having a protected class represented at only 80 percent of parity without any pattern of discrimination. This year, in addition to parity, compliance was calculated at this 80 percent figures.
2. Numbers at Metro are so small, that even this 80 percent rule can be misleading. Our Officials/Administrators category, for instance, contains only 21 positions. A single personnel change can cause a swing of percentages almost equal to total parity in the minority category. The courts have recognized this kind of difficulty and allow grant recipients to utilize the formula of standard deviation to determine if apparent underutilization is the result of chance, or if it points to an actual need for strong corrective action.

TABLE I

UTILIZATIONAL ANALYSIS - METRO/REGION  
COMPARISON PERCENT EMPLOYED BY SEX AND MINORITY STATUS

		<u>White</u>		<u>Black</u>		<u>Native American</u>		<u>Asian/ Pacific Islander</u>		<u>Hispanic</u>		<u>Other</u>	
		<u>Male</u>	<u>Female</u>	<u>Male</u>	<u>Female</u>	<u>Male</u>	<u>Female</u>	<u>Male</u>	<u>Female</u>	<u>Male</u>	<u>Female</u>	<u>Male</u>	<u>Female</u>
Officials and Administrators	SMSA	63.5	31.4	.9	.6	.2	.2	1.2	.6	.8	.4	.1	0
	Metro	81.0	19.0										
Professionals	SMSA	50.0	44.6	.8	.8	.2	.1	1.3	.9	.6	.5	.1	0
	Metro	47.8	47.8		1.4			3.0					
Administrative Support	SMSA	17.3	73.8	.8	1.7	.1	.5	.5	1.4	.3	1.2	0	.1
	Metro	13.2	79.2	1.9	1.9		1.9	1.9					
Service/Food	SMSA	30.8	58.5	.9	1.2	.5	.4	3.2	1.8	1.1	1.2	.1	.1
	Metro	40.8	49.2	1.7	5.5		1.1	1.1			.6		
Gardeners, Keepers and Support*	SMSA	70.1	19.7	3.6	.2	1.2	.2	3.1	.3	1.2	.4	0	.3
	Metro	74.0	20.4	1.5		1.4	1.4			1.4	1.4		
						<u>PMSA</u>		<u>Metro</u>					
Total Female						56.9%		50.6%					
Total Minority						6.3%		7.3%					

\*Figures derived from "Related Agricultural Workers."

Data Base: Table 3a, Portland SMSA, Bureau of Labor.

SR/srs  
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09/17/85

TABLE II  
METRO EMPLOYEE PROFILE  
JUNE 30, 1985

	White		Black		Native American		Asian/ Pacific Islander		Hispanic		Total		Total Non-Minority		Females Percent	Minority Percent
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Minority	Minority		
<u>General Fund</u>																
Official/Administrator	2	2									2	2	0	4	50.0	0.0
Professional	7	7					1				8	7	1	14	46.7	6.6
Administrative Support	3	13					1				4	13	1	16	76.5	5.9
											<u>14</u>	<u>22</u>	<u>2</u>	<u>34</u>		
											36		36		61.1	5.6
<u>Zoo</u>																
Official/Administrator	7	2									7	2	0	9	22.2	0.0
Professional	7	18		1							7	19	1	25	73.1	3.8
Administrative Support	1	16									1	16	0	17	94.0	0
Service/Food	74	89	3	10		2	2		1	1	79	102	18	163	56.4	9.9
Gardener/Keeper/Support	54	15			1	1			1	1	56	47	4	69	23.3	5.5
											<u>150</u>	<u>156</u>	<u>23</u>	<u>283</u>		
											306		306		51.1	7.5
<u>Solid Waste</u>																
Official/Administrator	5	0									5	0	0	5	0	0
Professional	6	2									6	2	0	8	25.0	0
Administrative Support	3	11	1			1					4	12	2	14	75.0	12.5
											<u>15</u>	<u>14</u>	<u>2</u>	<u>27</u>		
											29		29		48.3	6.9
<u>Intergovernmental Resource Center</u>																
Official/Administrator	3	0									3	0	0	3	0	0
Professional	12	5					1				13	5	1	17	27.8	5.6
Administrative Support		2		1							0	3	1	2	100.0	33.3
											<u>16</u>	<u>8</u>	<u>2</u>	<u>22</u>		
											24		24		33.3	8.3
TOTAL METRO	184	182	4	12	1	4	5		1	2	195	200	29	366	50.6	7.3
						395					395		395			

(PMSA Labor Force 1984  
Females: 56.9; Males: 6.3)

SR/srs  
4297C/427-14  
09/17/85

TABLE III

FY 1984-85

## GOALS AND OBJECTIVES ACHIEVEMENT

## METRO JOB CATEGORIES

	06/30/84 Status	06/30/85 Status	FY 1984-85 Goal    Objective		Objective Status
<u>Females</u>					
Officials/Administration	14.3	19.0	33.2	Increase	Yes
Professionals	54.8	49.3	47.0	Maintain	Yes
Administrative Support	89.8	83.0	78.7	Maintain	Yes
Service/Food	57.0	56.4	63.2	Increase	No
Gardeners/Keepers/ Support	<u>31.8</u> 53.9	<u>23.3</u> 50.6	<u>21.2</u> 56.9	Maintain Increase	Yes No
<u>Minorities</u>					
Officials/Administration	0	0	5.0	Increase	No
Professionals	1.4	4.5*	5.4	Increase	Yes
Administrative Support	10.2	7.5	6.4	Maintain	Yes
Service/Food	9.1	9.9	10.8	Increase	Yes
Gardeners/Keepers/ Support	<u>6.1</u> 6.4	<u>5.5</u> 7.3	<u>9.6</u> 6.3	Increase Maintain	No Yes

MAINTAIN = Maintain or exceed parity with workforce representation.

INCREASE = Increase representation as openings occur.

\* Close enough to be legally in compliance, but affirmative action efforts continuing.

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09/17/85

TABLE IV  
FY 1984-85  
GOALS AND OBJECTIVES ACHIEVEMENT

GENERAL FUND

	06/30/84 Status	06/30/85 Status	<u>FY 1984-85</u>		Objective Status
			Goal	Objective	
<u>Females</u>					
Officials/Administration	25.0	50.0	33.2	Increase	Yes
Professionals	38.5	46.7	47.0	Increase	Yes
Administrative Support	<u>87.5</u>	<u>76.5</u>	<u>78.7</u>	Maintain	Yes
	60.6	61.1	56.9	Maintain	Yes
<u>Minorities</u>					
Officials/Administration	0.0*	0.0*	5.0	Increase	No
Professionals	0.0*	6.6	5.4	Increase	Yes
Administrative Support	<u>6.3</u>	<u>5.9*</u>	<u>6.4</u>	Maintain	No
	3.0	5.6	6.3	Increase	Yes

MAINTAIN = Maintain or exceed parity with workforce representation.

INCREASE = Increase representation as openings occur.

\* Close enough to be legally in compliance, but affirmative action efforts continuing.

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09/17/85



TABLE V  
FY 1984-85  
GOALS AND OBJECTIVES ACHIEVEMENT  
ZOO FUND

	06/30/84 Status	06/30/85 Status	FY 1984-85		Objective Status
			Goal	Objective	
<u>Females</u>					
Officials/Administration	22.2	22.2	33.2	Increase	No
Professionals	78.4	73.1	47.0	Maintain	Yes
Administrative Support	88.9	94.0	78.7	Maintain	Yes
Service/Food	57.0	56.4	63.2	Increase	No
Gardeners/Keepers/ Support	<u>31.8</u> 54.6	<u>23.3</u> 51.0	<u>21.2</u> 56.9	Maintain Increase	Yes No
<u>Minorities</u>					
Officials/Administration	0.0*	0.0*	5.0	Increase	No
Professionals	0.0	3.8*	5.4	Increase	Yes
Administrative Support	5.6	0.0	6.4	Maintain	No
Service/Food	6.6	9.9	10.8	Increase	Yes
Gardeners/Keepers/ Support	<u>6.1</u> 5.2	<u>5.5</u> 7.5	<u>9.6</u> 6.3	Increase Increase	No Yes

MAINTAIN = Maintain or exceed parity with workforce representation.  
INCREASE = Increase representation as openings occur.  
\* Close enough to be legally in compliance, but affirmative action efforts continuing.

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4297C/427-9  
09/17/85

## TABLE VI

FY 1984-85

## GOALS AND OBJECTIVES ACHIEVEMENT

## SOLID WASTE

	06/30/84 Status	06/30/85 Status	FY 1984-85		Objective Status
			Goal	Objective	
<u>Females</u>					
Officials/Administration	0.0	0.0	33.2	Increase	No
Professionals	40.0	25.0	47.0	Increase	No
Administrative Support	90.9	75.0*	78.7	Maintain	Yes
	57.1	48.3	56.9	Maintain	No
<u>Minorities</u>					
Officials/Administration	0.0*	0.0*	5.0	Increase	No
Professionals	0.0*	0.0*	5.4	Increase	No
Administrative Support	36.4	12.5	6.4	Maintain	Yes
	19.0	6.9	6.3	Maintain	Yes

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MAINTAIN = Maintain or exceed parity with workforce representation.

INCREASE = Increase representation as openings occur.

\* Close enough to be legally in compliance, but affirmative action efforts continuing.

SR/srs

4297C/427-10

09/17/85

## TABLE VII

FY 1984-85

## GOALS AND OBJECTIVES ACHIEVEMENT

## INTERGOVERNMENTAL RESOURCE CENTER

	06/30/84 Status	06/30/85 Status	FY 1984-85 Goal	Objective	Objective Status
<u>Females</u>					
Officials/Administration	0.0	0.0	33.2	Increase	No
Professionals	22.2	27.8	47.0	Increase	Yes
Administrative Support	<u>75.0</u> 28.0	<u>100.0</u> 33.3	<u>78.7</u> 56.9	Maintain Increase	Yes Yes
<u>Minorities</u>					
Officials/Administration	0.0*	0.0*	5.0	Increase	No
Professionals	5.6	5.6	5.4	Maintain	Yes
Administrative Support	<u>0.0*</u> 4.0	<u>33.3</u> 8.3	<u>6.4</u> 6.3	Increase Increase	Yes Yes

MAINTAIN = Maintain or exceed parity with workforce representation.  
 INCREASE = Increase representation as openings occur.

\* Close enough to be legally in compliance, but affirmative action efforts continuing.

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 4297C/427-11  
 09/17/85

TABLE VIII  
SUMMARY OF PERSONNEL ACTIONS  
BY CATEGORY

July 1, 1984 through June 30, 1985

		Males	Females	Minority	Non-Minority
<u>Official/Administrator</u>					
Promotions:	0				
Transfers:	0				
Hires:	2	1	1	0	2
Total	2	1	1	0	2
		(50%)	(50%)		(100%)
<u>Professional</u>					
Promotions:	3	2	1	0	3
Transfers:	2	2	0	0	2
Hires:	19	7	12	1	18
Total	24	11	13	1	23
		(46%)	(54%)	(4%)	(96%)
<u>Administrative Support</u>					
Promotions:	2	0	2	0	2
Transfers:	3	0	3	1	2
Hires:	15	4	11	0	15
Total	20	4	16	1	19
		(20%)	(80%)	(51%)	(95%)
<u>Service/Food</u>					
Promotions:	1	1	0	0	1
Transfers:	0	-	-	-	-
Hires:	98	42	56	9	89
Total	99	43	56	9	90
		(43%)	(57%)	(9%)	(91%)
<u>Gardener/Keeper/Support</u>					
Promotions:	2	1	1	0	2
Transfers:	0	-	-	-	-
Hires:	5	5	0	0	5
Total	7	6	1	0	7
		(86%)	(14%)		(100%)
<u>Total Metro</u>					
Promotions:	8	4	4	0	8
Transfers:	5	2	3	1	4
Hires:	139	59	80	12	127
Total	152	65	87	13	139
		(43%)	(57%)	(9%)	(91%)

(PMSA Labor Force 1984  
Females: 56.9  
Males: 6.3)

TABLE IX  
SUMMARY OF PERSONNEL ACTIONS  
BY FUND

July 1, 1984 through June 30, 1985

		Males	Females	Minority	Non-Minority
<u>General Fund</u>					
Promotions:	4	1	3	0	4
Transfers:	1	0	1	0	1
Hires:	<u>8</u>	<u>2</u>	<u>6</u>	<u>2</u>	<u>6</u>
Total	13	3	10	2	11
		(23%)	(77%)	(15%)	(85%)
<u>Zoo</u>					
Promotions:	3	2	1	0	3
Transfers:	2	1	1	0	2
Hires:	<u>114</u>	<u>49</u>	<u>65</u>	<u>10</u>	<u>104</u>
Total	119	52	67	10	109
		(44%)	(56%)	(8%)	(92%)
<u>Solid Waste</u>					
Promotions:	1	1	0	0	1
Transfers:	0	-	-	-	-
Hires:	<u>14</u>	<u>7</u>	<u>7</u>	<u>0</u>	<u>7</u>
Total	15	8	7	0	8
		(53%)	(47%)		(100%)
<u>Intergovernmental Resource Center</u>					
Promotions:	0	-	-	-	-
Transfers:	2	1	1	1	1
Hires:	<u>3</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>3</u>
Total	5	2	3	1	4
		(40%)	(60%)	(20%)	(80%)
<u>Total Metro</u>					
Promotions:	8	4	4	0	8
Transfers:	5	2	3	1	4
Hires:	<u>139</u>	<u>59</u>	<u>80</u>	<u>12</u>	<u>127</u>
Total	152	65	87	13	139
		(43%)	(57%)	(9%)	(91%)

(PMSA Labor Force 1984  
Females: 56.9  
Males: 6.3)

SR/srs  
4297C/427-12  
09/17/85

July 1, 1984 - June 30, 1985

RECRUITMENT AND SELECTION

Ratio of Interviewed to Applied

Month	Position	Reg./ Temp.	Number of Applicants				Number Interviewed				Ratio: Interviewed to Applied				H I R E D				Category
			Male		Female		Male		Female		Male		Female		Male		Female		
			White	Minority	White	Minority	White	Minority	White	Minority	White	Minority	White	Minority	White	Minority	White	Minority	
July 1984	Concert Security Guard Soo	(T)	19	0	25	3	19	0	25	3	100%	-	100%	100%	6	0	2	0	Administrative Support
	Food/Beer/Wine Servers Soo	(T)	33	7	24	3	33	7	24	3	100%	100%	100%	100%	4	0	10	0	Service/Food
	Administrative Asst. Solid Waste	(R)	27	9	61	4	2	0	6	0	7%	0%	10%	0%			1		Administrative Support
	V.S. Worker 3 Soo	(R)	1	0	0	0	1	0	0	0	100%	-	-	-	1				Service/Food
August 1984	Clerk of Council Executive Management	(R)	0	1	10	0	0	0	5	0	-	100%	50%	-			1		Administrative Support
	Secretary Soo	(R)	0	0	5	0	0	0	5	0	-	-	100%	-			1		Administrative Support
	Maintenance Worker 1 Soo	(R)	1	0	1	0	1	0	1	0	100%	-	100%	-	1		1		Gardener/Keeper/Support
	Analyst 3 P&A	(R)	5	2	6	0	2	2	1	0	40%	100%	16%	-		1			Professional
September 1984	Gatehouse Attendant Solid Waste	(R)	8	0	9	2	1	0	2	0	13%	-	22%	0%	1		1		Administrative Support
	Analyst 1 Public Affairs	(R)	0	0	1	0	0	0	1	0	-	-	100%	-			1		Professional

Month	Position	Reg./ Temp.	Number of Applicants				Number Interviewed				Ratio: Interviewed to Applied				H I R E D				Category
			Male		Female		Male		Female		Male		Female		Male		Female		
			White	Min.	White	Min.	White	Min.	White	Min.	White	Min.	White	Min.	White	Minority	White	Minority	
October 1984	Maintenance Electrician (R) Zoo		23	4	0	0	18	2	0	0	78%	50%	-	-	1				Gardener/Keeper/Support
	Analyst 1 Solid Waste	(R)	14	1	11	2	1	0	4	1	7%	0%	36%	50%			1		Professional
	Secretary Zoo	(R)	0	1	78	10	0	0	7	2	-	-	9%	20%			1		Administrative Support
	Graphic Designer Public Affairs	(R)	19	1	46	5	3	1	7	2	16%	100%	15%	40%		1			Professional
November 1984	Program Coordinator Solid Waste	(R)	17	3	15	1	1	0	2	1	6%	0%	13%	100%	1				Professional
	Gatehouse Attendant Solid Waste	(R)	3	0	6	2	0	0	2	1	0%	-	33%	50%			1		Administrative Support
	Secretary IRC	(R)	0	0	9	1	0	0	6	1	-	-	67%	100%				1	Administrative Support
	Public Information Specialist Public Affairs	(R)	6	1	13	3	1	0	4	1	17%	0%	31%	33%			1		Professional
	Analyst 2 Solid Waste	(R)	11	0	0	0	5	0	0	0	45%	-	-	-	1				Professional
	Program Assistant Solid Waste	(R)	23	3	39	2	3	0	6	0	13%	0%	15%	0%	1				Administrative Support
	Secretary P&A	(R)	0	0	2	0	0	0	2	0	-	-	100%	-			1		Administrative Support
January 1985	Receptionist Public Affairs	(R)	0	0	1	0	0	0	1	0	-	-	100%	-			1		Administrative Support

Month	Position	Reg./ Temp.	Number of Applicants				Number Interviewed				Ratio: Interviewed to Applied				H I R E D				Category
			Male		Female		Male		Female		Male		Female		Male		Female		
			White	Min.	White	Min.	White	Min.	White	Min.	White	Min.	White	Min.	White	Minority	White	Minority	
January 1985 - continued	Receptionist/Typist Zoo	(R)	5	1	72	14	1	0	4	2	20%	0%	6%	14%			1		Administrative Support
	Master Mechanic Zoo	(R)	14	1	0	0	4	1	0	0	26%	100%	-	-	1				Gardener/Keeper/Support
	Secretary Public Affairs	(R)	0	0	9	6	0	0	4	1	-	-	44%	17%			1		Administrative Support
February 1985	Analyst 3 Data Services/IRC	(R)	24	6	10	0	6	0	2	0	25%	0%	20%	-			1		Professional
	Analyst 3 F&A	(R)	1	0	0	0	1	0	0	0	100%	-	-	-	1				Professional
	Senior Keeper Zoo	(R)	8	0	0	0	8	0	0	0	100%	-	-	-	1				Gardener/Keeper/Support
	V.S. Worker 1 Zoo	(T)	120	25	111	31	81	10	66	14	68%	40%	59%	45%	13	1	25	2	Service/Food
	Zoo Director Zoo	(R)	63		12		31		5		49%	-	42%	-	1				Official/Administrator
March 1985	Analyst 3 Administration/IRC	(R)	1	0	0	0	1	0	0	0	100%	-	-	-	1				Professional
	Gatehouse Attendant Solid Waste	(R)	42	8	27	2	7	1	6	0	17%	13%	22%	0%	2	0	1		Administrative Support
	Support Services Supervisor F&A	(R)	3	0	7	2	2	0	4	0	67%	-	57%	0%			1		Professional
April 1985	Animal Keeper Zoo	(R)	46	9	54	1	3	1	8	0	7%	11%	15%	0%	1				Gardener/Keeper/Support



Month	Position	Reg./ Temp.	Number of Applicants				Number Interviewed				Ratio: Interviewed to Applied				H I R E D				Category
			Male		Female		Male		Female		Male		Female		Male		Female		
			White	Min.	White	Min.	White	Min.	White	Min.	White	Min.	White	Min.	White	Minority	White	Minority	
April 1985 - continued	Accounting Clerk 1 F&A	(R)	4	0	7	2	1	0	3	1	25%	-	43%	50%			1		Administrative Support
	Accounting Clerk 2 F&A	(R)	4	3	9	2	3	1	6	1	75%	33%	67%	11%			1		Administrative Support
	Analyst 2 Solid Waste	(R)	8	0	2	0	5	0	1	0	63%	-	50%	-	1		1		Professional
	Program Coordinator Solid Waste	(R)	1	0	0	0	1	0	0	0	100%	-	-	-	1				Professional
	Director Public Affairs	(R)	31	5	18	1	2	0	3	0	6%	0%	17%	0%			1		Official/Administrator
May 1985	Program Assistant 1 Solid Waste	(R)	30	3	40	7	5	2	4	2	17%	67%	10%	29%			1		Administrative Support
	Analyst 3 Transportation/IBC	(R)	7	0	1	0	4	0	1	0	57%	-	100%	0%	1				Professional
	Children's Zoo Vol. Sup. Zoo	(T)	18	3	34	2	2	0	3	0	11%	0%	9%	0%			1		Professional
June 1985	Food/Beer/Wine Servicer Zoo	(T)	19	1	34	6	15	1	30	4	79%	100%	88%	67%	6	1	11	2	Service/Food
	Safety Coord./Admin. Zoo	(R)	1	0	0	0	1	0	0	0	100%	-	-	-	1				Professional
	Gardener Zoo	(R)	3	1	3	0	1	0	2	0	33%	0%	67%	-	1				Gardener/Keeper/Support
	Preschool Specialist Zoo	(T)	5	4	387	4	0	0	3	1	0%	0%	8%				1		Professional
	Day Camp Counselor Zoo	(T)	5	4	38	4	0	0	3	1	0%	0%	8%				2		Professional

Month	Position	Reg./ Temp.	Number of Applicants				Number Interviewed				Ratio: Interviewed to Applied				H I R E D				Category	
			Male		Female		Male		Female		Male		Female		Male		Female			
			White	Min.	White	Min.	White	Min.	White	Min.	White	Min.	White	Min.	White	Minority	White	Minority		
June 1985 - continued	Insect Zoo Assistant Zoo	(T)	9	3	21	1	1	0	5	0	11%	0%	24%				1		Professional	
	Program Assistant 1 Zoo	(R)	12	1	6	2	1	1	1	0	8%	100%	17%	0%			1		Administrative Support	
	Planning Technician Data Services/IDC	(R)	5	2	4	0	0	1	2	0	0%	50%	50%	-			1		Professional	
	Program Coordinator Zoo	(R)	16	1	15	0	8	0	4	0	50%	0%	27%	-	1				Professional	
	Development Officer Zoo	(R)	20	3	39	3	3	1	4	0	15%	33%	10%	0%			1		Professional	
	Concert Security Guards Zoo	(T)	20	7	17	3	18	7	16	2	90%	100%	94%	67%	8	3	4	0	Administrative Support	
TOTAL			753	108	990	131	307	39	301	27										

CONCLUSION:

Traditional Groups			Protected Groups		
Total:	White Interviewed	608 = 34.9%	Minority Interviewed	66 = 27.6%	
Total:	White Applied	1,743	Minority Applied	239	
Total:	Male Interviewed	346 = 40.2%	Female Interviewed	328 = 29.3%	
Total:	Male Applied	861	Female Applied	1,121	

R = Regular  
T = Temporary

2230C/397  
08/12/85

STAFF REPORT

Agenda Item No. 7.2

Meeting Date Sept. 26, 1985

CONSIDERATION OF RESOLUTION NO. 85-596 FOR THE  
PURPOSE OF ADOPTING DISADVANTAGED BUSINESS  
PROGRAM GOALS FOR 1985-86

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Date: September 12, 1985

Presented by: Edward K. Stuhr

FACTUAL BACKGROUND AND ANALYSIS

As a recipient of federal funds from the U. S. Department of Transportation, Metro is required to adopt a Disadvantaged Business Plan, and to structure its contracting procedures in accordance with that plan. The plan has been incorporated in the Metro Code as Sections 2.04.100 through 2.04.270. One requirement of the plan is that Metro shall adopt annual goals for percentage of contract awards to disadvantaged and women-owned businesses. Recommended goals for 1985-86 are attached as Exhibit A. This year the duration of the goals is made congruent with the federal fiscal year at the request of the Department of Transportation. An analysis of last year's awards and development of the coming year's recommended goals is attached as Exhibit B.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 85-596.

ES/srs  
4298C/435-2  
09/17/85

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING	)	RESOLUTION NO. 85-596
DISADVANTAGED BUSINESS PROGRAM	)	
GOALS FOR 1985-86	)	Introduced by the
	)	Executive Officer

WHEREAS, The Metropolitan Service District (Metro) has implemented a Disadvantaged Business Program pursuant to U. S. Department of Transportation guidelines; and

WHEREAS, The Disadvantaged Business Program requires that disadvantaged and women-owned business goals for contract award participation shall be set annually; and

WHEREAS, An analysis of disadvantaged and women-owned business participation in contract awards for the past year has been completed; now, therefore,

BE IT RESOLVED,

That the Disadvantaged Business Program Goals attached as Exhibit A are adopted for the period from October 1, 1985, through September 30, 1986.

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

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Richard Waker  
Deputy Presiding Officer

ES/srs  
4298C/435-2  
09/17/85

EXHIBIT A

DISADVANTAGED BUSINESS PROGRAM GOALS

October 1, 1985 - September 30, 1986

	<u>DBE</u>	<u>WBE</u>
Construction	10.0%	3.0%
Labor & Materials	5.0	2.75
Personal Services	3.0	3.0
Procurement	1.0	2.75
DOT-assisted	<u>10.0</u>	<u>4.0</u>
Overall	5.6%	2.8%

4298C/435-1  
09/12/85

ANALYSIS OF FY 1985 DBE/WBE GOAL  
COMPLIANCE AND DEVELOPMENT OF FY 1986 GOALS

Development of goals for the coming year requires three primary steps:

1. Comparison of last year's goals with actual awards. Where possible, reasons for the results are postulated based on the data and any other available information.
2. Contract award plans for the coming year are developed from the Metro budget and from interviews with operating department managers. DBE/WBE opportunities are also identified, taking into consideration such factors as the geographical area from which contractors are solicited, percentage of minority population in Metro's service area and the number of DBE/WBE firms available in the specialities for which contracts are anticipated.
3. Goals for the coming year may be adjusted, depending on the results of the preceeding steps.

1. Comparison of Goals and Actual Awards

The most recent 12 months' data is as follows:

Type	Number	Amount	DBE Goal	DBE Actual	WBE Goal	WBE Actual
Construction	1	\$2,212,625	10.0%	10.1%	3.0%	0.0%
Labor & Materials	55	322,191	5.0	3.1	2.75	0.3
Personal Services	65	1,427,693	5.0	0.0	4.0	0.1
Procurement	304	499,880	1.0	0.2	2.75	0.5
DOT-Assisted	0	0	10.0	-	4.0	-
Totals	425	\$4,462,389	6.2%	5.2%	3.3%	0.1%

The single construction contract which was awarded was of sufficient magnitude and complexity to provide multiple subcontracting opportunities.

The majority of the Labor & Materials contracts were for amounts less than \$10,000, and many were \$1,000 to \$5,000 in magnitude. Relatively few contracts in this size range provide subcontracting opportunities at all, and project managers are constrained to award contracts to the lowest responsible bidder. Of the 55 total Labor & Materials contracts awarded, 35 were to provide goods and services for the Zoo, which has highly specialized requirements in many cases, for which there are few minority or women-owned vendors.

Personal Services contract awards showed the least progress toward meeting goals of any type. The vast majority of Personal Service awards were for amounts less than \$10,000 and went to

individuals for such services as teaching classes at the Zoo and hearings officers for Urban Growth Boundary cases. The few large awards were for architectural services and engineering design services. Individuals and firms of this type are rarely certified as either DBEs or WBEs.

Procurement contract awards also fell short of their goals. Over two-thirds of the awards were made by the Zoo. Once again, the specialized nature of many Zoo purchases provided few opportunities for DBE/WBE firms. The requirement that the low bid be selected also eliminated many smaller firms from effective competition.

There were literally no DOT-assisted contract awards, so no analysis of their goals is possible.

## 2. Contract Award Plans

The following table showing potential 1985-86 contracts has been developed from various sources:

<u>Type</u>	<u>Anticipated Amount</u>
Construction	\$ 3,400,000
Labor & Materials	14,000,000
Personal Services	1,400,000
Procurement	500,000
DOT-Assisted	40,500
	<u>\$19,340,500</u>

The construction amount includes major awards for the Africa Bush exhibit and Education/Graphics building at the Zoo, improvements to Metro's new offices downtown, and maintenance and improvements to the Clackamas Transfer & Recycling Center.

The 1980 census determined that the population in the three counties served by Metro consisted of about 7.3 percent minorities. Of some 26,000 business establishments in the same area (1982 data), about 200 are certified as DBE/WBEs by Tri-Met. For all but the largest awards, contractors are generally solicited from Oregon and southern Washington. Although certified firms are relatively few in number, a large proportion of them are engaged in the building trades.

The Labor & Materials amount is substantially above last year's due to the expected award of a new St. Johns Landfill operating contract. Although landfill operation has become a specialized field, some opportunities exist for subcontracting of imported cover material and landscaping.

The Personal Services and procurement amounts anticipate that the levels of activity will continue much the same as last year. Since the type of personal services that is expected will

probably be the same as last year, it will be difficult to identify opportunities for DBE/WBE firms. More DBE/WBE product vendors are becoming available, however, so there is a better chance that they may be low bidder than in the past.

The DOT-assisted amount is from an estimate by Transportation Department personnel.

### 3 Goal Adjustment

Based on the information presented above, the following recommendations are made regarding goals for the coming year. Since the program has had some time to mature, little change is indicated:

	DBE		WBE	
	<u>Current</u>	<u>Recommended</u>	<u>Current</u>	<u>Recommended</u>
Construction	10.0%	10.0%	3.0%	3.0%
Labor & Materials	5.0	5.0	2.75	2.75
Personal Services	5.0	3.0	4.0	3.0
Procurement	1.0	1.0	2.75	2.75
DOT-Assisted	<u>10.0</u>	<u>10.0</u>	<u>4.0</u>	<u>4.0</u>
Overall	6.2%	5.6%	3.3%	2.8%

With the single exception of Personal Services, there is not compelling evidence that any of the goals should be altered. In the case of Personal Services, it appears that there are not enough DBE/WBE firms in the disciplines required by Metro to allow the 5 percent/4 percent goals to be systematically met. At the same time, there is sufficient evidence that some DBE/WBE firms do exist in the appropriate fields, so maintenance of goals somewhat above a minimal level is justified. The recommended change is a return to the goals which were in place the previous year.

The overall goals (5.6 percent DBE/2.8 percent WBE) are calculated as a weighted average of the goals for individual types. This is also a return to the previous year's method, and presents more mathematically defensible goals than a simple average would.

ES/srs  
4073C/414-3  
09/17/85



CONSIDERATION OF RESOLUTION NO. 85-594 FOR THE  
PURPOSE OF ADOPTING A McLOUGHLIN BOULEVARD  
IMPROVEMENT PROGRAM AND ALLOCATING INTERSTATE  
TRANSFER FUNDS ACCORDINGLY

---

Date: September 4, 1985

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Adopt the attached resolution dealing with the following items:

1. Approval of a specific McLoughlin Boulevard highway improvement, including a particular design concept for an interchange at McLoughlin Boulevard at Tacoma and establishment of a staging plan.
2. Amendment of the Regional Transportation Plan to include LRT in the corridor from downtown Portland to Milwaukie.
3. Commitment to a study of east-west traffic problems, particularly along Johnson Creek Boulevard and across the Willamette River south of the Sellwood Bridge.
4. Allocation of Interstate Transfer funds.

TPAC and JPACT have reviewed the McLoughlin Boulevard Improvement Program and recommends release of the proposed program for consideration by the local jurisdictions.

Historical Review and Past Actions

1. Metro Resolution No. 79-111 approved a McLoughlin Boulevard highway improvement as a key element in the improvement program for the McLoughlin Corridor and allocated \$20.6 million to ODOT toward this improvement. ODOT initiated preliminary engineering and began preparation of a Draft Environmental Impact Statement (EIS) based upon this directive.
2. Metro Resolution No. 80-185 adopted the balance of the improvement program and allocated funds for supportive improvements including transit stations and neighborhood traffic control devices.

3. In March 1982, ODOT conducted a public hearing on its highway alternatives and Draft EIS. As a result of this process the preferred alternative that was recommended included a six-lane improvement to McLoughlin Boulevard with an overpass at Tacoma Boulevard.
4. Upon consideration for adoption by the local jurisdictions, questions were raised on the following:
  - whether or not LRT as an alternative to the highway had been given adequate analysis;
  - concerns over the high cost of the Tacoma overpass; and
  - concerns over the impact of traffic on Johnson Creek Boulevard.
5. Based upon these concerns and resolutions adopted by the Portland and Milwaukie City Councils, Metro adopted Resolution No. 83-382 calling for the following:
  - Funding was authorized for an improvement at Tacoma subject to consideration by ODOT and the local jurisdictions of lower cost alternatives.
  - The balance of the funding was "reserved" pending further consideration of LRT as an alternative to the balance of the highway improvement.
6. In January, May and August 1984, using input from a Multnomah County consultant study, ODOT published a series of reports evaluating "at-grade" and "flyover" alternatives to an overpass.
7. In September 1984, using design and traffic input from ODOT and Metro, Portland published a report evaluating traffic impacts on Johnson Creek Boulevard and alternatives to mitigate the impact.
8. In September 1984, Metro published a report evaluating the short- and long-range feasibility of LRT including the effect on the need and timing of highway improvements to McLoughlin Boulevard.

#### Analysis and Recommendation

The attachment to the resolution adopts a position on four major issues associated with the McLoughlin Corridor Improvement Program: I. Highway Project; II. Transit Improvement; III. Johnson Creek Boulevard, and IV. Funding Allocation.

##### **I. McLoughlin Boulevard Highway Project**

The attached resolution adopts a particular design concept for the McLoughlin Boulevard improvement and



Tacoma overpass. The overpass is recommended over the alternatives because of its ability to handle existing traffic, projected traffic and traffic diverted out of the Sellwood neighborhood, and elimination of the railroad crossing. The alignment east of McLoughlin Boulevard is recommended to be compatible with the full range of Johnson Creek alternatives. The recommended staging is based upon when traffic growth will require various elements of construction taking into account transit expansion. Funding is allocated for Phases I, II and IIIA only. Phases IIIB and IV are deferred to be funded at a future date.

## II. McLoughlin Corridor Transit Improvement

Various elements of transit improvement are identified including inclusion of LRT in the RTP for future consideration.

## III. Johnson Creek Boulevard

Traffic problems on Johnson Creek Boulevard are addressed in this resolution because volumes will be increased on this residential street due to the McLoughlin Boulevard highway improvement. It is not possible, however, to adopt a specific action and/or project to reduce traffic on Johnson Creek Boulevard because the traffic problem is not solely due to the highway improvement and because there is not a consensus among the affected neighborhoods on the solution. Alternatives examined include construction of a bypass along the Johnson Creek basin to remove traffic from the segment of Johnson Creek Boulevard between McLoughlin and S. E. 45th and a series of improvements to Johnson Creek Boulevard itself to make it safer to accommodate the traffic increase.

In lieu of a specific Johnson Creek Boulevard improvement, this resolution includes a policy intent to discourage through traffic and commits to a study to address the traffic problem. The study is intended to deal with both the direct impact of traffic due to the McLoughlin Boulevard improvement as well as the broader impact of traffic patterns and growth throughout the corridor. In addition, the study will be coordinated with an assessment of improvements to upgrade Highway 224 and will address the adequacy of traffic capacity across the Willamette River.

## IV. Interstate Transfer Funding Allocation

\$20.8 million of the \$25 million set aside for the corridor is allocated to the McLoughlin Boulevard highway improvement. The balance is reserved for other supportive improvements in the corridor and for the LRT engineering/environmental studies if LRT proceeds.

Process

This action is scheduled to "release" the proposed improvement program to the local jurisdictions for adoption after which Metro will consider adoption of this resolution. TPAC recommended release of the resolution.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends release of the resolution for adoption by the local jurisdictions.

AC/gl  
4254C/405-3  
09/13/85

BEFORE THE COUNCIL  
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING	)	RESOLUTION NO. 85-594
A McLOUGHLIN BOULEVARD IMPROVEMENT	)	
PROGRAM AND ALLOCATING INTERSTATE	)	Introduced by the Joint
TRANSFER FUNDS ACCORDINGLY	)	Policy Advisory Committee on
	)	Transportation

WHEREAS, Metro Resolution No. 79-111 approved a McLoughlin Boulevard highway improvement and allocated Interstate Transfer funding; and

WHEREAS, Metro Resolution No. 80-185 approved an overall improvement strategy and allocated Interstate Transfer funding for supportive elements; and

WHEREAS, ODOT, Metro and the local jurisdictions have completed preliminary engineering and environmental studies for McLoughlin Boulevard including associated issues regarding McLoughlin/Tacoma alternatives, Johnson Creek Boulevard traffic and LRT feasibility; and

WHEREAS, Metro Resolution No. 83-382 "reserves" funding previously allocated to the highway improvement Phases II, III and IV pending completion of the evaluation of LRT feasibility; now, therefore,

BE IT RESOLVED,

That the Metro Council adopts the McLoughlin Boulevard Improvement Program as described in Attachment "A."

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

\_\_\_\_\_  
Richard Waker,  
Deputy Presiding Officer

ATTACHMENT A

McLoughlin Corridor Improvement Program

I. McLoughlin Boulevard Highway Project

- A. All jurisdictions endorse the construction of the full McLoughlin Boulevard highway improvement to be implemented as follows (see Map A):

Phase I - Tacoma overpass (Alternative \_\_\_\_\_, see Map B) and signal intertie including realignment of River Road to Harrison (the jughandle) -- proceed as soon as possible.

Phase II - Tacoma to Highway 224 -- proceed as soon as possible.

Phase IIIA - Connection from the Union/Grand viaduct to the proposed I-5 Marquam ramps -- proceed concurrent with Interstate funded Marquam ramp project.

Phase III B and IV - Ross Island Bridge to Tacoma -- proceed when warranted (approximately 1995).

- B. All jurisdictions recognize that construction of Phase II will not be authorized to proceed until a detailed work program has been approved and budgeted to address outstanding east/west traffic problems, including those on Johnson Creek Boulevard. Metro will initiate the study in cooperation with affected jurisdictions upon completion of the Southwest Corridor Study (anticipated to begin in early FY 1987). Final engineering and right-of-way acquisition for Phase II, however, will proceed as soon as possible.

- C. All jurisdictions endorse the allocation of Interstate Transfer funds from the McLoughlin Corridor Reserve as follows:

Preliminary Engineering	\$ 1,032,565
Phase I - Right-of-Way and Construction	9,700,000
Phase II - Right-of-Way and Construction	7,400,000
Phase IIIA - Right-of-Way and Construction	1,700,000
Contingency 5 percent	967,435
	<hr/>
	\$20,800,000

II. McLoughlin Corridor Transit Improvement

- A. All jurisdictions endorse implementing bus service and capital improvements as part of a comprehensive transportation improvement strategy for the corridor including:

- Improved McLoughlin trunk service;
  - Improved bus service between Milwaukie and the Clackamas Town Center via King/Harrison;
  - Consideration of improvements to King/Harrison to facilitate transit operation with Section 3 funds allocated to the corridor; and
  - While recognizing that the current Milwaukie transit station and park-and-ride lot are satisfactory for current operations, consideration will be given for establishment of a permanent transfer station and park-and-ride lot in Milwaukie with Section 3 funds allocated to the corridor.
- B. All jurisdictions endorse inclusion of LRT in the Regional Transportation Plan from downtown Portland to Milwaukie; alignments to be identified will be along McLoughlin Boulevard and the Portland Traction right-of-way (see Map C).
- C. All jurisdictions endorse reserving \$1 million of Interstate Transfer funds to allow future consideration of proceeding with an LRT Alternative Analysis/Environmental Impact Statement for the corridor. A decision on whether to proceed will be based upon an assessment of whether to proceed on any additional corridors in the region and a comparison of this corridor to others.
- D. All jurisdictions endorse protecting identified LRT routes through inclusion of right-of-way needs in planned highway projects.

### III. Johnson Creek Boulevard

- A. All jurisdictions endorse a policy intent to discourage through traffic on Johnson Creek Boulevard between McLoughlin Boulevard and S.E. 45th Avenue.
- B. All jurisdictions endorse identification of east-west traffic problems in this area as an outstanding issue in the Regional Transportation Plan and agree to participating with Metro on an intergovernmental effort to resolve these issues. The study will recommend methods to address traffic circulation needs and bus routing in the area between Holgate, Highway 224, Macadam and I-205 and will specifically address methods to reduce traffic on Johnson Creek Boulevard including consideration of a Johnson Creek Bypass and will evaluate the adequacy of traffic capacity crossing the Willamette River including consideration of a new Willamette River Bridge south of the Sellwood Bridge. Projects that accomplish these objectives will be eligible for consideration for reserve funds allocated to the corridor.

- C. All jurisdictions endorse allocation of Interstate Transfer funding toward this study from the corridor reserve.

IV. Interstate Transfer Funding Allocation

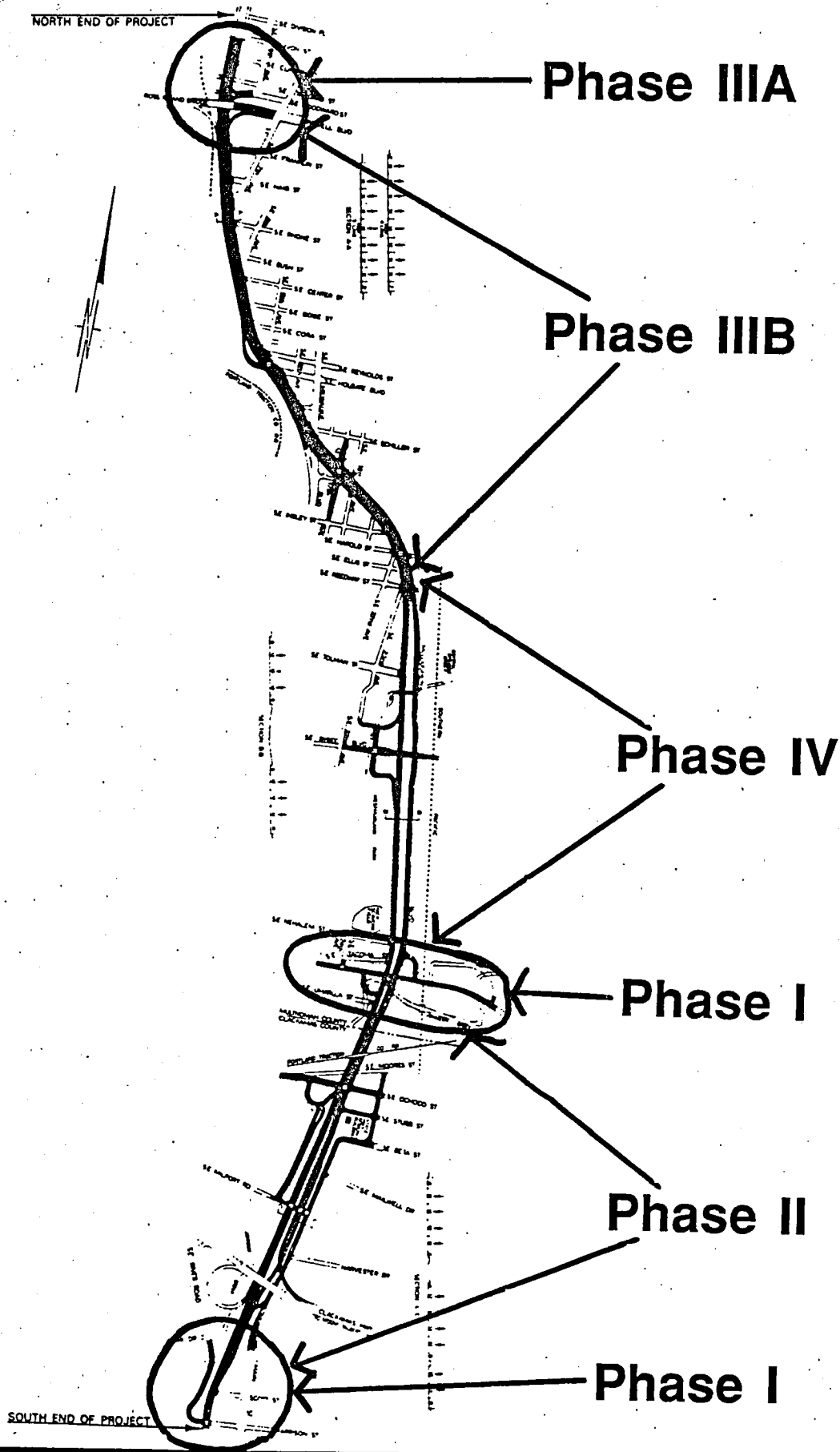
A. Allocation

Highway Improvement	\$20,800,000
AA/DEIS Reserve	1,000,000
Reserve (to include sufficient funding for the study described in section III)	<u>3,281,110</u>
	\$25,081,110

- B. All jurisdictions endorse allocation of the Reserve to other improvements in the corridor that are consistent with the McLoughlin Corridor Improvement Program or result from the study described in section III (must also be identified in the Interstate Transfer Concept Plan).

AC/gl  
3801C/409-5  
09/04/85





Phase IIIA

Phase IIIB

Phase IV

Phase I

Phase II

Phase I



**RECOMMENDED HIGHWAY  
IMPROVEMENTS**

**MAP A**



Meeting Date Sept. 26, 1985

CONSIDERATION OF REVIEW OF ODOT SIX-YEAR PROGRAM  
UPDATE PROCESS AND ACCEPTANCE OF PRELIMINARY  
EXPRESSION OF REGIONAL PRIORITIES FOR FUNDING

Date: September 4, 1985

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSISPROPOSED ACTION

1. Review and accept a proposed process and schedule for regional input to the ODOT Six-Year Program Update.
2. Review and acknowledge ODOT will make a technical selection of projects within the following categories: 1) Interstate Completion, 2) Interstate-4R - Preservation, 3) Other State Highway Preservation, 4) Safety, and 5) Bridge Replacement.
3. Review and accept preliminary regional priorities based upon local jurisdiction expression of priorities for funding of new projects within the following categories: 1) Interstate-4R - Capacity Increases, 2) Other State Highway Modernization, and 3) Non-State Highway Economic Development Improvements.

The TIP Subcommittee, TPAC and JPACT have reviewed the recommendations in this staff report and recommend approval. JPACT requested that the TIP Subcommittee take another look at a project in Beaverton when further considering priorities.

BACKGROUND AND ANALYSIS

A. Proposed Process - Every two years, ODOT updates the Six-Year Highway Improvement Program, adding an additional two years of funding and projects to the program. In addition, this update will include consideration of projects using \$200 million provided by a recently adopted 1¢ state gas tax increase. In general, ODOT's process for development and adoption of the Six-Year Program is as follows:

May 1, 1985	Deadline for submission of candidate projects by local jurisdictions.
Sept. 1985	OTC adoption of criteria for allocation of the \$200 million Modernization funds.
Nov. 1985	Release of Draft Program by ODOT staff to OTC.



March 1986      Release of Draft Program by OTC for public  
comment.  
April 1986      Public hearings.  
June 1986      OTC Adoption.

Recommendation - Input from TPAC, JPACT and the Metro Council  
is recommended as follows:

Sept. 1985      Accept "Preliminary" priorities based upon  
local jurisdiction expression of priorities.  
Nov. 1985      Accept "Preliminary" priorities based upon  
application of criteria adopted by OTC.  
March 1986      Adoption of "Final" priorities for presentation  
to OTC public hearings.

In general, this process involves three steps to the region's highest priority projects. However, depending upon the criteria adopted by the Oregon Transportation Commission, it may be necessary to substitute projects accepted in September for the November submittal to better address the criteria. In addition, it is important to maintain flexibility to address changing conditions between September and March if necessary.

B. Technical Project Selection - A variety of projects suggested to ODOT fall into categories that will involve a technical decision on the part of ODOT staff as to which projects will be funded. The lists of these projects are included as Attachments A and B primarily for informational purposes in recognition of the fact that this technical selection will be taking place. The categories are attached as follows:

Interstate Completion (Attachment A): It is anticipated that Congress will authorize sufficient funds within the time period of this Six-Year Program to fully complete the currently approved Interstate system. As such, all projects on the Interstate Cost Estimate are recommended for inclusion in the Six-Year Program.

Interstate-4R - Preservation (Attachment A): Within the Interstate-4R funding category, ODOT will be considering a variety of projects involving resurfacing, rehabilitation or operational improvements to the Interstate system.

Other State Highway Preservation (Attachment A): The OTC has adopted a policy that 70 percent of its available funds will be used for maintenance and preservation purposes. Within these funds, ODOT will be considering a variety of resurfacing, rehabilitation and operational improvements.

Safety and Bridge Replacement (Attachment B): In accordance with federal policy, Safety and Bridge Replacement funds are



allocated to locations on the basis of rigorous technical criteria dealing with the severity of the safety problem or the deficiency of the bridge. These projects will be selected on the basis of these criteria.

Recommendation - Acknowledge ODOT will be selecting projects from Attachments A and B based upon technical considerations.

C. "Preliminary" Priorities - Within the portion of funds available for "modernization" of the highway system, it is essential that the region provide input to ODOT regarding the relative priority of projects in this region. The demand for modernization projects is enormous and far exceeds the level of funding that can reasonably be expected to be available at both the regional and state level. Based upon the categories of funding available, "preliminary" priorities consist of the projects identified in Attachments C, D, and E plus a reaffirmation of projects currently identified in the Six-Year Plan. In addition, when the draft is released, it may be necessary to comment on project schedules at a later date.

Interstate-4R - Capacity Increases (Attachment C): Within the Interstate-4R funding category, ODOT will consider improvements that involve capacity increases to the Interstate system, including additional lanes and new or improved interchanges. At this time, it is unclear what level of funding will be available since "Preservation" type projects will also be funded out of the Interstate-4R category. Until more information is available on the overall level of funding, none of the projects at this time are recommended to be eliminated from consideration. Rather, a delineation of high/medium/low priority is included for all the projects.

Other State Highway Capacity Increases (Attachment D): Funding will be provided for this category from Federal-Aid Primary and Secondary sources and the \$200 million Modernization Program. The preliminary regional priorities consist of \$69 million of projects for consideration by ODOT. These priorities are based upon the expression of local priorities by the various jurisdictions. The list of projects identified on Attachment E represents a considerable reduction from the number of projects originally submitted but likely will have to be prioritized further.

One of the items initially submitted by Washington County as a high priority for funding in the Six-Year Program was a Reconnaissance Engineering Study of the proposed Western Bypass (I-5 to the Sunset Highway). The Southwest Corridor Study is currently addressing issues associated with travel patterns and is evaluating alternative transportation systems (with and without a bypass) to meet the projected travel demand. The study is not, however, addressing questions related to engineering feasibility and specific alignment alternatives. At this time, it is not appropriate to include a Reconnaissance Study in the

Six-Year Program because this represents a project commitment by ODOT. It would, however, be appropriate to address many of the engineering feasibility questions as an expansion of the Southwest Corridor Study so as to provide better cost information for a potential bypass.

Non-State Highway Economic Development Improvements (Attachment E): HB 2266 provided that a portion of the \$200 million provided by the 1¢ gas tax increase could be spent on projects of state significance off the state highway system. The specific criteria for selection of these projects has not yet been adopted by the OTC. The preliminary regional priorities for this category consist of \$44.5 million of projects for consideration by ODOT. A project description for each project is also attached. Again, these priorities are based upon the expression of local priorities and represent a considerable reduction from the number of projects originally submitted.

#### RECOMMENDATION

Accept Attachments C, D and E as preliminary regional priorities based upon the expression of local priorities by the local jurisdictions.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends acceptance of Attachments C, D and E as preliminary regional priorities based upon the expression of local priorities by the local jurisdictions.

AC/srs  
4146C/405-6  
09/13/85



ATTACHMENT A

Projects Required to Complete the Interstate System  
Based Upon the 1984 Interstate Cost Estimate

I-5/Marquam Ramps to McLoughlin Boulevard	\$ 21.0 million
I-84/122nd to 181st (six lanes)	17.0
I-84/181st to Sundial (considering four or six lanes)	44.3
I-205 Transitway	28.0
	<u>\$110.3 million</u>

Interstate 4R Projects Required for Preservation of the System

I-84 Bridge Arata Road	\$ 1.3 million
I-5/Interstate Bridge Painting (NB/SB)	9.5
I-5/Interstate Bridge Cameras and Gates	.17
I-5/Elliott School Viaduct	.5
I-405 Overlay	7.2
I-405/Fremont Bridge Deck Restoration/Joint Repair	8.7
I-405/6th Avenue Off-Ramp	.08
I-205/Willamette River Bridge Ice Detection	.14
I-205/Foster to I-5 South Overlay	11.4
Freeway System Variable Message Signs	4.0
	<u>\$42.99 million</u>

Non-Interstate - State Highway System Preservation

Powell Boulevard/92nd to Ava - Overlay	\$1.1 million
Columbia Boulevard/Graham Road to Kibling - Rehab.	.34
McLoughlin Boulevard/Union-Grand to Holgate - Repave	.43
Upper Boones Ferry/Durham Road to Tualatin River - Recon.	1.25
99W/Highway 217 to I-5 - Overlay	.53
T.V. Highway/21st to Murray - Overlay	2.2
Various Traffic Loop Repair	.5
	<u>\$6.35 million</u>

4146C/405-4  
09/13/85

## ATTACHMENT B

### Highway Bridge Replacement Funds

#### 1. Multnomah County

N.W. 2nd Street Drainage Ditch (near N.W. 107th Avenue) - Replace	\$ .43 million
N. Lombard Street UPRR - Replace	1.275
N. Lombard Street N. Terminal Road - Replace	.883
N. Portland Road UPRR - Replace	1.064
St. Johns Bridge - Deck Restoration	1.9
St. Johns Bridge - Cable Replacement	.28
99E Columbia Slough - Deck Restoration	.49
99E Crystal Springs - Replace	.09
99E Bybee - Replace	1.16
99E SPRR/Division - Replace	8.0
99W Arthur Street - Deck Restoration	.28
	<u>\$15.852 million</u>

#### 2. Clackamas County

Washington Street Abernathy Creek	\$1.9 million
Park Place Bridge Clackamas River	.73
Childs Road Bridge over Lake Oswego Canal	.65
	<u>\$3.28 million</u>

#### 3. Washington County

Durham Road Fanno Creek (near 74th)	\$ .24 million
Hall Boulevard Ash Creek (near Locust)	.08
Scholls Highway Fanno Creek (near Allen Boulevard)	.09
Scholls Highway Summer Creek (W. of 135th)	.1
Farmington Tualatin River	1.53
	<u>\$2.04 million</u>

### Highway Safety Funds

#### 1. Multnomah County

S.W. Taylors Ferry Terwilliger	\$ .055 million
S.W. Boones Ferry Stephenson	.083
S.E. 82nd Division	.023
N. Lombard - N. Reno to N. Catlin	.25
S.W. Shattuck Martha	.096
S.E. Foster/162nd/Jenne	1.285
	<u>\$1.792 million</u>

#### 2. Washington County

Boones Ferry Sagert	\$ .095 million
Boones Ferry Alsea/Blake	.085
Boones Ferry Avery	.1
Scholls Highway Denney	.14
T.V. Highway - 10th to Main (Hillsboro)	.98
	<u>\$1.4 million</u>



3. Clackamas County

Washington Street and Abernethy Road	\$ .2 million
(bridge work under HBR)	.25
Linwood, Harmony and Railroad	.1
362nd and U.S. 26 (intersection)	.06
Hwy. 211 and Dubarko Road	.04
SP Line and Singer Hill (rubber crossing)	.1
King and Linwood	.05
Glen Echo/PT/Abernethy	.05
Thiessen and Topaz	
Country Club Road, Boones Ferry to 10th	
left turn lane	.4
Intersection of Boones Ferry,	
Country Club and Kerr	.2
Laurel Street/Hwy. 43 intersection	.1
Country Club and Iron Mountain intersection	.2
Iron Mountain/Lakeview/Upper Drive intersection	.075
	<u>\$1.825 million</u>

4146C/405-4  
09/13/85

ATTACHMENT C

Preliminary Regional Priorities for Capacity  
Improvements to the Interstate System - FAI-4R Funded

1. Multnomah County

I-5/I-84 to Greeley	\$20.0 million
I-205/Airport Way	
WB to SB Ramp	7.0
SB Auxiliary Lane	.7
EB to SB Ramp	.5
I-5/Capitol Highway Interchange	4.5
I-5/Terwilliger Curves	12.45
I-84/223rd Interchange	13.0
	<hr/>
	\$58.15 million

2. Clackamas County

I-205/Sunnyside Interchange	
Phase 1 - Off-Ramps	\$ .5 million
Phase 2 - Reconstruct	7.4
I-205 Bikepath - Sunnyside to Main	.65
I-5/I-205 Auxiliary Lanes	1.5
I-5/Kruse Way Interchange	
(including Bangy Road)	7.0
I-5/Boeckman Interchange	6.0
I-5/Wilsonville Interchange	4.0
	<hr/>
	\$27.05 million

3. Washington County

I-5/Stafford Interchange	\$4.5-10.8 million
I-5/Highway 217 Interchange	6.0
I-5 Auxiliary Lanes N. of I-205	5.3
	<hr/>
	\$15.8-22.1 million

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08/22/85

# ATTACHMENT D

## Preliminary Regional Priorities on the State Highway System Based Upon Expression of Local Priorities

1. <u>Multnomah County</u>	
Marine Drive Railroad Overpass	\$ 7.0 million
N.E. Portland Highway - 60th	2.2
- 82nd to I-205	1.9
Sunset Highway - Zoo On-Ramp	3.0
257th Extension to I-84	1.7
Sandy Boulevard - 181st to 238th	5.1
	<hr/> \$20.9 million
2. <u>Clackamas County</u>	
State Street - Lake Oswego	\$ .75 million
Highway 224/212 Reconnaissance Survey	
Leading to Completion of a Draft EIS	0.5
Initial Construction Funding Toward 224/212	
Improvement Program	5.0
Highway 213 - Spangler Hill	2.3
	<hr/> \$8.55 million
3. <u>Washington County*</u>	
Sunset Jackson (overpass)	\$ 2.0 million
Cornelius Pass	9.6
185th	5.0
Cornell	5.3
Beaverton-Hillsdale Highway - Laurelwood-Lombard	0.1
Beaverton-Hillsdale Highway Scholls/Oleson	0.7
T.V. Highway Cedar Hills	0.4
Scholls Ferry - Murray - 217	3.8
Beaverton-Tualatin Highway - Nyberg-Avery	1.0
Highway 217 Greenburg	0.2
99W Greenburg	0.4
Farmington - 185th to Murray	4.6
Highway 217 Ramp Metering	0.4
T.V. Highway Recon.	0.3
217 99W	4.6
217 - Beaverton-Hillsdale to Allen -	1.1
Auxiliary Lanes	<hr/>
	\$39.5 million
GRAND TOTAL	
	\$68.95 million

\*In addition, Washington County requests that ODOT provide funds and staff support to increase the scope of the Southwest Corridor Study to include reconnaissance engineering of the Western Bypass; this does not represent a project commitment by ODOT.

ATTACHMENT E

Preliminary Regional Priorities for  
Economic Development Projects  
Based Upon Expression of Local Priorities

1. Multnomah County

Marine Drive - Portland Boulevard to Slough	\$ 2.3 million
S.E. 9th/Division/Railroad Crossing	.15
N.E. 181st/Airport Way	
Unit 1	.62
Unit 2	3.88
South Shore Arterials	2.26
Station "L" Access	.95
Harbor Drive	3.06
Merritt-Fazio	1.4
S.W. Sherman - Front to I-5 Ramp	.23
223rd - Halsey to Stark	2.13
Glisan - 203rd to 223rd	1.8
Palmquist - U.S. 26 to 242nd	1.29
	<u>\$20.07 million</u>

2. Clackamas County

37th Avenue	\$ .68 million
Beavercreek/Warner-Milne	3.4
Boeckman Road	.45
Johnson Creek Boulevard Extension	.85
Mather/122nd	1.7
Gladstone Bridge to I-205	.3
	<u>\$7.38 million</u>

3. Washington County

Cornelius Pass Road (Rock Creek to Cornell)	\$ 1.7 million
Shute Road	1.75
Tualatin-Sherwood Road/Edy	8.6
Baseline Road	5.0
	<u>\$17.05 million</u>

TOTAL \$44.5 million

See attached project descriptions for details.

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4146C/236-4  
08/22/85

ECONOMIC DEVELOPMENT PROJECTS

MULTNOMAH COUNTY



## NORTH MARINE DRIVE (TERMINAL 6 ROAD TO NORTH PORTLAND ROAD)

This 12,000- to 16,000-foot section of North Marine Drive within Rivergate serves Marine Terminals 4, 5, and 6, as well as South and North Rivergate, connecting the area with I-5 via Swift Highway, which is a state road. The length of the section depends on the alternative selected for the Marine Drive project east of Rivergate. The northern 32 feet of the road have been built by the Port, with a curb and streetlights on the north side. Utilities are in, including a storm sewer. Cross-sections of the finished street are shown on the attached sheet. Estimated cost to complete the street is \$2.3 million.

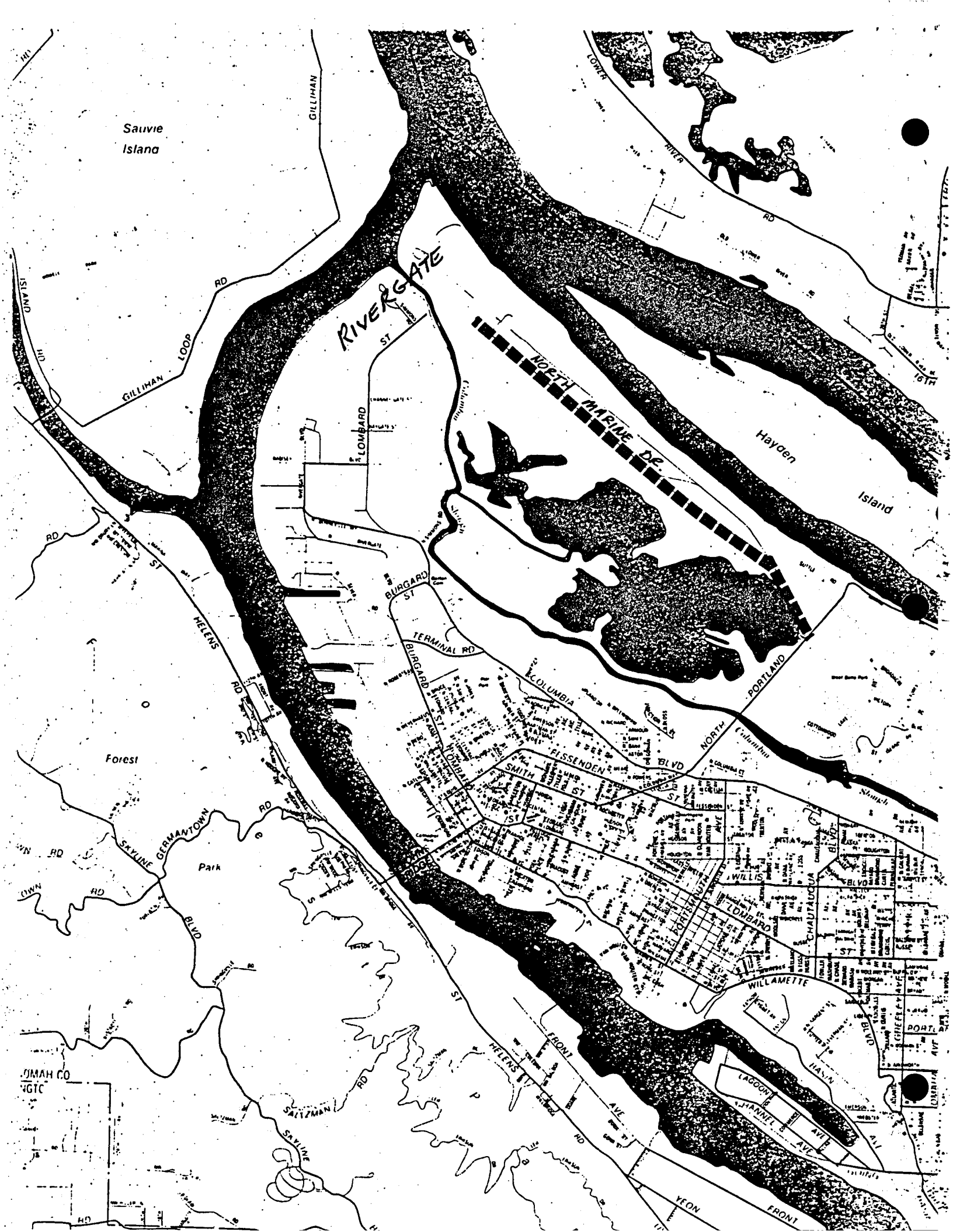
Rivergate is an integral part of the Columbia Corridor, which is zoned industrial, has all utilities built, and has excellent rail service with close connection to a mainline track.

The Rivergate area, including the marine terminals, has about 2,900 employees. In 1984, from Terminal 4 and Terminal 6, 306,000 Japanese vehicles were processed and distributed to 27 states. With the car import quota lifted, this number of vehicles is projected to increase to 500,000 per year. Terminal 6 is Oregon's busiest marine terminal, with 35 vessels calling per month, and is its largest container terminal, with 1.3 million tons of cargo in 1984. Annually, more than \$420 million of cargo are exported to Pacific Rim countries, 80 percent of which originate within the Northwest, with more than \$42 million returned to the local economy from annual operations. A \$35 million expansion of Terminal 6, from three berths and one auto dock to six or eight berths and two auto docks, is planned. Presently, there are 800 truck trips/day in and out of Terminal 6 when ships call.

Burlington Northern Railroad recently purchased 70 acres near Terminal 6, on which further auto processing and distribution are planned. The Rivergate industrial area has averaged 50 acres sold or leased per year over the past eight years, with 350 vacant, filled acres remaining; additional acreage can be created by filling. The Free Trade Zone is also located by Terminal 6, which is used by NIKE, Floating Point, and General Foods. A bridge crossing the slough was opened in 1984, which connects South Rivergate and Terminals 4 and 5 to Marine Drive as an alternate route from Columbia Boulevard. Terminal 5 is a grain and coal terminal. The \$35 million coal terminal is emerging from litigation and is expected to be sold and begin operation in the near future.

From all these activities, the Port projects a traffic increase by 1995 of 11,000 vehicles per day. The existing traffic is 5,100 vehicles per day.

The Port will be concentrating its capital expenditures on terminal construction and purchase of major marine terminal equipment for the container terminal expansion. The Port feels that the road expansion is an excellent economic development project, to be funded with State funds which will augment the capital funds being put into this marine terminal by the Port and private business.

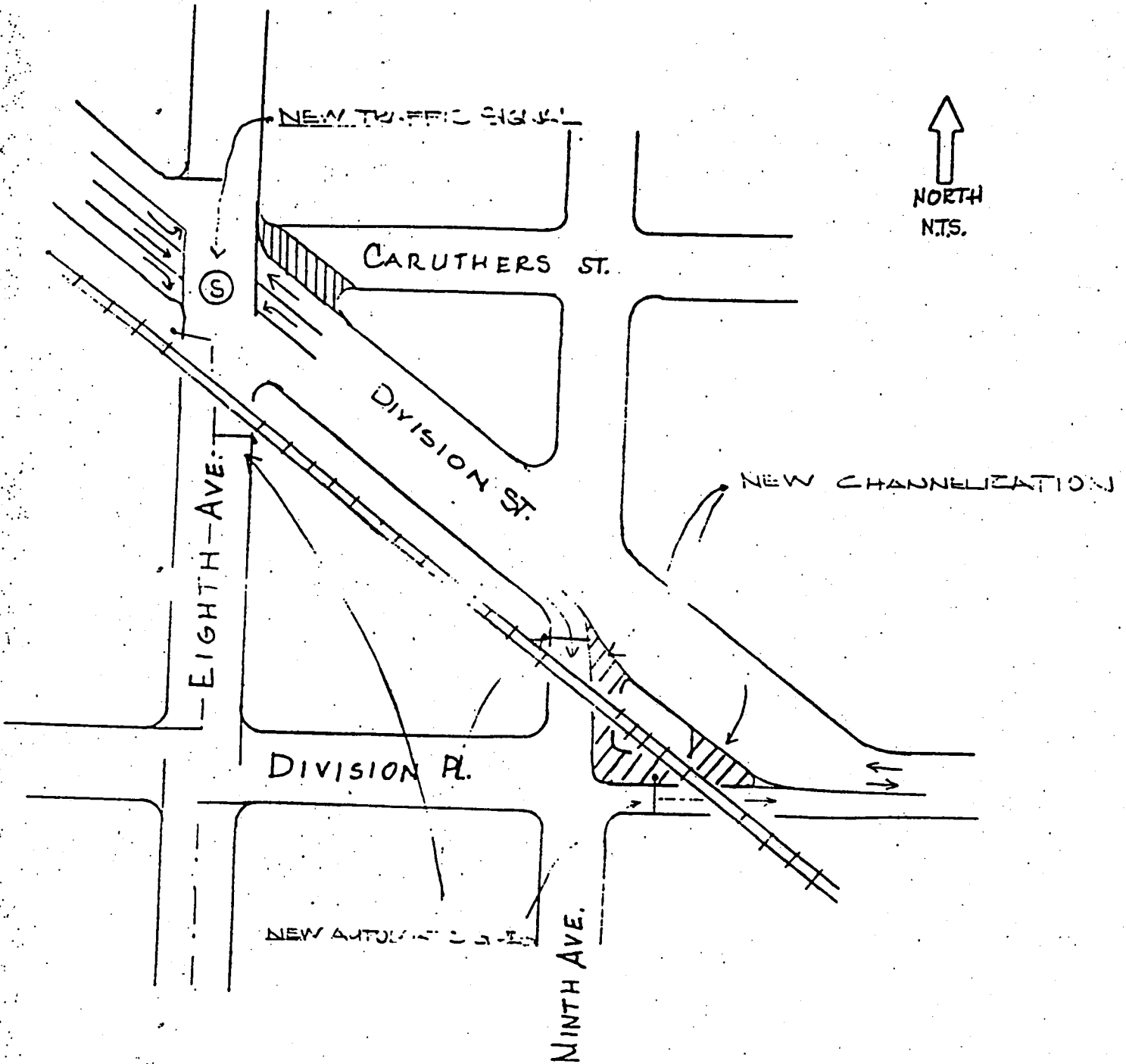


### Railroad Crossing along SE Ninth Avenue and Division Place

- o Proposal: The Improvements include active warning signals and automatic gates at Ninth and Division Place operated by a single controller. Street improvements to reduce the accident potential and to eliminate the need for a traffic signal include converting Ninth Avenue to a one-way street southbound between Division and Division Place, and converting Division Place to one-way flow eastbound between Ninth and Division. A dedicated lane would be provided on Division for traffic entering Ninth and for traffic entering Division from Division Place. New curbs, signing, striping, and the installation of the control devices are the major work items.
- o Jurisdiction: City of Portland
- o Estimated Cost: \$150,000 Total City Share
- o Economic Development Impact: The Ninth Avenue crossing is a necessary improvement, because without the street and intersection improvements, access to several local businesses would be lost and they would move out of the area. A secondary need is the additional access across the main line of the Southern Pacific railroad to connect to streets with vacant sites for development including the 30 acre, Portland General Electric, Station L property. There are no other funding sources available from the State to improve this rail crossing. Because of the lack of funds the PUC has ordered the crossing to be closed. The City has requested a public hearing to contest the decision, and is seeking alternative funding sources.
- o Commitment by Private Industry: Northwest Natural Gas has proposed renovation of the Service Center at Ninth and Division Place including removal of the gas storage towers to create additional space for development of a regional service center and warehouse space. Portland General Electric has also proposed a longer range development proposal at the Station L site on the Willamette River. Division Place would serve as an eastbound exit for auto traffic with destinations to the east from the proposed light industrial office center. PGE has estimated that the development of that site could develop 5 to 6,000 additional jobs.
- o Support from Other State Agencies: The Public Utility Commissioner's staff is proposing to fund the remaining 125,000 cost of the improvements for signals and automatic gates at Ninth and Division Place. The PUC and the Highway Safety Account will also be funding an adjacent crossing at SE 8th and Division at an estimated cost of \$225,000 dollars to improve circulation for the entire industrial area and to promote additional development.
- o Financial Support: The PUC would fund the remaining 125,000 dollar cost of the Ninth and Division improvements from the Grade Crossing Protection Account.
- o Strong Local Support: The Central Eastside Industrial Council representing area businesses and industries. Strong support has been voiced by PGE, Northwest Natural Gas, Lone Star Concrete, Darigold, Irwin Hodson, Concentrates Inc. and other area businesses.



FIGURE ONE



PLAN OF PORTLAND  
MAINE

## Extension of NE 181st Between Sandy and the I-84 Interchange - Unit 1

o Proposal: The proposed project extends NE 181st 1,500 feet from Sandy to the proposed improved interchange with I-84. The project would consist of 4 travel lanes, a median two-way turn lane, 5-foot bike paths, and 6-foot sidewalks with landscaped planting strips. Approximately 92 feet of right-of-way is required excluding slope easements. Access points would be provided at intervals of 300 feet.

o Jurisdiction: City of Portland.

o Estimated Cost: \$620,000 Total.

o Economic Development Impact: This project would connect current improvements programmed for I-84 with plans to extend Airport Way to N.E. 181st and Sandy Blvd. The project would provide a direct network link between the Columbia South Shore and both I-84 and I-205, thereby increasing accessibility of the area to assist in industrial growth of the area.

The Columbia South Shore demonstrates considerable potential for a variety of industrial and support uses (i.e. light, medium and heavy industrial, warehousing and planned industrial development). Between 1,300 and 1,900 acres of land will ultimately. Recent economic studies have rated the area as the most likely to see significant additional development prior to 1995.

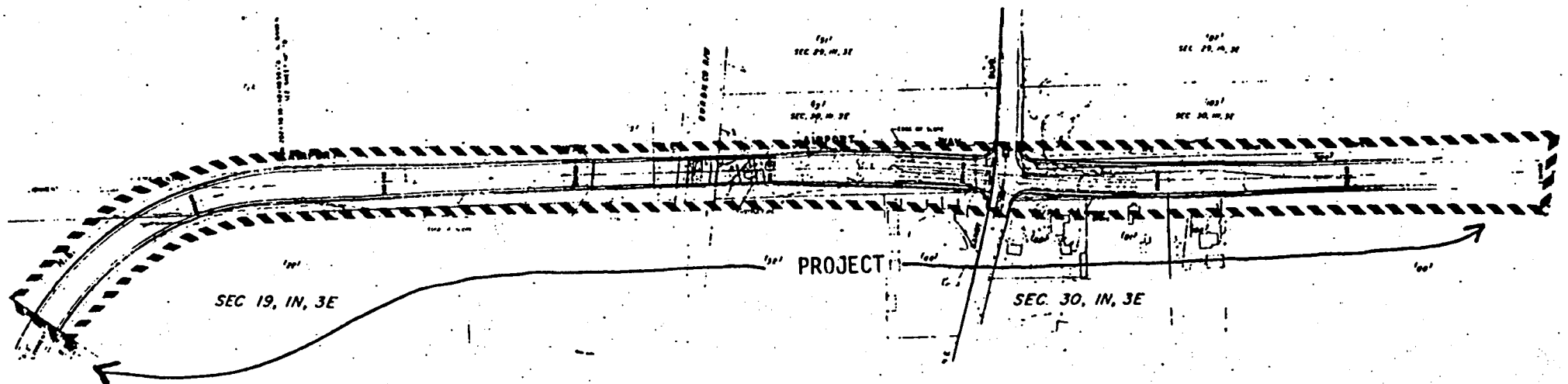
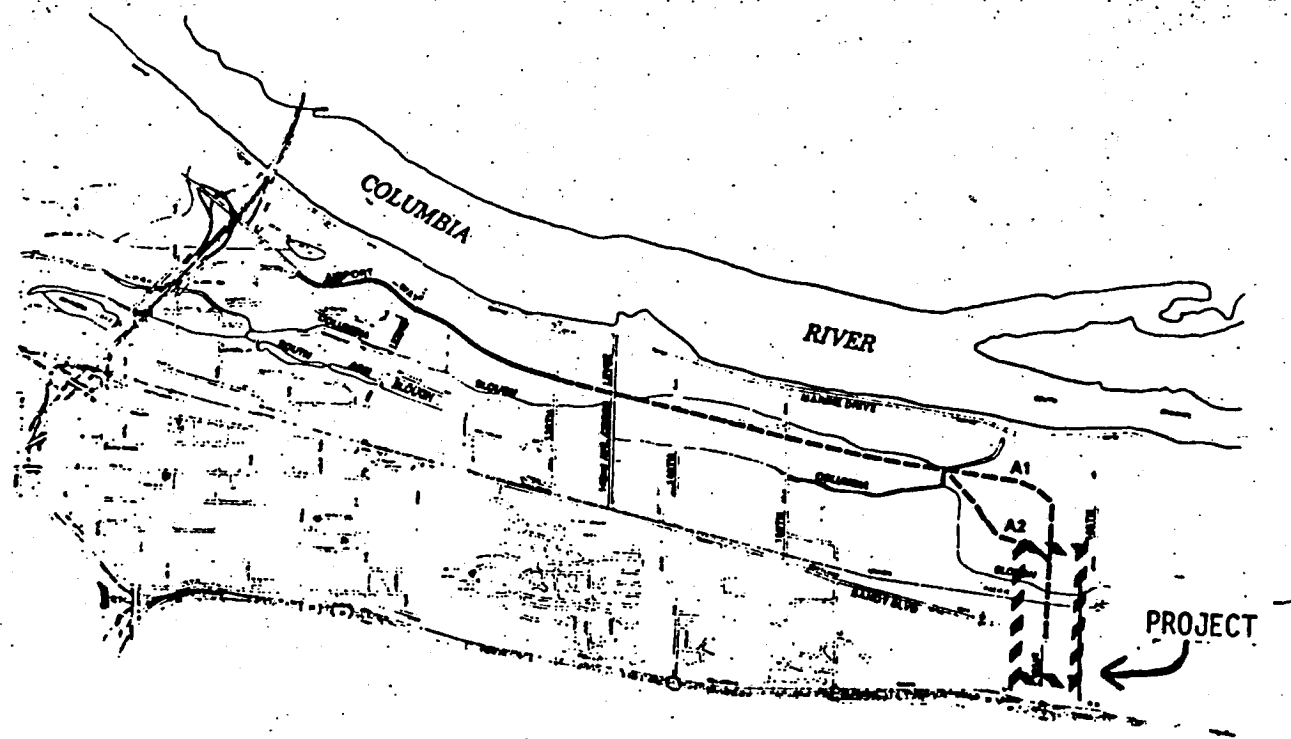
o Commitment from Private Industry: As many as 21,000 net new jobs could result to the region through development of the Columbia South Shore area. The area immediately adjacent to this project includes zoned industrial acreage in excess of 100 acre single parcel size. Due to the fact that large parcels exist in the area, a unique potential exists for a long-term, higher quality development.

o Support from Other Agencies: Portland Development Commission is assisting in the development and marketing of these sites.

ODOT's ramp improvements to NE 181st Avenue have been programmed for 1988 as a part of the upgrading plans for I-84. Currently, plans for this intersection provide for relocation of the Union Pacific tracks, north of I-84, and reconstruction of the westbound I-84 access ramps plus the addition of a new I-84 to NE 181st Avenue off-bound ramp. Both of these improvements will increase the accessibility of traffic to and from the interstate system and the Columbia South Shore area.

o Financial Support: Airport Way is proposed for construction using FAIX funds with 15 percent in local match provided by Portland. The money programmed for Airport Way did not include funding for the extension of NE 181st. If Economic Development funds are allocated to this project the city's commitment to use FAIX funds on Airport Way would continue to apply.

o Strong Local Support: Area businessmen have formed an Association on Airport Way to respond to public service improvements and development opportunities. The Association strongly supports the project.



*181st Extension* PROJECT DESCRIPTION  
*Unit 2 - North of Sandy, Blvd*

Project Description - This proposal is an extension of the current FAI-I-84 project from end of the intersection of I-84/NE 181st Avenue north approximately 4,000 feet. While this project is currently a part of the Airport Way FAIX study, it can also be considered an extension of the I-84 project in that it provides direct access for major regional developments proposed for the Columbia South Shore area.

The typical section planned for the area includes 4 - 12' travel lanes, a 14' central turn lane, a 5' bikeway and 6' sidewalk on both sides of the travel way. The 84' roadway is currently planned to be buffered by a continuous 4' planted area outside the pedestrian areas. Total proposed cross section is 92', with a reduced section on structure section.

This section includes a grade separation of the Union Pacific Railroad Company Trenton Branch line which services the entire Columbia South Shore area. Currently there are more than 10-15 train moments/day on the line; the anticipated 2005 AADT for this portion of Airport Way is 19200. Within the section, the alignment of Airport Way is planned to continue on a structure over the Columbia Slough, The total structure length is 450'.

Economic Development - The Columbia Corridor land absorption potential for the period 1985 to 2005 can be expressed in a range of about 480 to 1070 acres of industrial land. The low range is based on assumptions of slowly progressing basin improvements, the high range, and much more aggressive and integrated improvement and promotion program. Ultimately, between 1,300 and 1,900 acres of land might be available for industrial development in this area. An excess of 21,000 (net additions) to the work force are projected for the area by 2005.

Technical Description - The project completes the gap that exists between the pending Interstate funded improvements to I-84, including ramp improvements at N.E. 181st Avenue, and the Cities of Gresham and Portland's FAIX Airport Way Project. The five-lane section is warranted given projected traffic demands within the Columbia South Shore.

Economic Justification - Airport Way is funded through FAIX. The project has been designed to be compatible with Federal, State and City standards and has exceeded the original projected cost.

*Cost \$ 3.88 million*



## Columbia South Shore Area/Arterials Improvement Projects

- o Proposal: Sandy Blvd. (N.E. 122nd to N.E. 181st) is a two to three lane State Highway which connects the existing north-south street system with access points to I-84. Widening the roadway to a four (4) to five (5) lane urban arterial would improve internal circulation in the South Shore area and improve access between Gresham and Portland. The project would require approximately 3.9 miles of improvements, adequate R.O.W. exits to the south of the present roadway.

In addition to improvements (widening) to Sandy Blvd., this proposal includes widening of the north-south roads servicing the Columbia South Shore area. Arterial improvements would be made to N.E. 138th (Slough crossing), and 148th and 158th Avenues between Airport Way and Sandy Blvd. These two lane County roads would be improved to a standard three-lane roadway with provision for sidewalks and bike paths as warranted.

Approximately 16,000 feet of Sandy Blvd. would be widened from a two-lane arterial to a full five-lane typical section. Pedestrian paths would be provided along both sides of the arterial with bus pull outs at major north-south streets.

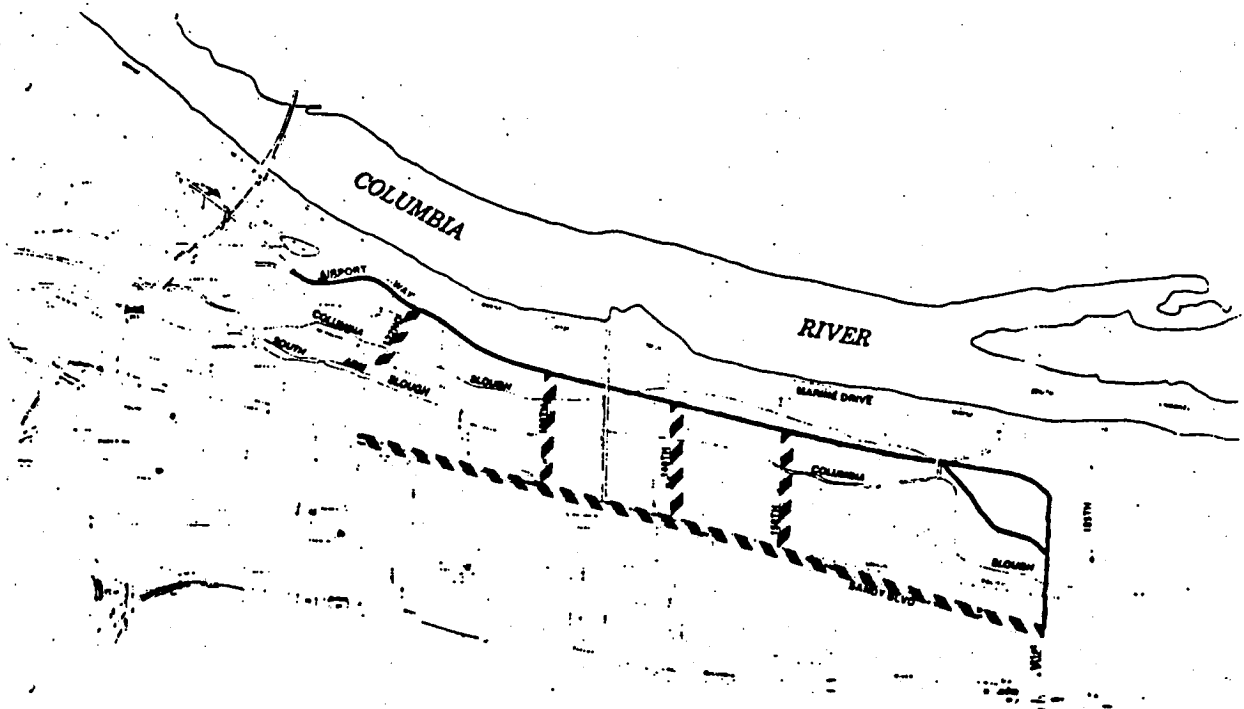
Approximately 1,500 feet of N.E. 122nd Avenue (Airport Way - Whitaker Way) would be widened and curbs and sidewalks added to those existing north and south of this location. N.E. 138th Avenue would require the addition of sidewalks along its length (1,900 ft.) and a structure to replace the wooden bridge over the Columbia Slough. Full improvements would be required along N.E. 148th and 158th from Airport Way to Sandy Blvd.

- o Jurisdiction: City of Portland
- o Estimated Cost: \$2,060,000 Total
- o Economic Development Impact: The newly annexed Columbia South Shore will constitute a major employment center for the City into the 21st Century. Improvements to the existing north-south street system, and the supporting east-west connector will aid in realizing the full potential of the area.

The Columbia Corridor land absorption potential for the period 1985 to 2005 can be expressed in a range of about 480 to 1070 acres of industrial land. An excess of 21,000 (net additions) to the work force are projected for the area by 2005.

- o Commitment by Private Industry: The announcement of the \$150 million dollar Portland International Center is the largest proposal. Other development projects proposed or committed include the 15 million dollar Beta West facility now under construction, expansion of the Pac Trust Pacific Business Park, a 64 acre site by Western International Properties and the MK, I-205 Industrial park proposal.
- o Support from Other Agencies: The Portland Development Commission has prepared a feasibility report for the area on an Urban Renewal District which would act as a source for local match funds.
- o Financial Support: The proposed Urban Renewal District would provide a financial support base for improvements in the area. A local improvement district has been proposed as an alternative to the renewal district.
- o Strong Local Support: The Columbia Landowners Association and local businesses have expressed strong support for the project. The City has made a major investment of its FAIX resources to the area.

COLUMBIA SOUTH SHORE AREA/IMPROVEMENT PROJECTS



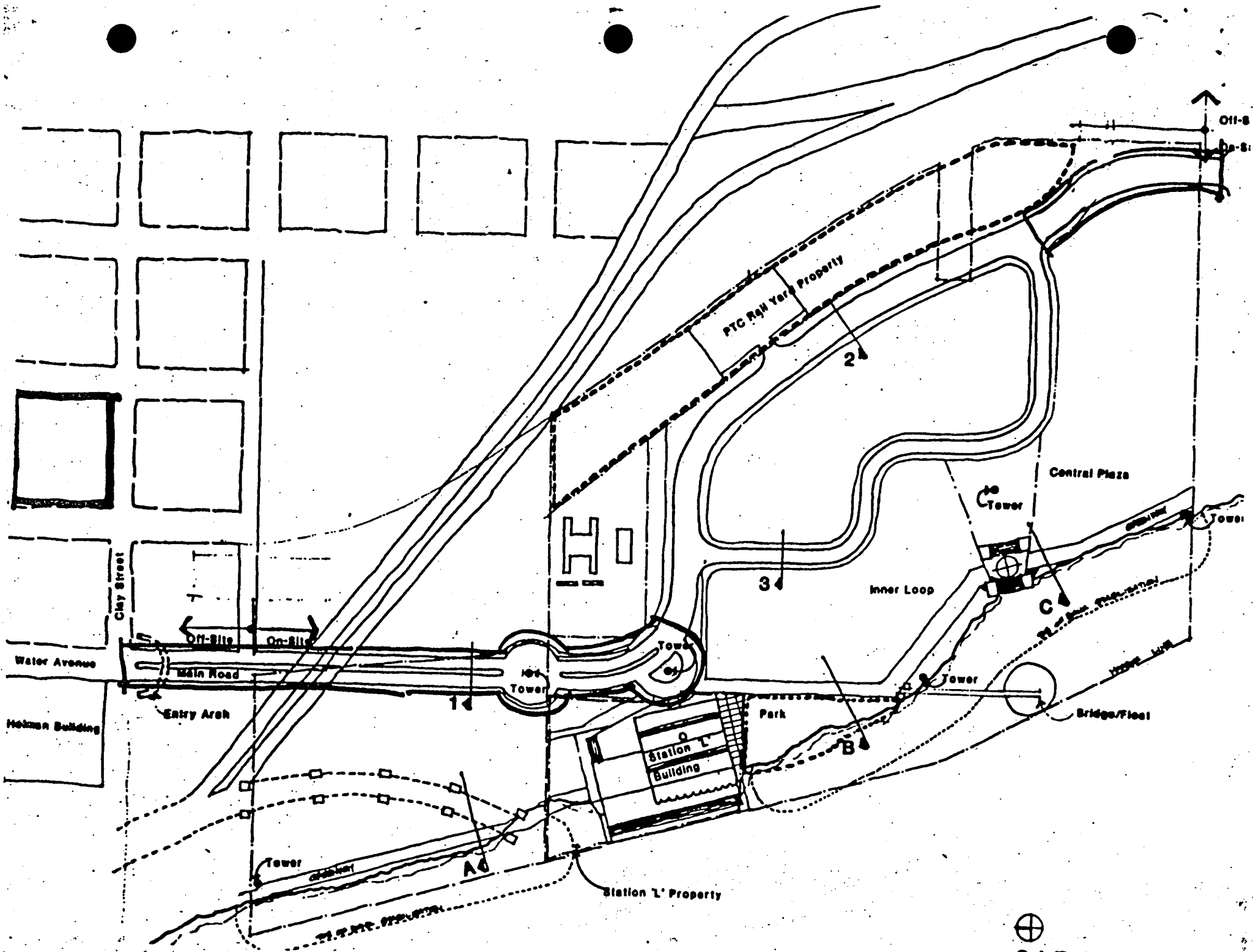
### New Access Streets to the PGE Station L Property

- o Proposal: Station "L" is a 30 acre parcel of property on the east side of the Willamette River, south of the Hawthorne Bridge, owned by Portland General Electric. It is being developed by PGE as an employment center.

Phase One requires 4 travel lanes on Water Avenue with a bike path and sidewalks. Traffic ADT would increase from the existing 250 ADT to 8,550 ADT by 1989. The roadway would extend Water Avenue from Clay Street into the site. Phase two of the project is the construction of a new street and intersection at the southeast corner of the property. The street would be a 4 lane roadway with bicycle paths and sidewalks; the 1989 estimated traffic would be 2,850 ADT.

- o Jurisdiction: City of Portland.
- o Estimated Cost: \$996,380 Total.
- o Economic Development Impact: Nearby neighborhoods would be the benefactors of an enhanced river front, complete with greenway and public access to the Willamette River. The City of Portland would see the impact of between 5,000 and 6,000 permanent jobs when development is complete on this central-city site. The Central Eastside Industrial community would see a vacant property put to high-intensity use, encouraging commerce in the district.
- o Commitment by Private Industry: Portland General Electric has been exploring opportunities with several development proposals with private industry.
- o Support by Other Agencies: Portland Development Commission is supportive.
- o Financial Support: This project is an extension of the improvements on Water Avenue as a part of the East Marquam Local Streets Project. PGE is expected to participate in the cost of the street improvements within and outside the street.
- o Strong Local Support: The Portland Development Commission and the Central Eastside Industrial Council have strongly supported the proposed development.

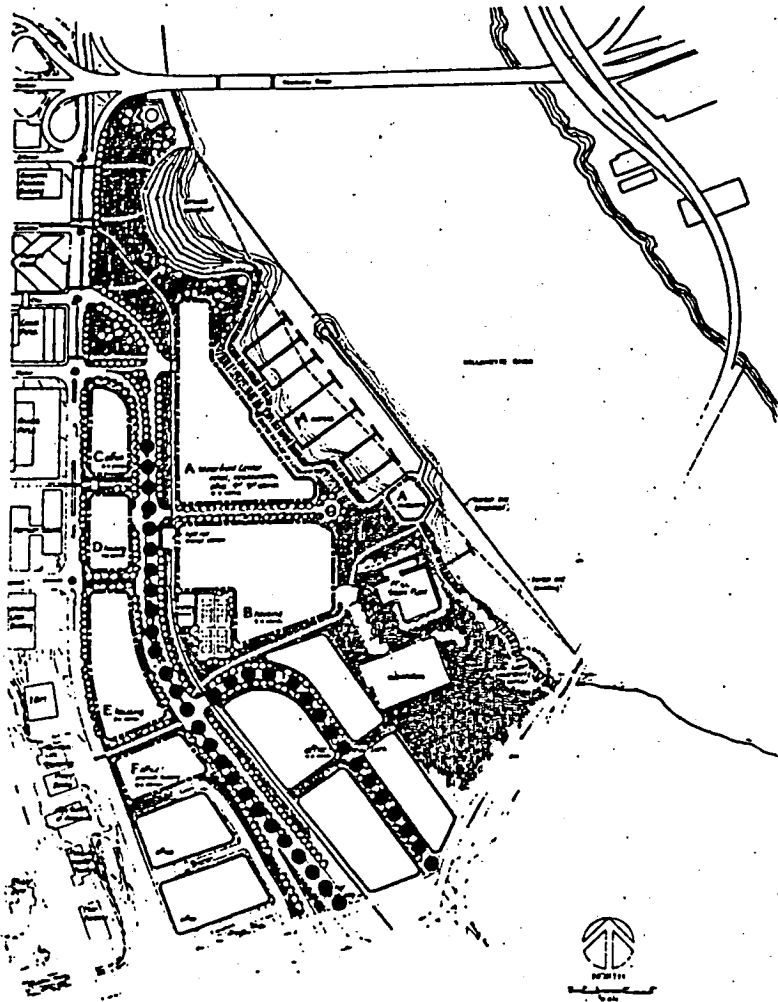




SITE PLAN

South Waterfront Street Connections to the I-5 Ramp  
(Harbor Dr.)

- o Proposal: Poor freeway access to I-5 and the arterial streets; Front Avenue and Macadam. The existing freeway ramp places high speed traffic at the entrance to the development conflicting with the access to the site. Because of the high speeds transit stops and pedestrian crossings are unsafe and difficult to design. This project would shorten and realign the I-5 off ramps, add a traffic signal, and provide access roads into the South Waterfront site. The access roads would link to the south with Macadam Avenue and to the north and west with Harbor Drive/Front Avenue.
- o Jurisdiction: City of Portland.
- o Estimated Cost: \$3,064,600 Total (460,000 Local Match, 2,204,600 State)
- o Economic Development Impact: South Waterfront is a redevelopment site in Lower Downtown just north of the Marquam Bridge. This area has 16.4 acres of commercial office space with construction underway on Phase I, and an interest has been expressed to construct the second phase by Cornerstone Development. The site would accommodate 750,000 gross square feet of offices. Employment levels with full development are 3000 employees.
- o Support from Other Agencies: Assistance with reconstruction of the exit ramp from I-5 to Harbor Drive is expected from ODOT. This is a top priority for Portland Development Commission.
- o Financial Support: City of Portland, Portland Development Commission would provide a 15 percent local match.
- o Strong Local Support: The Portland City Council has approved the Master Plan design requiring the modifications to Harbor Drive and the extension of local streets. Local streets provided by developer.



Merritt Fazio Project (NE 13th and Gertz Rd.)

o Proposal: The "long cutoff road" proposed for development would begin at intersection of NW Vancouver Way and Gertz Rd. and proceed approximately 800 feet to the east in the existing NE Gertz Rd. right-of-way. The cut-off road would then veer to the southeast and run diagonally across the Fazio property (see map) about 2,200 feet before curving south to connect with the existing NE 13th Ave. right-of-way. The cut-off road would be constructed as a 40-foot wide asphalt concrete paved roadway with curbs in a 60-foot right-of-way. Two fourteen foot vehicle lanes and two six-foot bicycle lanes would comprise the curb-to-curb distance.

Gertz Rd. would be reconstructed approximately 1700 feet west of 13th Avenue to form a T-shaped intersection with the long cut-off road. Gertz Rd. would be improved to a 40-foot wide asphalt concrete paved roadway with curbs for a distance of 200 feet and then tapered to match existing pavement. The selected intersection design option would allow only local truck access to Gertz Rd.

o Jurisdiction: City of Portland

o Estimated Cost: \$1,200,000 Total. (200,000 Local Match, 1,000,000 by State).

o Economic Development Benefit: The project will provide industrial roadway access for 160 acres of industrially zoned land. The site, which is located between the Portland International Airport and I-5.

Fifty acres will be immediately developed by the Merritt Corporation for distribution/warehousing. This development will generate approximately 350 employees by 1986.

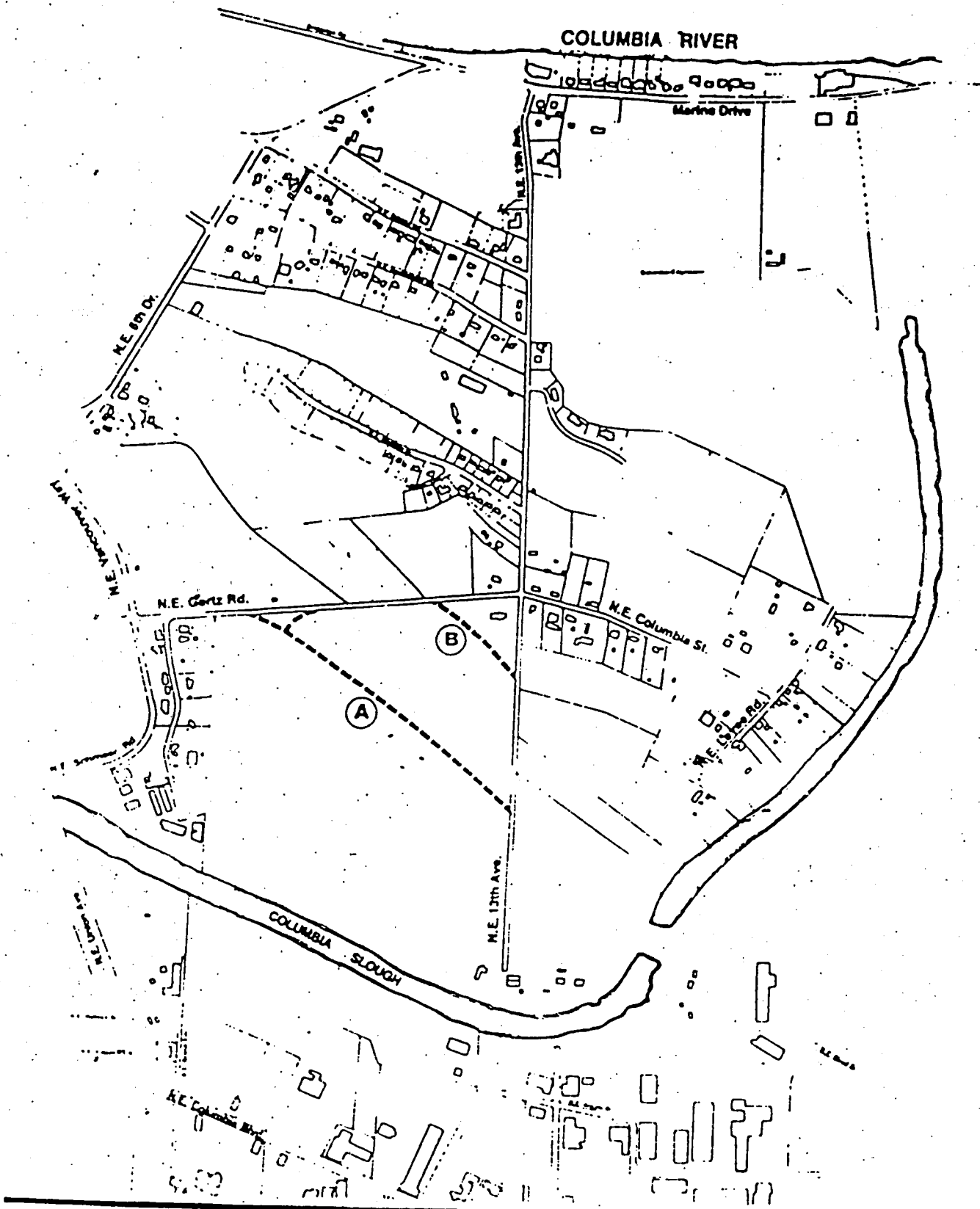
The larger of the two tracts, served by the roadway, is 110 acres and a prime industrial development opportunity. There are few sites of 50 acres or greater in the Portland area, especially in single ownership with no development constraints. Therefore, this site is a logical one for short term development in the next 2 - 5 years. This tract would be expected to generate 770 jobs if fully developed.

o Commitment to Private Industry: The project was a result of a zone change application by the Merritts, and the Fazios to industrial. The Merritts have already committed to pay \$200,000 in local match, and the Fazios are donating the right-of-way. The Merritts have committed to a 50 acre warehouse-distribution development at the site.

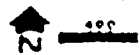
o Support by Other Agencies: The Portland Development Commission has assisted the applicants/owners in the development and marketing of the site.

o Financial Support: The City of Portland has developed the Environmental Assessment, and it is being reviewed by ODOT. The property owners have agreed to donate the right of way, and to provide the local match payment.

o Strong Local Support: The adjoining neighborhood and businesses have supported the project, and the development of the site. The neighborhood benefits from the project by being buffered from the commercial truck traffic.



ALTERNATIVE S ALIGNMENTS

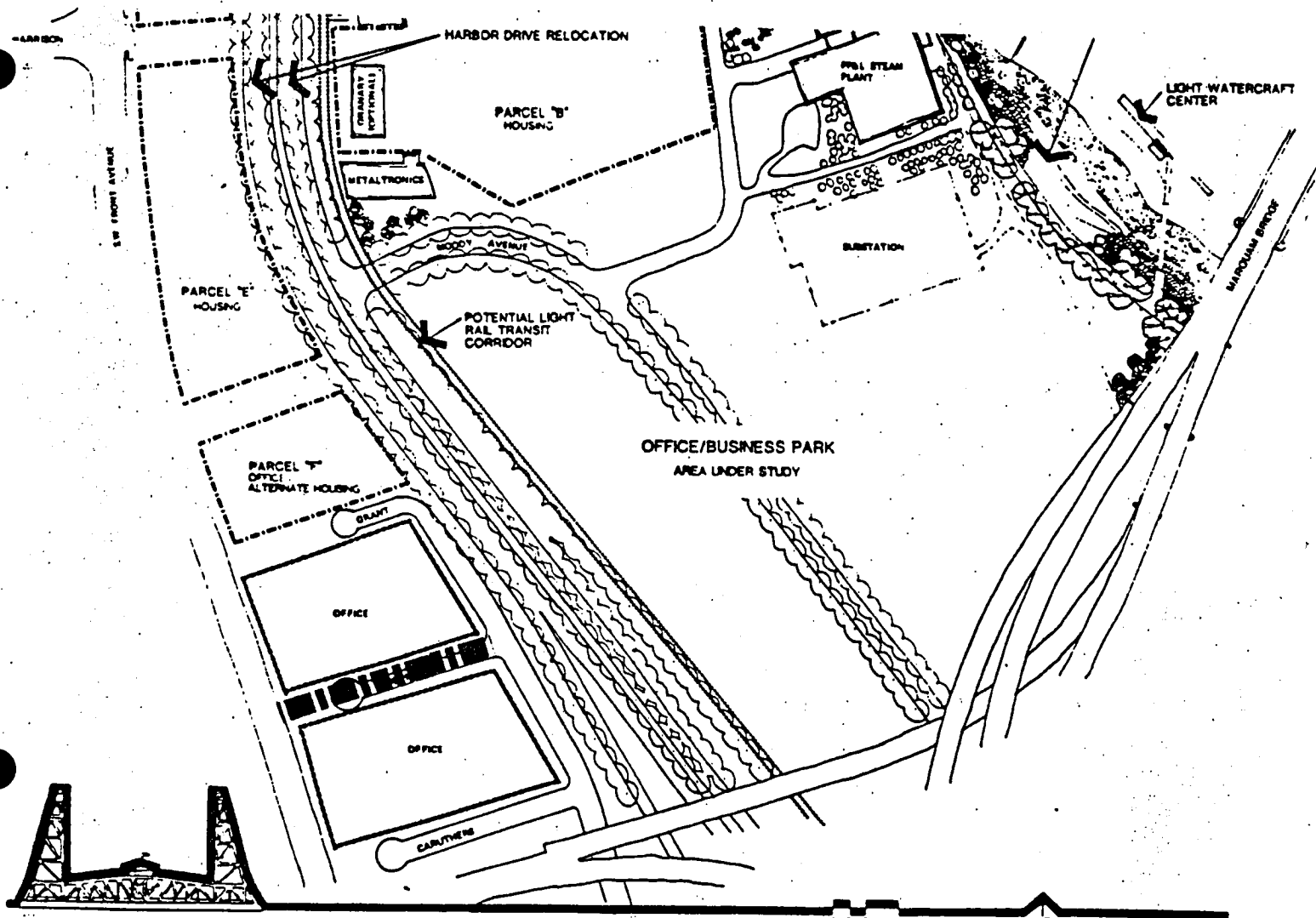


## Extension of SW Sherman from Front Avenue to the I-5/Kelly Street Ramp

A site between the South Auditorium urban renewal area in Downtown and the South Downtown Waterfront Project is available for redevelopment. The site contains 20 acres, but is limited by poor access. There are no direct connections to downtown, and access from three sides of the site are very limited. Redevelopment of the site would be feasible up to a density of 3,000 new employees, in service and office fields.

The project would extend SW Sherman west to Front Avenue. The roadway would consist of two travel lanes in each direction, without bicycle paths. However, the roadway would have curbs and sidewalks. The new intersection at Sherman and Front Avenue would require signalization. The project is estimated to cost 231,000 dollars. Little or no right of way is involved. This roadway and intersection project requires the closure and modification of the Kelly Street exit ramp from I-5, and would follow the proposed project to construct a new freeway ramp and access roads from Kelly Street.

There is a need for this redevelopment project to complete the urban renewal of this area adjacent to I-405 and the South Auditorium renewal project. This is the last area in the Downtown that remains undeveloped and under utilized because of poor access.



## 223RD AVENUE (Halsey - Stark)

### Problem/Proposed Solution

223rd is designated an arterial in Multnomah County's functional classification plan. The street is primarily a three lane facility from Halsey to Stark (3 travel lanes; one is considered "a climbing" lane). Properties to the west of 223rd are designated industrial. The development of these properties is anticipated over the next three years. The current roadway configuration and intersections will not adequately accommodate the anticipated growth.

The proposed project will upgrade 223rd Avenue from Stark to Halsey to four lanes with a continuous left turn lane. The new configuration will match the existing roadway south of Stark Street.

### Jurisdiction

A Multnomah County maintained road within the Cities of Fairview, Gresham and Wood Village.

### Estimated Cost

\$2,130,000 (A percentage to be paid by abutting property owners).

### Economic Development Benefits

This street provides north/south access to the majority of industrial zoned land in East Multnomah County. The industrial parcels abutting the roadway represent some 300+ acres of vacant land. The Heritage Corporation, BenjFran and Tektronix are the major landowners to the west. Multnomah Kennel Club and McGill represent the major landowners to the east. The 223rd improvement will directly benefit these industrial properties and indirectly benefit the Fujitsu Microelectronics development on Glisan between (203rd and 223rd). The improvement will facilitate trips from downtown Gresham to industrial areas north and to the State highway system.

### Commitment by Private Industry

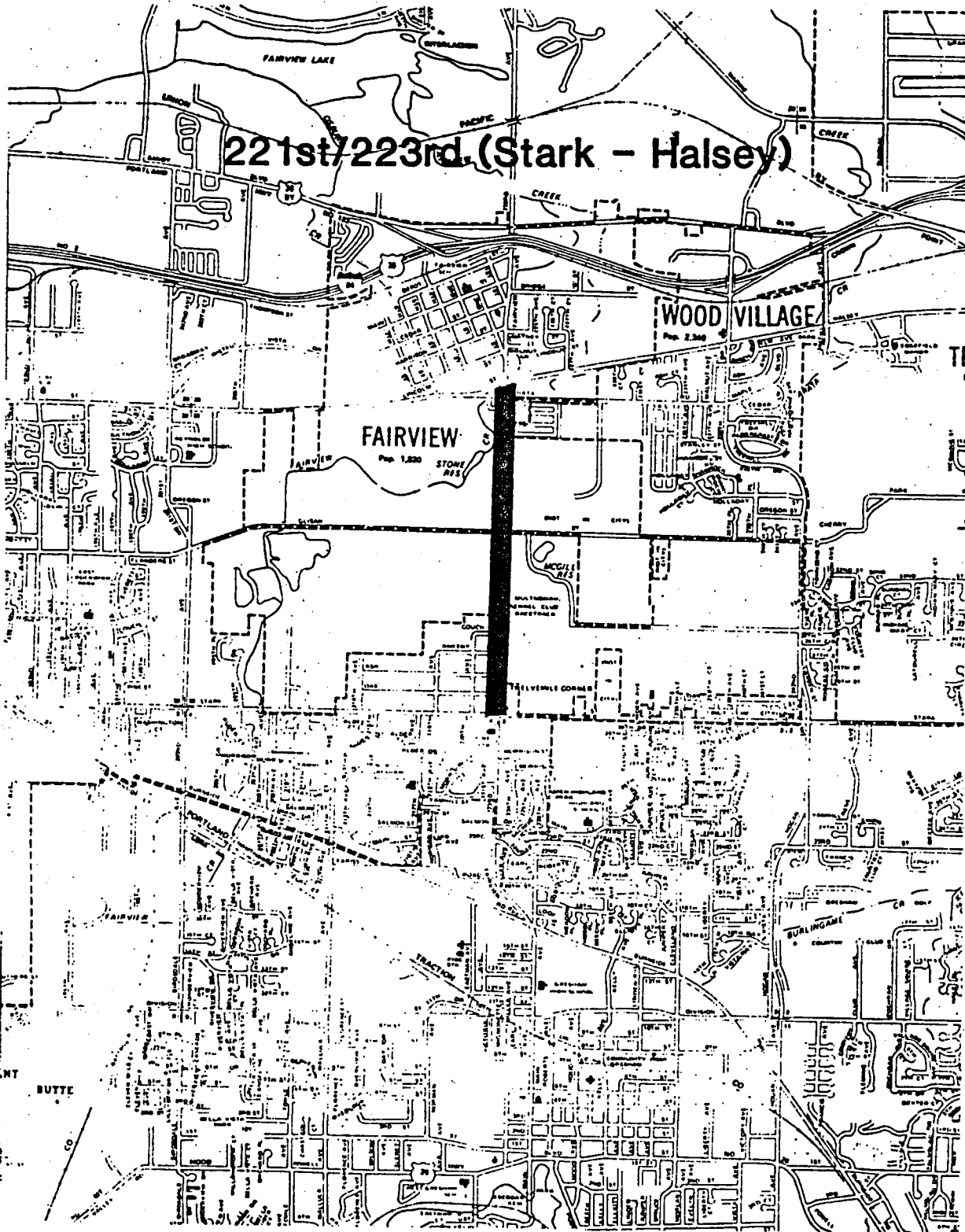
BenjFran Development has recently indicated a commitment to participate in the 223rd project as part of their retail development. Heritage Corporation has submitted a letter of intent to participate in funding 50% of their front footage of the project.

Multnomah County Kennel Club has also indicated strong support for the project, with an intent to participate.

### Local Government Support

The East Multnomah County Transportation Committee endorsed this project as one of three top priority projects for the area.

Multnomah County will provide design engineering and construction inspection for the project. The County will coordinate the funding.





GLISAN (203rd - 223rd)

#### Problem/Proposed Solution

Glisan Street is designated a major arterial in the County's functional classification plan. The street is a two lane facility from 203rd east. The scheduled development by the microelectronics firm, Fujitsu, in 1986 will bring 500+ new jobs into the area. The existing facility will not support the volumes and turning movements associated with anticipated development.

The proposed project will upgrade Glisan Street between 203rd-223rd to four lanes with a continuous turn lane, bike lanes and sidewalks. Consideration for signals will be given to each intersection.

#### Jurisdiction

A Multnomah County maintained road within the Cities of Fairview and Gresham.

#### Estimated Cost:

\$1,785,000 (A percentage to be paid by abutting property owners)

#### Economic Development Benefits

This street bisects three of the largest singly owned parcels of industrial land in East Multnomah County. Fujitsu Microelectronics on the south side of the project will begin construction of their facility in 1986, providing 500+ new jobs the first year. The parcels to the north of the project are owned by Riedel International and Tektronix. Development of these 206 acres of industrial land is anticipated in two years. On the three sites 500 new jobs are scheduled for 1986, and over 5000 jobs are projected in the next 5 years.

#### Commitment by Private Industry

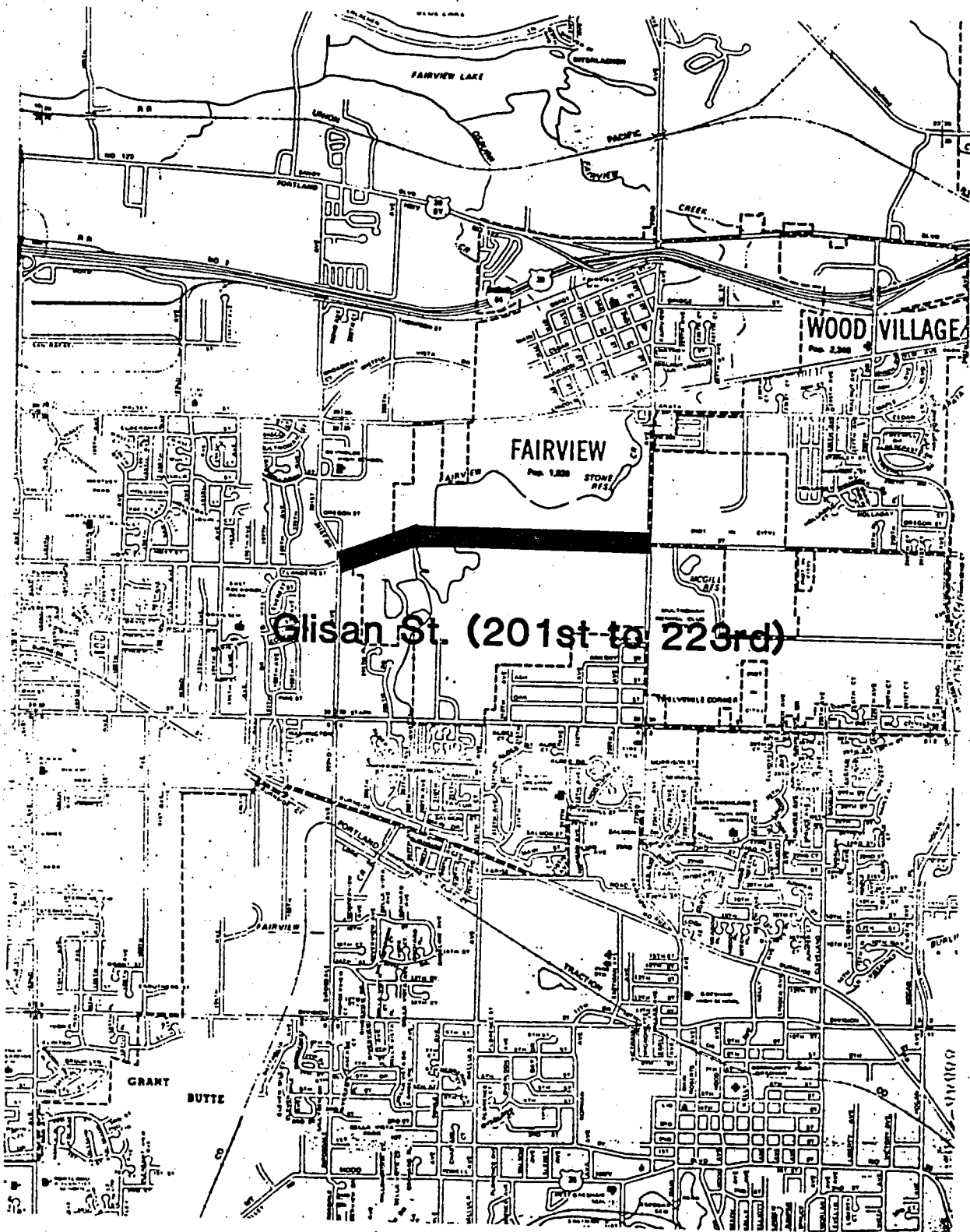
Fujitsu Microelectronics has committed to funding 50% of the total project costs for their front footage.

Riedel and Tektronix will be asked to participate at the same rate when their development occurs.

#### Local Government Support

The East Multnomah County Transportation Committee, made up of elected officials from the County and East County cities, has identified the Glisan Street project as the top priority for the area.

Multnomah County will provide design engineering and construction inspection for the project. The County will also participate in coordinating the funding for the project.



Glisan St. (201st to 223rd)

## PALMQUIST ROAD (242nd to US 26)

### Problem/Proposed Solution

Palmquist Road is designated as a collector on Multnomah County's functional classification plan. The street is currently a two lane facility. The anticipated industrial growth on the adjacent 140 acre site will require upgrading the roadway.

The proposed project will upgrade Palmquist Road to a four lane facility with sidewalks and an intersection improvement at Palmquist and 242nd.

### Jurisdiction

A Multnomah County maintained road within the City of Gresham.

### Estimated Cost

\$1,290,000 (a percentage to be paid by abutting property owners).

### Economic Development Benefits

This project will facilitate development of the 140 acre industrial park abutting the roadway south. The park is located between 242nd, a major arterial on the west and US 26 a principal arterial on the east. The improvement of Palmquist will provide an important function as a collector to those major trafficways. The industrial park is projected to handle 2800+ new jobs.

### Commitment by Private Industry

Graden Technology has submitted a tentative proposal for development in the industrial park to the City of Gresham. A schedule for development has not been established. Participation in the upgrade to Palmquist as well as 242nd Avenue from the developers will be required.

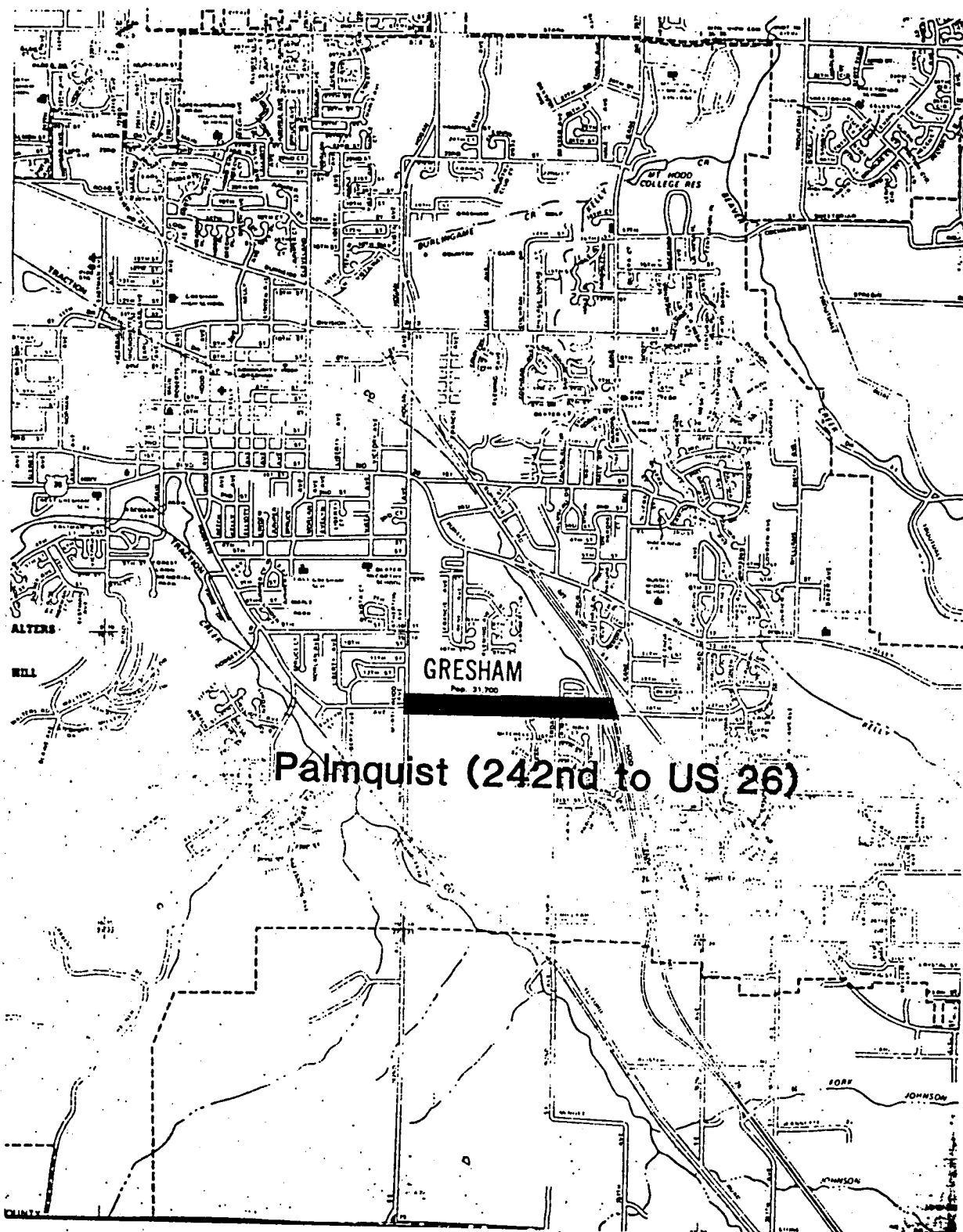
### Local Government Support

This project was the third of the top three prioritized projects identified by the East Multnomah County Transportation Committee.

Multnomah County will provide design engineering and construction management of the project.

The County will coordinate the funding of the project.

The City of Gresham has received a petition to extend a major trunk sewer line to this property.



## 181ST (Airport Way to Sandy Blvd.)

### Problem/Proposed Solution

The current limits of the Airport Way project and the 181st Interchange improvement leaves a gap of approximately 1500 feet of unimproved roadway on 181st Avenue. The Airport Way project is designed to provide the east/west access for the Columbia South Shore industrial lands as well as direct access to I-84.

181st Avenue in the vicinity of Airport Way to Sandy Blvd. is a two lane facility. The proposed project will upgrade 181st Avenue to a four lane facility to match the projects on either end.

### Jurisdiction

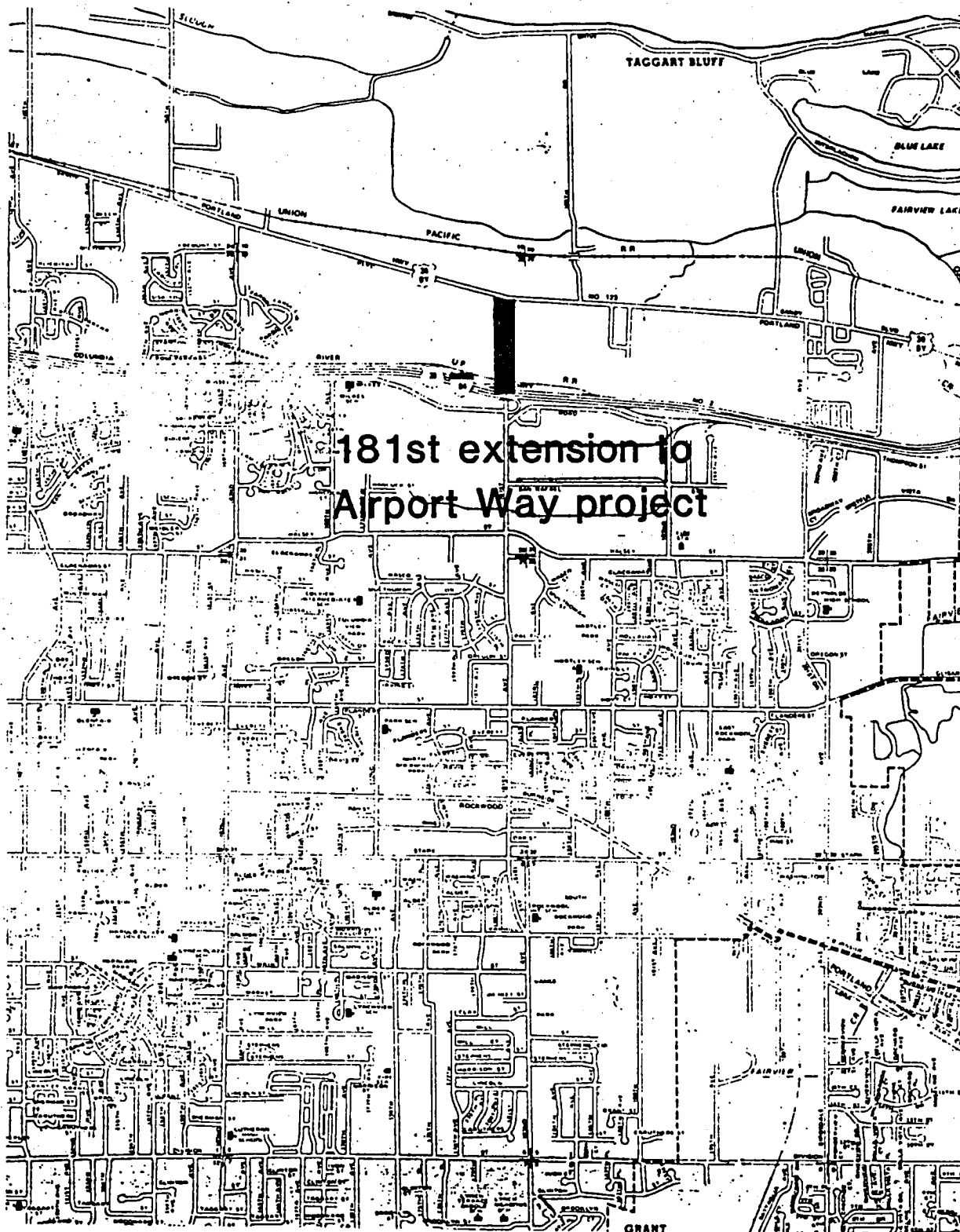
A Multnomah County road within the City of Gresham.

### Economic Development Benefit

This project will provide a continuous improved roadway from Airport Way Extension to the 181st Interchange. This will provide smooth traffic flow for the Columbia South Shore industrial area to the Interstate.

### Local Government Support

The City of Portland is providing an improvement to the north while the Oregon Department of Transportation is making a major investment to the south at the 181st Interchange. This project should be included as part of the other improvements.



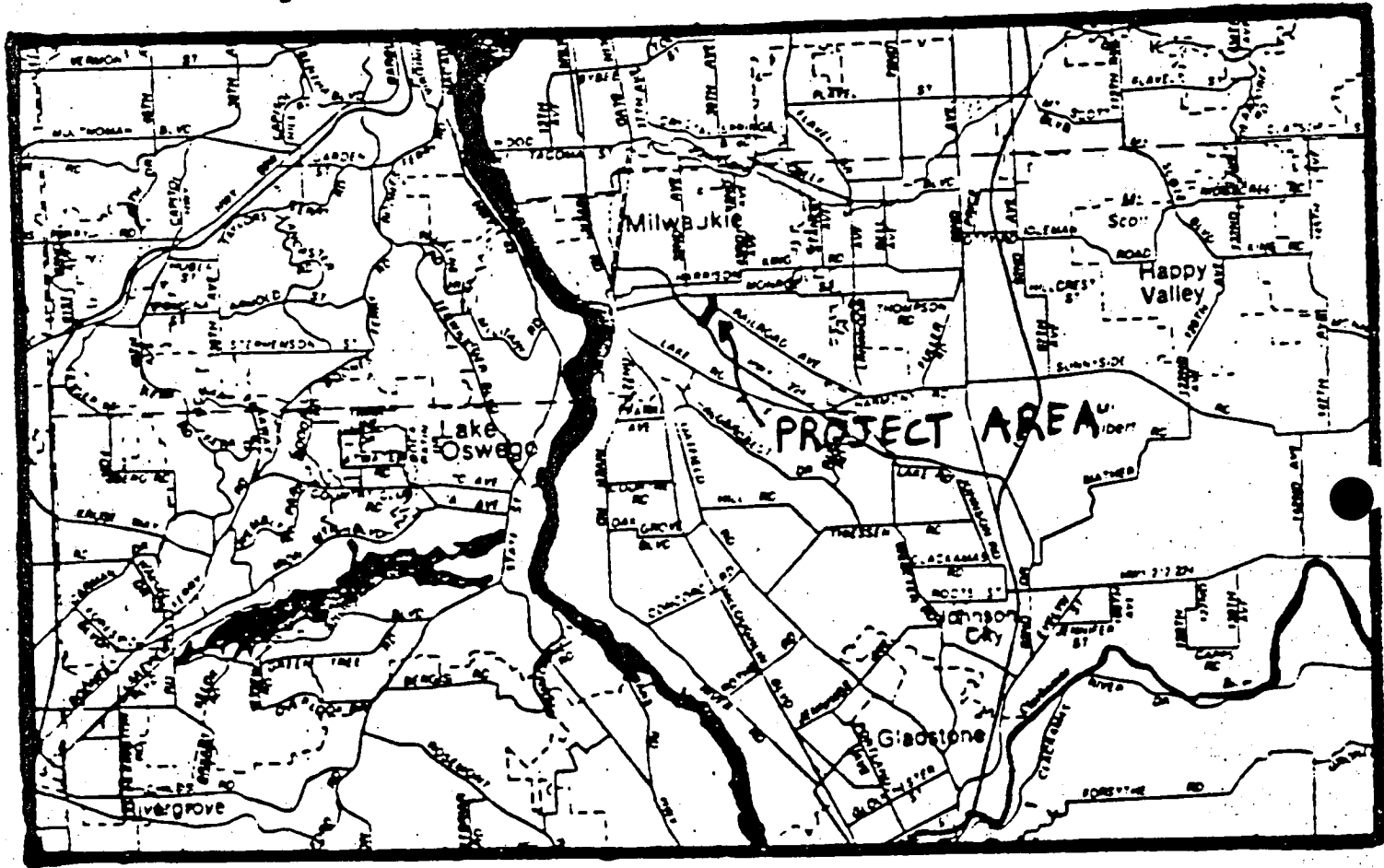
ECONOMIC DEVELOPMENT PROJECTS

CLACKAMAS COUNTY

37th AVENUE MILWAUKIE

- Proposal: Totally reconstruct 37th Avenue to provide a 3 lane 48 foot wide facility with curbs, storm sewer, sidewalks and bike path approximately 2,100 feet in length. It also appears necessary to widen the existing on-grade railroad crossing and install a signal at the intersection of International Way and 37th Avenue.
- Jurisdiction: City of Milwaukie
- Estimated Cost: \$800,000 total (\$120,000, local; \$680,000, State)
- Economic Development Benefits: This project will allow more intensive utilization of 50 acres of industrial lands centrally located in the "east urban area" of Clackamas County. Development of this area would be most efficient in terms of utilization of existing roads, sewers, utilities, and convenient to the labor force. It is estimated that as many as 1620 new jobs are potentially available in the immediate vicinity if access is improved.
- Commitment by private industry:
  - Interest has been expressed in 20 to 30 acres of a 70 acre vacant tract adjacent to 37th Avenue.
  - OECO is presently involved in the construction of a new facility that will employ 650 workers now and 1,000 within four years.
  - Lincoln Properties is considering 150,000 square feet of office space.
- Support from other state agencies can be expected from the State Economic Development Division.
- Financial support is available in the form of a 15% local match provided by the City of Milwaukie or an LID.
- Strong local support has been expressed by OECO, Southern Pacific and other major employers that would benefit from the proposed improvements. The property to be served by improvements to 37th Avenue is zoned Light Manufacturing. The need to improve transportation facilities in the Milwaukie Expressway corridor specifically is evidenced by the formation of a Special Issues Task Force composed of major employers in the Clackamas/Milwaukie industrial area. They are committed to seek major improvements in transportation.





BEAVERCREEK ROAD/WARNER MILNE ROAD

Proposal: There are actually three phases which include:

- 1) Realignment and extension of Beaver Creek Road through the County's Red Soils complex; (this project is funded).
- 2) Improve Beaver Creek Road from Oregon City Bypass to Highway 213; (not funded).
- 3) Improve Warner Milne Road and realign and signalize the Linn Ave./Warner Milne Road intersection. (not funded).

While the proposal vary all would involve the provision of a roadway of 3 to 5 lanes and would include curbs, sidewalk, storm sewer, and bike paths. Additional traffic controls would also be considered. The primary reason for consideration of proposed improvements is to improve access to the Oregon City Bypass from existing development and 77 acres of industrial land owned by Clackamas County. Depending upon the option selected, most of the required R/W is available or is acquireable as in the Red Soils phase.

Jurisdiction: Includes City of Oregon City and Clackamas County.

Estimated Cost: \$4,000,000 Total (\$600,000, local; \$3,400,000 State)

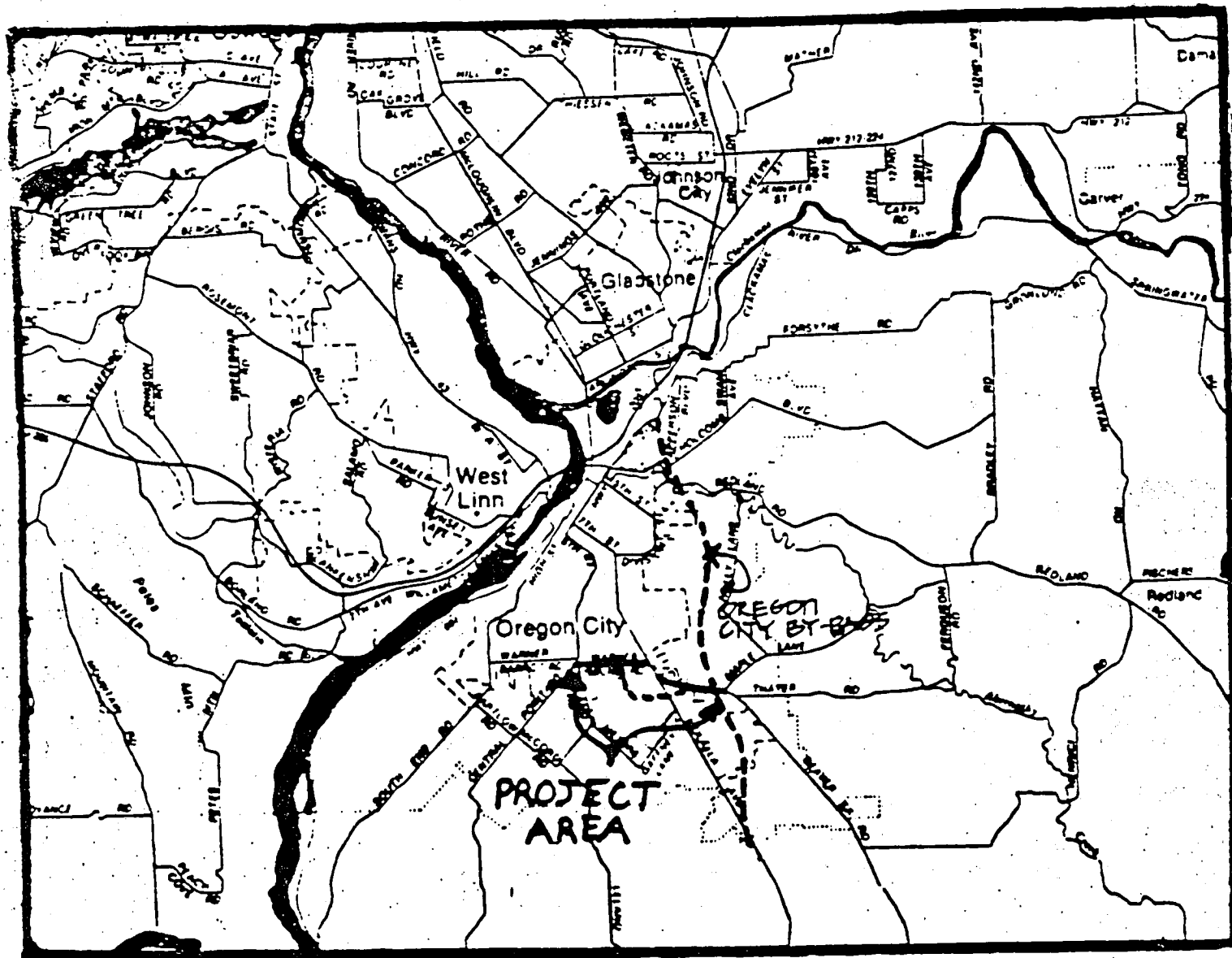
Economic Development Benefits: In addition to relieving congestion in the heart of Oregon City's main commercial area, created by through traffic this project will provide a critical access to open up the 77 acre "Red Soils Industrial Park" that is for sale. This is a joint effort by Clackamas County and the City of Oregon City to diversify the employment base of the Oregon City area. It will add from 1,000 to 1,500 new high tech jobs directly to the local economy.

Commitment by private industry to support improved access to the Oregon City Bypass, Highway 213 and Warner Milne Road is well documented and includes commercial establishments in the vicinity of Beaver Creek Road and Highway 212. These include South Ridge Development, and Danielson's Thriftway. Also, the County is negotiating with a private company for the Red Soils (77 acre) Industrial Area.

Support from other state agencies: Upgrading and extension of Beaver Creek Road will improve operation and access to/from the Oregon City Bypass. The County will seek both ODOT and State Economic Development Division support.

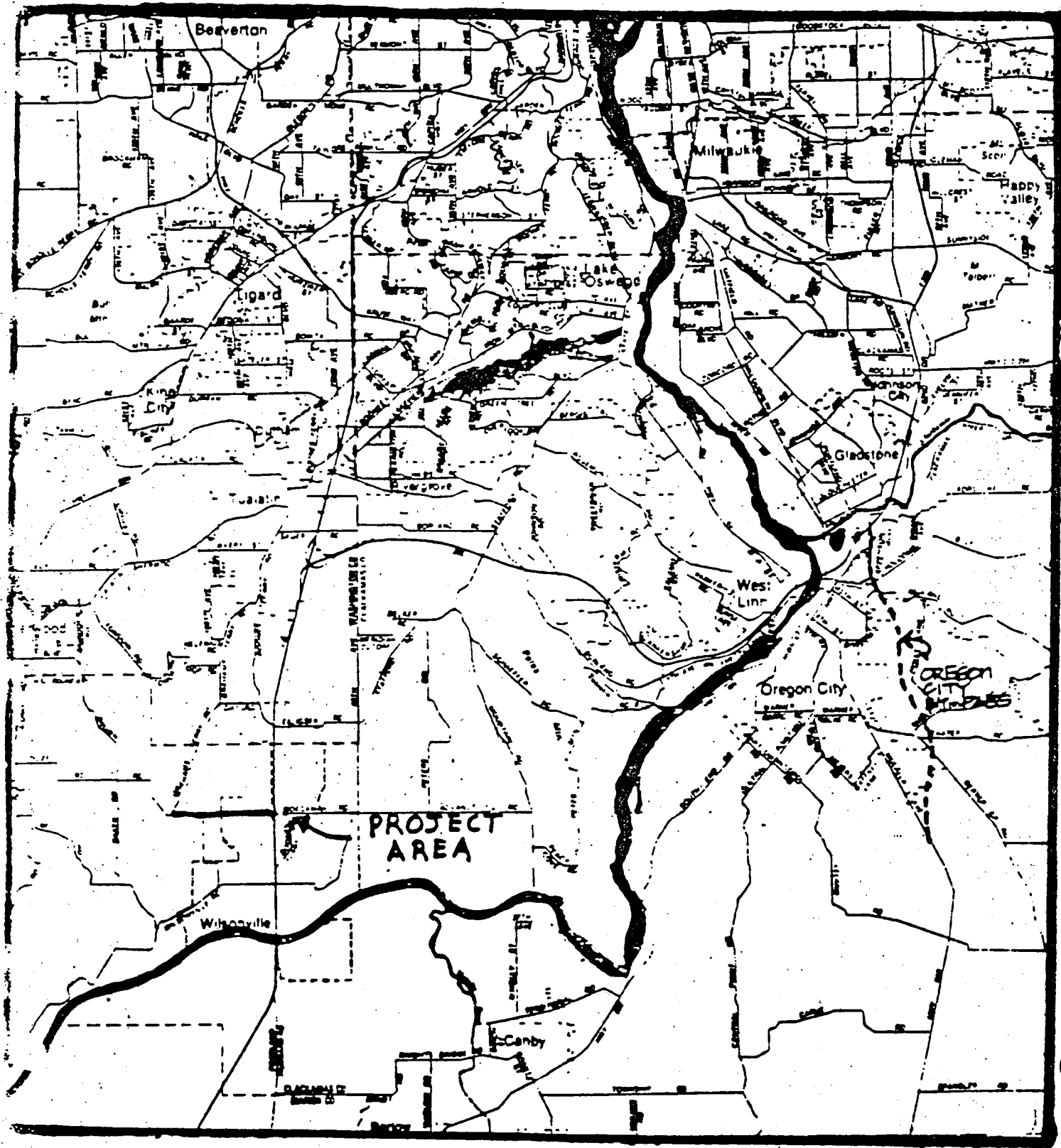
Financial participation has thus far taken the form of Environmental Assessment work to evaluate the options. This work is financed in part by state funds and includes local match. The County would be willing to provide 15% of the project cost.

Strong local support is evidenced by the selection of this project as a high priority project by the City/County Transportation Committee. Additionally, numerous meetings have been held with businesses in the vicinity.



BOECKMAN ROAD

- . Proposal: Widen the existing portion of Boeckman inside the City of Wilsonville by 8 feet on each side (1200 feet long). Construct a new road as an extension of Boeckman 1200 feet long. The new road and improved road will be a three lane facility constructed within a 60 foot R/W from I-5 to 110th Street/Tooze Road. Curb to curb width will be 48 feet. Other improvements will include bike path's next to curb, storm sewer and sidewalk. There may be a need for additional easements for utilities. Most of R/W has been acquired or agreements have been made to provide rights of way in the future as needed. Structures will be setback far enough (30 feet) to accomplish improvements.
  - . Jurisdiction: Jointly maintained by Clackamas County (incorporated portion) and City of Wilsonville (City portion).
  - . Estimated Cost: \$600,000 Total (\$150,000, local; \$450,000, State)
  - . Economic Development Benefits: It is estimated that at "build out" an additional 1,500 to 2,000 new jobs would be created according to the amount of acres of industrial land available and more accessible as a result of this proposal.
  - . Commitment by private industry is evident in this growing industrial area that is dependent on efficient access to I-5. The immediate area includes a 400 acre area recently annexed into the City that has already experienced growth:
    - . West Bank Steel Tanks - 2 acres - 10 jobs
    - . Mountomah Truck Leasing - 5 acres - 100 jobs
    - . Leaseway Transportation - 3 acres - 25 jobs
    - . Nike has successfully sought an annexation and zone change creating 200 acres of additional industrial land and has received design review approval for new facilities. 350 jobs
    - . Data processing, Inc. - 2 acres - 10 jobs
- All of these businesses are dependent upon improvements to Boeckman Road access to I-5 as well as new businesses considering Wilsonville.
- . Support from other state agencies has been demonstrated with the approval of the recent annexations by the Portland Metropolitan Boundary Commission in recognition of the need for expansion and the ability of the City to provide required services.
  - . Financial support by both private and public sectors has occurred in the form of LID's, the setting aside of R/W needed for Boeckman Road by private owners and commitment of local government to support 25% of project cost through system development fees. Additionally long standing storm water and drainage problems in the area will be solved through improvements to Seally ditch financed by a system development fund.
  - . Strong local support has been exhibited by the ability of the City to consider annexation and extension of City services and in the City's ability to be creative in financing needed improvements.



- 4 -

JOHNSON CREEK BOULEVARD EXTENSION (82nd AVENUE TO LESTER INTERCHANGE)

Proposal: Construct a 5 lane facility between the Lester interchange improvement to 82nd Avenue. Construction would occur within an 82 foot right of way and would include curbs, storm sewer, sidewalks and bike path. The traffic signal at 92nd and Johnson Creek Boulevard would have to be modified. The time frame for construction would follow that of the Lester Interchange.

Jurisdiction: Clackamas County

Estimated Cost: \$1,000,000 Total (\$150,000, local; \$850,000 State)

Economic Development Impacts: The Johnson Creek Industrial Area, although mostly already developed, is, and will continue to be an important employment center for Clackamas County. The employment intensity of the area has been limited, however, by the area's poor transportation connectivity. The 82nd Avenue commercial area has been blighted by many factors, including poor access to a major market area. This project will serve to improve the ability of both these areas to provide jobs and services to north-central Clackamas County. It is estimated that 440 new jobs could be created with full development and improved access.

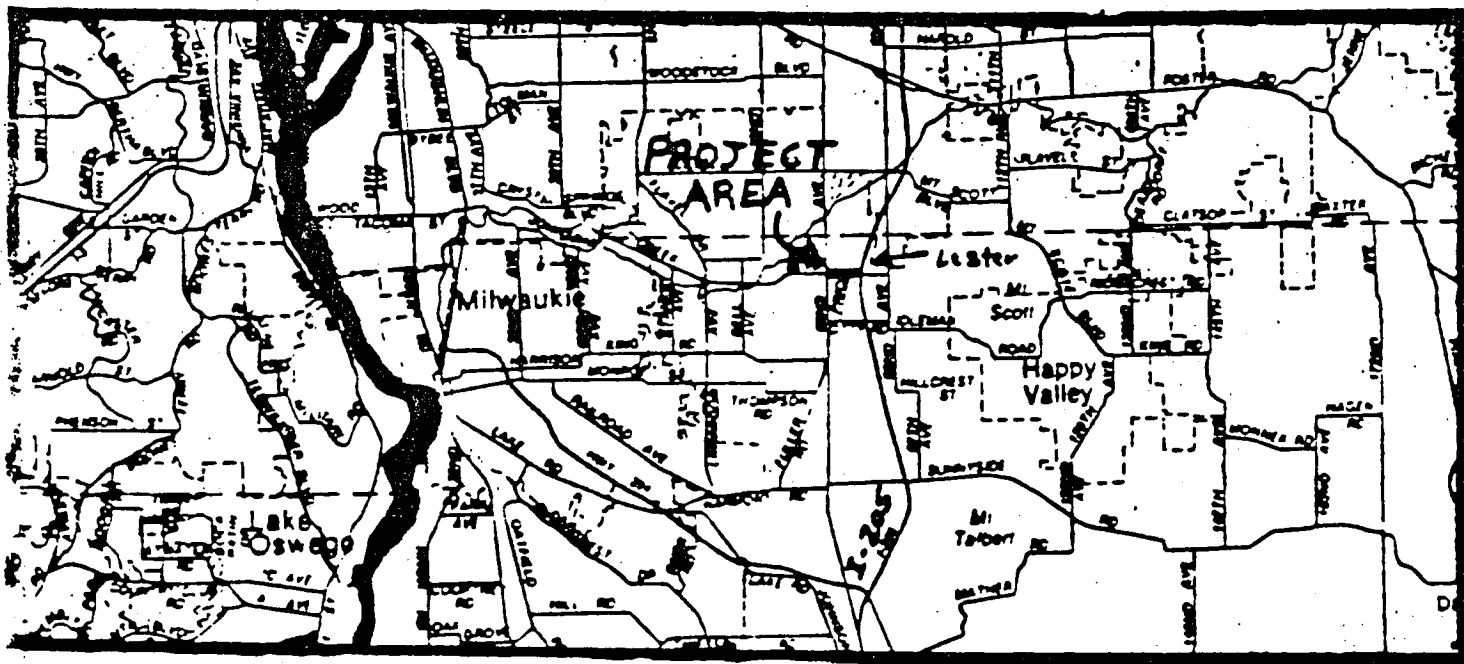
There are currently 44 acres of vacant industrial land in the Johnson Creek area with 10 ownerships totally vacant and another 13 partially vacant.

Commitment by private industry: The new Lester interchange and extension of Johnson Creek Boulevard has already resulted in an application or the conversion of the 82nd Drive-In Theatre to commercial. Although no specific new development proposals exist that are dependent upon this project, there are 49 acres of vacant buildable industrial land that would have direct access to I-205. There are also 167 gross acres of developed land with businesses desirous of improved access that may consider relocating due to poor access. This is a priority of the Special Issues Task Force because it affects all existing businesses wishing to expand in the Highway 212/224 Industrial Area.

Support from other state agencies is possible (i.e., Economic Development Commission). ODOT is interested in relieving congestion on 82nd Avenue and at the I-205/Sunnyside Interchange. Ted Spence of ODOT originally suggested the County submit this as an economic development project.

Financial support: Draft EIS documentation for the proposed Lester Interchange includes the extension of Johnson Creek Boulevard. A local match of 15% would be provided.

Strong local support: The County and ODOT received testimony in favor of the project at a public hearing. The project is endorsed by the Special Issues Task Force.



MATHER ROAD (SUNNYSIDE ROAD AREA)

Proposal: Reconstruct a portion of Mather Road and construct a new road between S. E. 122nd Avenue and Lawnfield Road. The improved road would have suitable grades, vertical and horizontal alignment, improved width and structural capabilities of handling industrial traffic. It would be constructed to 3 lanes to permit turns and channelization. The proposed improvement would include curbs, storm sewer and sidewalks and accommodate pedestrian/bike traffic to reduce traffic conflicts. Additional traffic controls will be considered.

Economic Development Benefits: This project is crucial to the development of the Clackamas Bluffs Campus Industrial Park area, which will provide 6,500 jobs. Transportation studies have shown that traffic congestion will reach unacceptable levels on the other outlets to this area if this project is not constructed. Furthermore, the project opens up several large, critical parcels, and provides an additional access to I-205. Clackamas Bluffs is one of four relatively small areas Clackamas County has available for "high technology" industrial development, the industrial sector that's expected to account for 44% of industrial employment growth to the year 2000.

Jurisdiction: Clackamas County

Estimated Cost: \$2,000,000 Total (\$300,000, local; \$1,700,000, State)

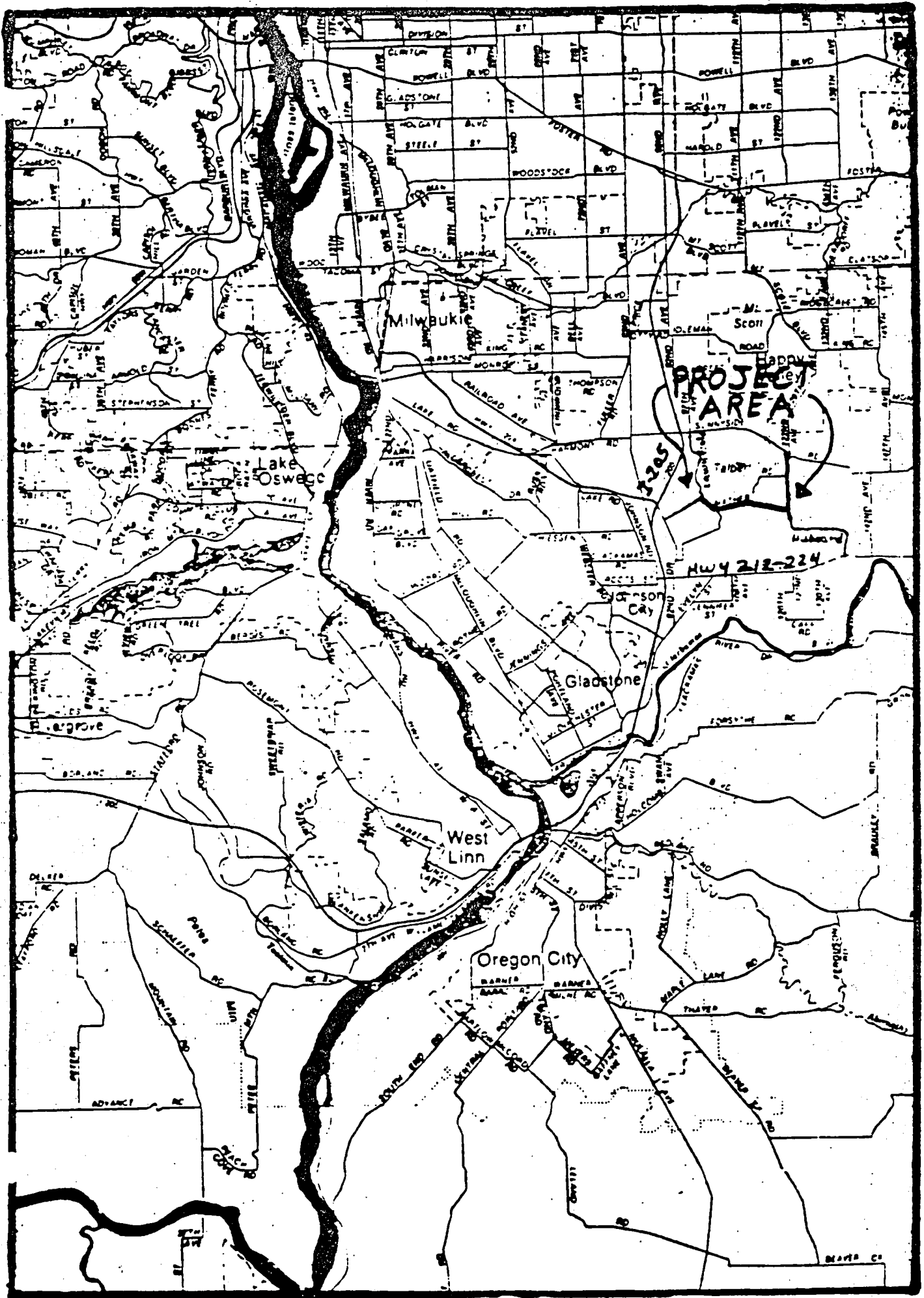
Commitment by private industry is evident in the support received for a recently county initiated zone change to Campus Industrial consisting of approximately 400 acres. The private sector also supported other road improvements including an LID on 122nd/Davis and agreed to finance installation of a multi-phase traffic signal at Sunnyside and 122nd.

Support from other state agencies is expected such as the Economic Development Commission.

Financial support in the form of a 15% local match is assured.

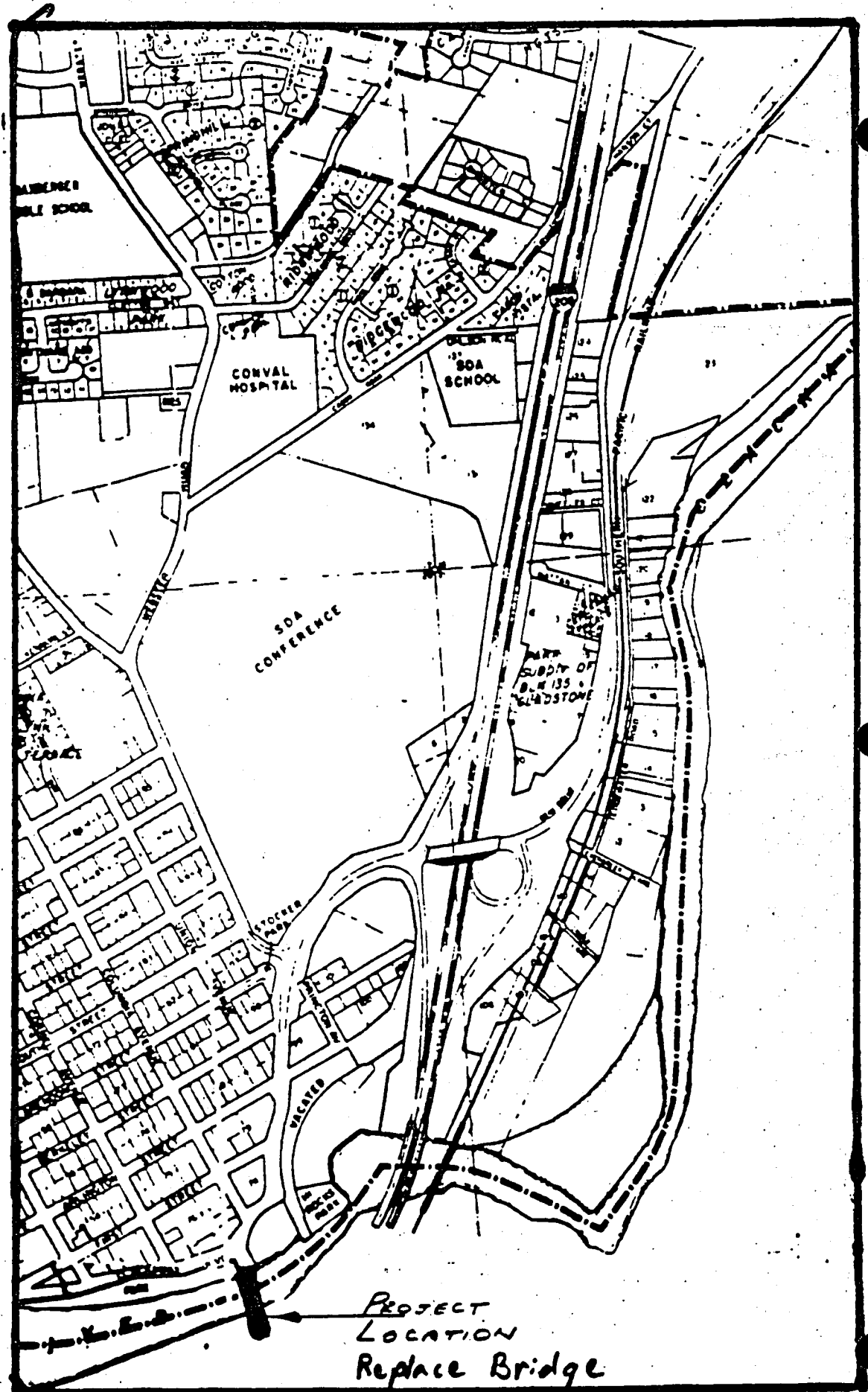
Strong local support has been demonstrated by the approval of the 400 acre plus Campus Industrial zone change.





## GLADSTONE BRIDGE REPLACEMENT

- Proposal: Replace an existing closed bridge with a new facility capable of handling truck, auto and pedestrian traffic that will be utilizing the I-205/Park Place interchange. The existing bridge before closure some 8 years ago carried 10,000 vehicles per day. The new facility would be a 2 to 3 lane structure (48 wide curb to curb) with sidewalks and bike path. It will be better aligned with the current street systems on either side. Opening of the bridge will reduce local traffic on I-205. Most if not all of the R/W has been acquired.
- Jurisdiction: City of Gladstone
- Estimated Cost: The requested \$300,000 will satisfy the 10% local match requirement. The remaining \$2.7 million dollars of \$3 million project will be sought through HBR bridge replacement funds (80%) and ODOT match (10%).
- Economic Development Benefits: The connection will encourage development on both sides of the river; an estimated 150 industrial jobs on the Oregon City side, and 500 commercial jobs in Gladstone. In addition, the improvement will benefit the SDA light industrial site in Gladstone, which will provide 1,000-1,500 jobs when developed.
- Commitment by private industry: The bridge in the past served one of Gladstone's major commercial areas. When the bridge was closed, the commercial area stopped growing - currently a number of half-finished commercial structures exist. Private industry has already made a commitment to this area and the bridge would further support this commitment.
- Support from state agencies would occur with the approval of Bridge Replacement financing (HBR funds). The Department of Motor Vehicles office would also have better access to I-205.
- Financial Participation has been weak in the past due to the inability of Gladstone to provide required local match because of its financial structure. However through a combination of HBR money and local match provided by modernization money the facility could be replaced.
- Strong local support is evidenced by the amount of pedestrian and bicycle traffic the "closed" facility currently supports and the 10,000 plus vehicles per day that utilized the bridge before closure several years ago. The bridge replacement will be even more important as an extension of the Oregon City bypass by more directly connecting commercial areas of Gladstone and Oregon City.



ECONOMIC DEVELOPMENT PROJECTS

WASHINGTON COUNTY

Proposal:

Reconstruct Cornelius Pass Road to provide a 5 lane, 72 foot wide facility with curbs, storm sewer, sidewalks and bike paths. The length of the proposed improvement is approximately 6,400 feet.

Jurisdiction:

City of Hillsboro and Washington County.

Estimated Cost:

\$1,700,000 (PE - \$145,000 R/W - \$300,000, Construction - \$1,225,000)

Significance to State Highway System:

Cornelius Pass Road is a major north-south route that provides access to 500 acres of vacant industrial land in the West Union area as well as to Fujitsu, NEC, Tanasbourne Commerce Center (Epson Computers), and the PAC/Trust development. In 1984, there were 14,000 trips a day along Cornelius Pass Road and this is expected to increase to 26,000 by year 2000.

Functional Classification and State Highway Support:

Cornelius Pass Road is a minor arterial on the Washington County Transportation Plan. Cornelius Pass Road connects to Sunset Highway at the Cornelius Pass Interchange and via 216/219th Avenue to Tualatin Valley Highway.

Committed Facilities by Private Industry:

Fujitsu, Tanasbourne Commerce Center, Tanasbourne PUD, and TEchnology One Center (PAC/TRUST) are projects either in the development or construction stage along Cornelius Pass Road. Currently there are 400 jobs in the area, 600 new jobs are committed in the next two years, and there is an additional potential of 20,000 at full build out.

Support from State Agencies:

Support can be expected from the State Department of Economic Development, ODOT, and LCDC. ODOT is currently doing preliminary engineering and preparing the Environmental Assessment for the reconstruction of the Cornelius Pass Interchange with the Sunset Highway.

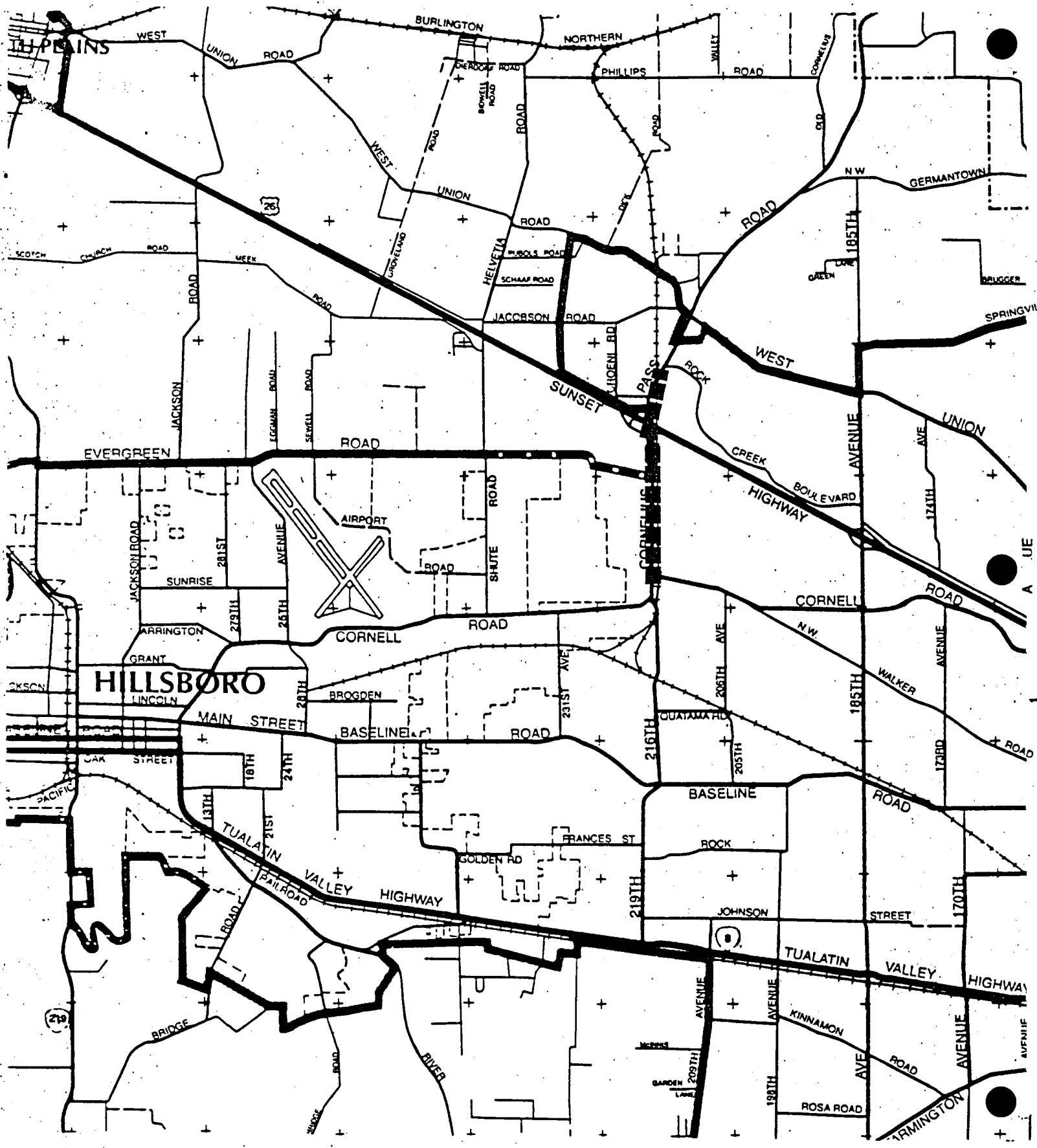
Financial Commitments by Public or Private Industry:

An LID has been formed by Western International Properties and Riviera Motors in the West Union area that will reconstruct that of this project between Rock Creek Boulevard and Sunset Highway. The total cost of this LID is 2.6 million dollars.

Standard Insurance has widened Cornelius Pass Road and installed a signal at the intersection of Cornelius Pass and Evergreen Road. Evergreen Road was constructed by Standard Insurance at a cost of \$408,000 to serve the Tanasbourne area. Sewer and domestic water supplies, funded by Unified Sewerage Agency, the City of Hillsboro, and the developers has been installed and is available to all sites.

Local Support:

Strong local support has been expressed by the City of Hillsboro, Washington County, Sunset Corridor Association, Tualatin Valley Economic Development Corporation, NEC, Fujitsu, and other major employers in the area.



## SHUTE ROAD - SUNSET HIGHWAY TO EVERGREEN ROAD

### Proposal:

Reconstruct Shute Road to provide a 5 lane, 62 foot wide facility with curbs, storm sewer, and sidewalks. The length of the project is approximately 4,600 feet.

### Jurisdiction:

City of Hillsboro and Washington County.

### Estimated Cost:

\$1,750,000 (PE, 90% of which is complete - \$110,000, R/W - \$350,000

Construction - \$1,290,000)

### Significance to State Highway System:

Shute Road provides a direct link between Sunset Highway via a major interchange and NEC and INTEL, Soloflex, Metheus, etc. in Hawthorne Farms Development Park and other industrial areas. In 1984, 4,000 cars a day used Shute Road. By year 2000, 27,000 cars a day are expected to use the road.

### Functional Classification and State Highway Support:

Shute Road is adjacent to the NEC, America site. NEC is currently building a 120,000 square foot manufacturing facility that will employ 300 people by 1987, and 2,500 people by the end of the decade. INTEL, Metheus, and Soloflex have already constructed facilities in Hawthorne Farms Industrial Park. In 1985 there were 4,300 jobs in the area. At full build out there is a potential of 20,000 jobs.

### Support from State Agencies:

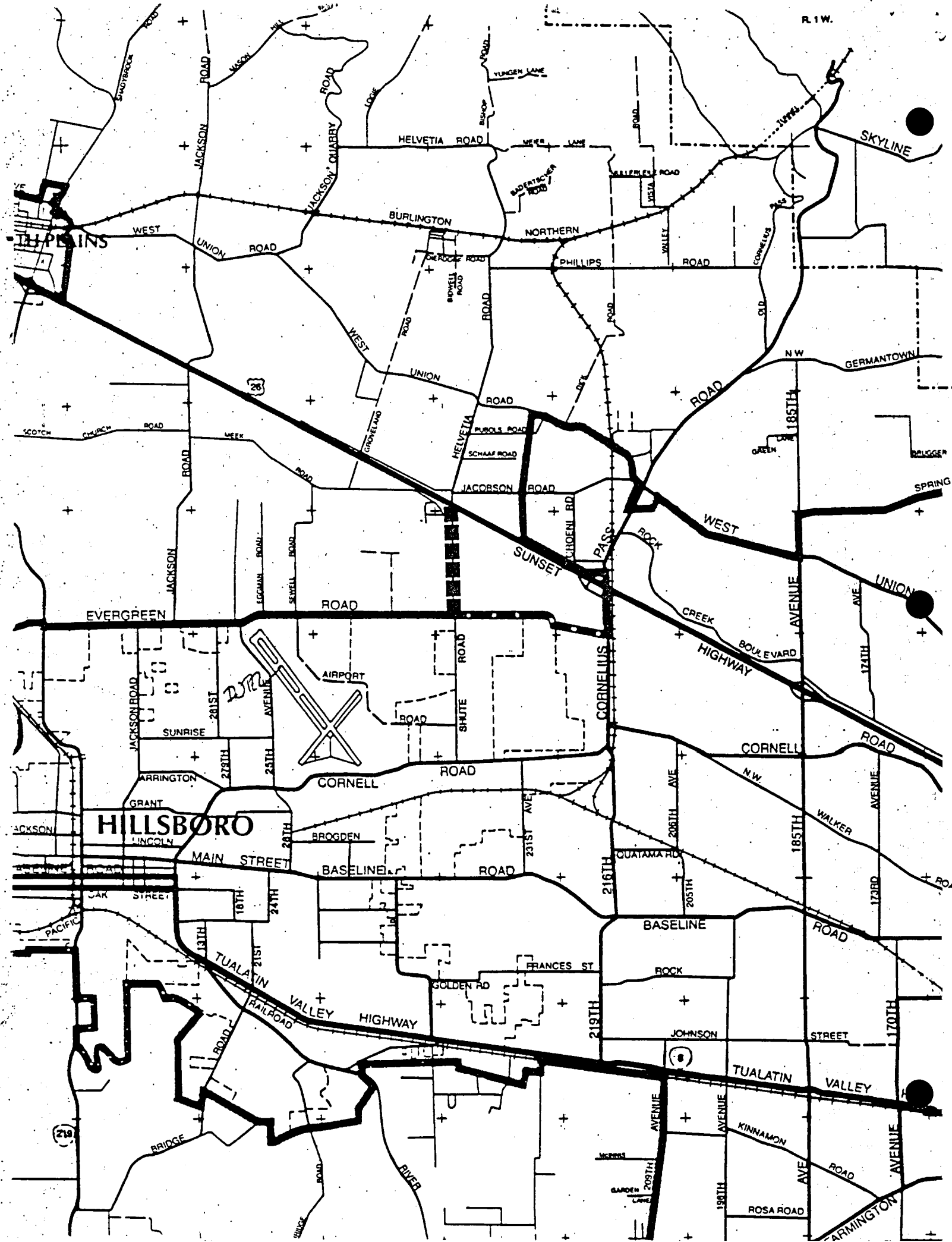
Support can be expected by the Governor's office, which played an important role in the siting of NEC, and the State Department of Economic Development. ODOT has done the Environmental Assessment on the Helvetia Road Interchange with Sunset Highway and is currently constructing a grade-separated interchange.

### Financial Commitment by Public or Private Industry:

Sewer and domestic water supplies, funded by Unified Sewerage Agency, the City of Hillsboro, and the developer's are installed and are available to all sites south of Evergreen Road. The Brookwood Extension, just south of the project area, is being planned by the City of Hillsboro, the Port of Portland, and NEC is expected to be built in 1986. ODOT is currently constructing a grade-separated interchange at the Helvetia Road Interchange on Sunset Highway.

### Local Support:

Strong local support can be expected from Washington County, the City of Hillsboro, the Port of Portland, Sunset Corridor Association, Tualatin Valley Economic Development Corporation, Hillsboro Chamber of Commerce, NEC, INTEL, and Hawthorne Farms.





## TUALATIN/SHERWOOD ROAD - NYBERG ROAD TO HIGHWAY 99W

### Proposal:

Construct a five lane 72 foot wide facility with curbs, storm sewer, sidewalks, and bikepath on Tualatin-Sherwood Road from Nyberg Road to Avery Road and on Edy Road from Tualatin-Sherwood Road to Highway 99W. The length of this project is approximately 25,000 feet.

### Jurisdiction:

City of Tualatin, City of Sherwood, and Washington County.

### Estimated Cost:

\$8,600,000 (PE - \$260,000, R/W - \$1,000,000, Construction - \$7,340,000)

### Significance to the State Highway System:

Tualatin-Sherwood Road provides one of the few direct links between three state highways, I-5, Boones Ferry Road, and Highway 99W in the southern portion of Washington County. In 1984 ADT for Tualatin-Sherwood Road was 11,750. ADT for Year 2000 is expected to be 22,000.

### Functional Classification and State Highway Support:

Tualatin-Sherwood Road is a major arterial according to the Washington County transportation Plan. Tualatin-Sherwood Road connects directly to I-5 at the Nyberg Road connects directly to I-5 at the Nyberg Road Interchange, intersects Boones Ferry Road, and connects to 99W.

### Committed Facilities by Private Industry:

Portland Chain Saw is building a new plant and Stanton Furniture is expanding its existing plant in the area. At full buildout there is a potential for 15,300 new jobs in the area.

### Support from State Agencies:

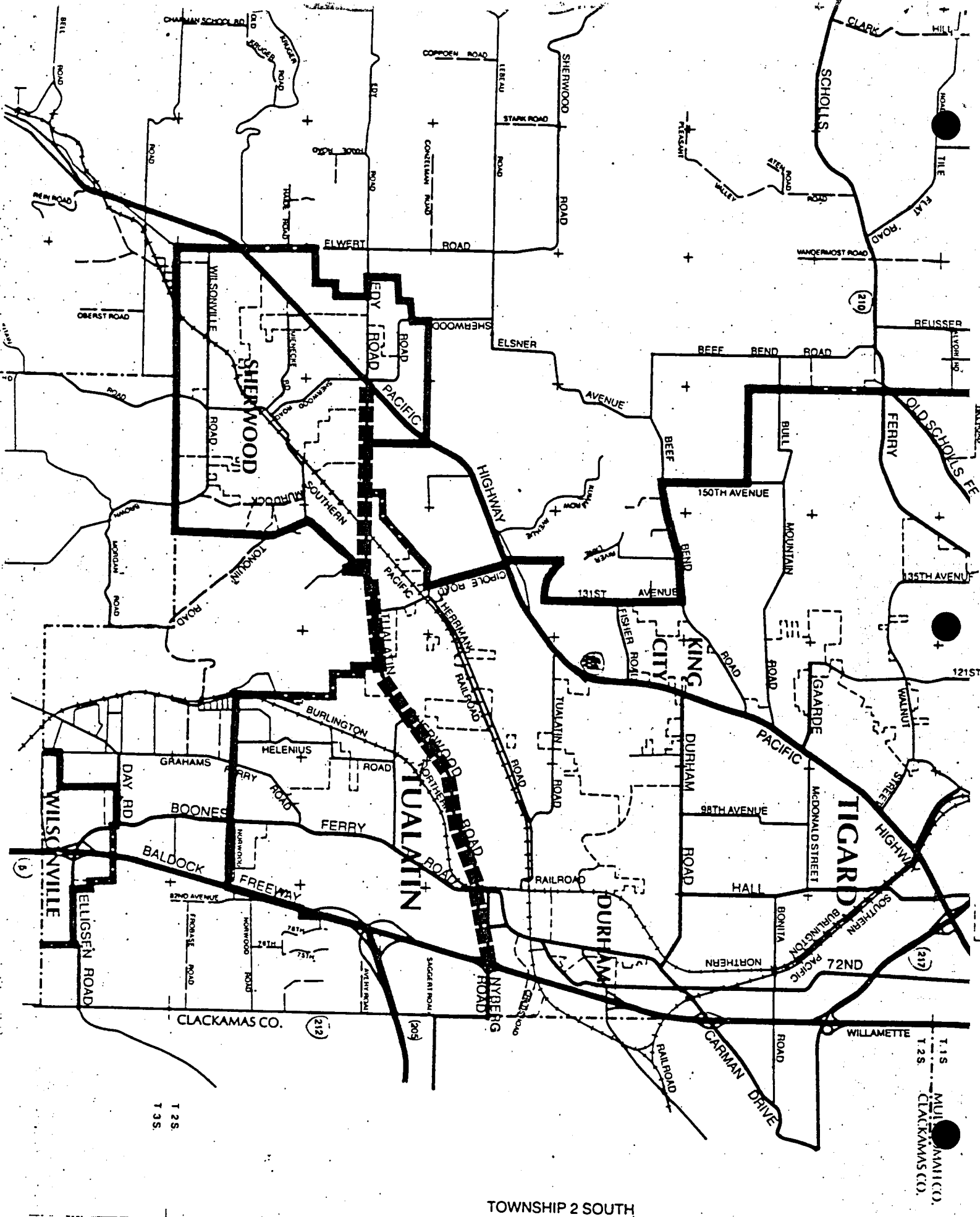
Support can be expected from the State Department of Economic Development.

### Financial Commitment by Public or Private Industry:

As development occurs, Tualatin will seek participation for improvements on Tualatin-Sherwood Road.

### Local Support:

Support has been expressed by the City of Sherwood, the City of Tualatin, Washington County, the I-5 Corridor Association, and the Tualatin Valley Economic Development Corporation.



TOWNSHIP 2 SOUTH

1 2 S.  
1 3 S.

1 1 S.  
1 2 S.  
MULAMICO  
CLACKAMAS CO.

625,000

45 22 3

625,000

## **BASELINE/JENKINS ROAD- MURRAY BLVD. TO 219TH AVENUE**

### **Proposal:**

Construct Baseline/Jenkins Road as a five lane, 72 foot wide facility with curbs, storm sewer, sidewalks, and bikepath. The approximate length of this project is 1,950 feet.

### **Jurisdiction:**

Washington County.

### **Estimated Cost:**

\$4,225,000 (PE - \$225,000, R/W - \$1,000,000, Construction - \$3,000,000)

### **Significance to State Highway System:**

Baseline/Jenkins Road is an east-west road that parallels both the Sunset Highway and Tualatin Valley Highway. It is linked to the Sunset Highway by Murray Blvd., 158th Avenue, and 185th Avenue. ADT for 1984 was 6,000, ADT for year 2000 is expected to be 21,000.

### **Functional Classification and State Highway Support:**

Baseline/Jenkins Road is classified as a minor arterial in the Washington County Transportation Plan. Because this facility parallels both Sunset Highway and Tualatin Valley Highway, it is expected to relieve some of the traffic on both facilities.

### **Committed Facilities by Private Industry:**

Nike World Headquarters, Windolph Farms, Costco, Tektronix Expansion, and Koll-Woodside have all been built, are being built, or are being planned along this corridor. Currently, there are 1,500 jobs in the project area. 1,300 more jobs are committed in the next two years, and there is a potential for 5,000 more jobs at full build out.

### **Support from State Agencies:**

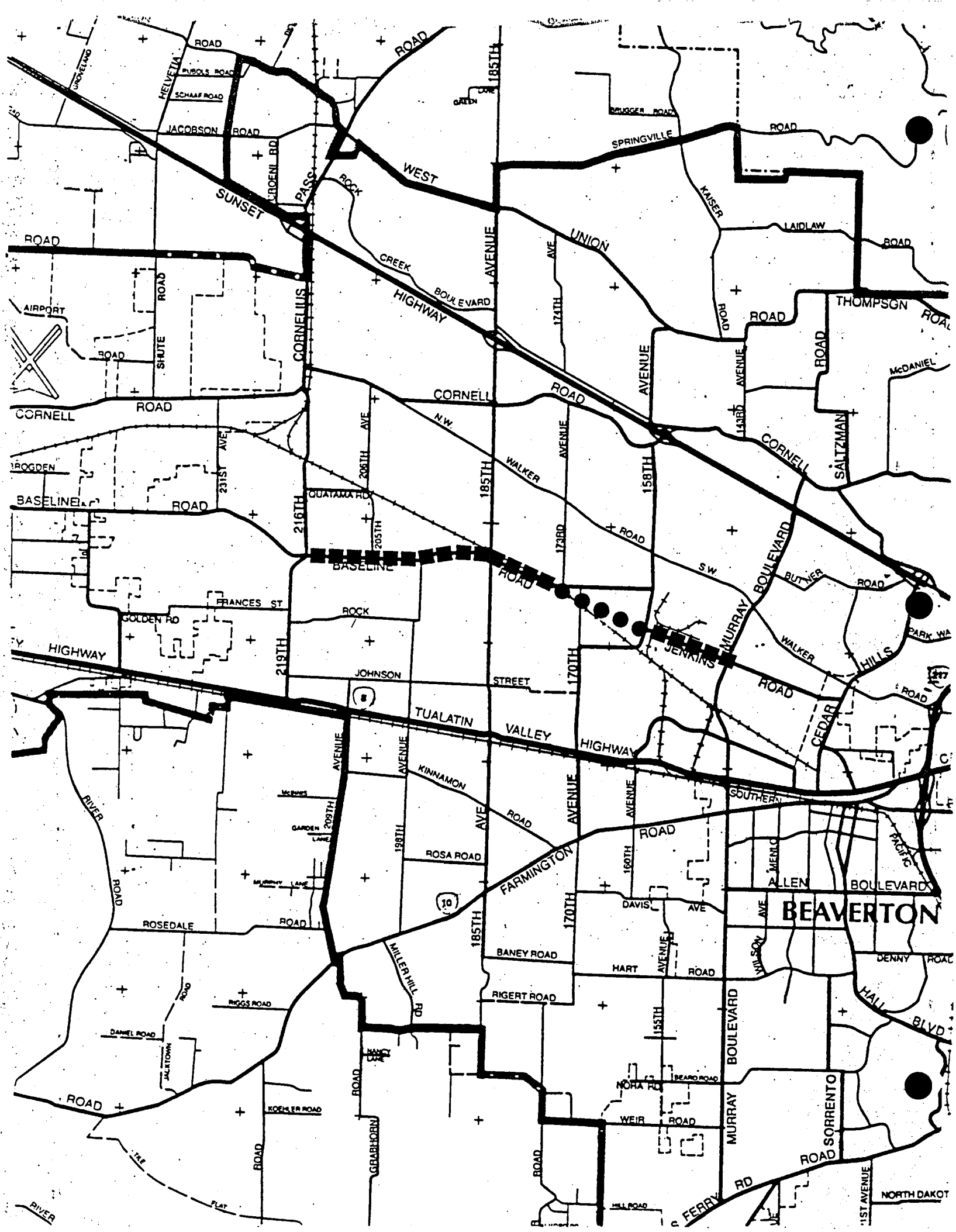
Support can be expected from the State Department of Economic Development and LCDC. ODOT has expressed support for the project because it would help relieve traffic on Tualatin Valley Highway.

### **Financial Commitments by Public or Private Industry:**

Costco is currently constructing a half street improvement on Jenkins Road along their frontage. They have also installed a traffic signal at 158th Avenue and Jenkins Road. The estimated cost of these improvements is \$400,000.

### **Local Support:**

Strong local support has been expressed by Washington County, the City of Beaverton, the City of Hillsboro, the Sunset Corridor Association, the Tualatin Valley Economic Development Commission, Nike World Headquarters, Costco, and other major employers in the area.



CONSIDERATION OF A CONTRACT WITH TRI-LETT  
INDUSTRIES FOR ZOO GIFT SHOP AND CASHROOM  
REMODEL

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Date: September 16, 1985

Presented by: A. M. Rich

FACTUAL BACKGROUND AND ANALYSIS

As part of the 1985-86 budget adopted by the Metro Council on June 27, 1985, improvements are scheduled to be made in the gift shop/cashroom area. These improvements include adding a new cashroom office and souvenir kiosk in the covered space between the present gift shop and the ticket kiosk, and enlarging and upgrading the present gift shop. It is anticipated that by increasing the square footage of the gift shop by 416 square feet and adding a souvenir kiosk, sales will be increased enough that new net profits will pay for the project within five years.

On August 14th and 16th respectively, advertisements were placed in The Skanner and Portland Business Today soliciting bids for this project. Bids were received from seven firms on September 6, 1985. They ranged from a high of \$166,800 to a low of \$119,973. The low bidder - Tri-Lett Industries - did not submit the sheet listing the DBE sub-contractors required by the bid documents although they did state their intent to use DBE's for at least 10% of the work. They submitted the name of the DBE firm right after the bid opening.

Our budget for this project was estimated by \$100,000. That figure was established before we had full specifications for the cashroom and before we had discovered that need for an upgrade of electrical facilities.

The staff recommends that we proceed with this project and award the contract to Tri-Lett Industries and that the additional funds required be transferred from Miscellaneous Improvements.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of this contract.

AMR:can




# Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201-5287 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: September 17, 1985

To: Metro Council

From:  Ed Stuhr, Disadvantaged Business Liaison Officer

Regarding: Tri-Lett Bid on Gift Shop/Cashroom Remodel

As the staff report for this contract indicates, Tri-Lett Industries did not submit a Disadvantaged Business Utilization Form with their bid as is required by the Metro Code (2.04.220(b)).

The Liaison Officer has the discretion to waive "minor irregularities" in compliance with contract award criteria (2.04.220(i)).

From the administrative point of view, the irregularity was minor, and may thus be waived. This is based on the idea that a "major" irregularity would be one which gave one bidder an advantage over others.

There is no evidence of advantage being taken in this case. As part of its bid Tri-Lett committed in writing to meeting the DBE goal of 10% for this contract. The amount of Tri-Lett's bid did not change after the opening. It does not appear that any "bid shopping" took place after the bid opening. The missing form was prepared and mailed immediately after the opening. The disadvantaged business chosen as a subcontractor is currently working with Tri-Lett on another construction project at the Zoo.

ES:ctr



METROPOLITAN SERVICE DISTRICT

GRANT/CONTRACT NO. 85-9-925-Z

BUDGET CODE NO. 25 - 00 - 00 - 8870 - 20000

FUND: Zoo DEPARTMENT: Capital

(IF MORE THAN ONE) \_\_\_\_\_

SOURCE CODE (IF REVENUE) \_\_\_\_\_

## INSTRUCTIONS

1. OBTAIN GRANT/CONTRACT NUMBER FROM CONTRACTS MANAGER. CONTRACT NUMBER SHOULD APPEAR ON THE SUMMARY FORM AND ALL COPIES OF THE CONTRACT.
2. COMPLETE SUMMARY FORM.
3. IF CONTRACT IS —
  - A. SOLE SOURCE, ATTACH MEMO DETAILING JUSTIFICATION.
  - B. UNDER \$2,500, ATTACH MEMO DETAILING NEED FOR CONTRACT AND CONTRACTOR'S CAPABILITIES, BIDS, ETC.
  - C. OVER \$2,500, ATTACH QUOTES, EVAL. FORM, NOTIFICATION OF REJECTION, ETC.
  - D. OVER \$50,000, ATTACH AGENDA MANAGEMENT SUMMARY FROM COUNCIL PACKET, BIDS, RFP, ETC.
4. PROVIDE PACKET TO CONTRACTS MANAGER FOR PROCESSING

1. PURPOSE OF GRANT/CONTRACT Remodel gift shop and cashroom

☐ PERSONAL SERVICES

☐ LABOR AND MATERIALS

☐ PROCUREMENT

**CONSTRUCTION**

OR

☐ GRANT☐ CONTRACT☐ OTHER

#### ☐ CHANGE IN COST

☐ CHANGE IN WORK SCOPE☐ CHANGE IN TIMING☒ NEW CONTRACT

Tri-Lett Industries

5. EFFECTIVE DATE 9/26/85

TERMINATION DATE 3/3/86

**(THIS IS A CHANGE FROM**

6. EXTENT OF TOTAL COMMITMENT: ORIGINAL/NEW

\$ 119,973.00

PREV. AMEND

**THIS AMEND**

\*19,973.00 will be transferred from Misc. Improvements  
TOTAL

\$ 119,973.00

## 7. BUDGET INFORMATION

A. AMOUNT OF GRANT/CONTRACT TO BE SPENT IN FISCAL YEAR 198 5 8 6

\$ 119,973.00

B. BUDGET LINE ITEM NAME		Gift Room Remodel	AMOUNT APPROPRIATED FOR CONTRACT *	\$ 100,000.00
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C. ESTIMATED TOTAL LINE ITEM APPROPRIATION REMAINING AS OF September 17, 1985 \$ 100,000.00

8. SUMMARY OF BIDS OR QUOTES (PLEASE INDICATE IF A MINORITY BUSINESS ENTERPRISE)

See attached list.

SUBMITTED BY

\$             
AMOUNT

☐ MBE

SUBMITTED BY:

\$                       
AMOUNT

☐ MBE

SUBMITTED BY

\$             
AMOUNT

☐ MBE

9. NUMBER AND LOCATION OF ORIGINALS\_\_\_\_\_3

10. A. APPROVED BY STATE/FEDERAL AGENCIES? ☐ YES ☐ NO ☐ NOT APPLICABLE

B. IS THIS A DOT/UMTA/FHWA ASSISTED CONTRACT ☐ YES ☐ NO

11. IS CONTRACT OR SUBCONTRACT WITH A MINORITY BUSINESS? ☐ YES ☐ NO

IF YES, WHICH JURISDICTION HAS AWARDED CERTIFICATION \_\_\_\_\_

12. WILL INSURANCE CERTIFICATE BE REQUIRED? ☐ YES ☐ NO

13. WERE BID AND PERFORMANCE BONDS SUBMITTED? ☐ YES ☐ NOT APPLICABLE

TYPE OF BOND \_\_\_\_\_ AMOUNT \$ \_\_\_\_\_

TYPE OF BOND \_\_\_\_\_ AMOUNT \$ \_\_\_\_\_

14. LIST OF KNOWN SUBCONTRACTORS (IF APPLICABLE)

NAME \_\_\_\_\_ SERVICE \_\_\_\_\_ ☐ MBE

NAME \_\_\_\_\_ SERVICE \_\_\_\_\_ ☐ MBE

NAME \_\_\_\_\_ SERVICE \_\_\_\_\_ ☐ MBE

NAME \_\_\_\_\_ SERVICE \_\_\_\_\_ ☐ MBE

15. IF THE CONTRACT IS OVER \$10,000

A. IS THE CONTRACTOR DOMICILED IN OR REGISTERED TO DO BUSINESS IN THE STATE OF OREGON?

☐ YES ☐ NO

B. IF NO, HAS AN APPLICATION FOR FINAL PAYMENT RELEASE BEEN FORWARDED TO THE CONTRACTOR?

☐ YES DATE \_\_\_\_\_ INITIAL \_\_\_\_\_

16. COMMENTS:

## GRANT/CONTRACT APPROVAL

INTERNAL REVIEW

DEPARTMENT HEAD

FISCAL REVIEW

BUDGET REVIEW

CONTRACT REVIEW BOARD

(IF REQUIRED) DATE \_\_\_\_\_

1. \_\_\_\_\_  
COUNCILOR

2. \_\_\_\_\_  
COUNCILOR

3. \_\_\_\_\_  
COUNCILOR

COUNCIL REVIEW

(IF REQUIRED)

DATE \_\_\_\_\_

LEGAL COUNSEL REVIEW AS NEEDED:

A. DEVIATION TO CONTRACT FORM \_\_\_\_\_

B. CONTRACTS OVER \$10,000 \_\_\_\_\_

C. CONTRACTS BETWEEN GOVERNMENT AGENCIES \_\_\_\_\_



GIFT SHOP/CASHROOM REMODEL BIDS RECEIVED SEPT. 6, 1985

	<u>Construction Firm</u>	<u>Bid</u>	<u>Alternate</u>
1.	Len Hufford Construction	\$131,599	(\$1,500)
2.	M. Stearns Construction	\$151,957	(\$ 605)
3.	Meng-Hannon	\$166,800	(\$1,200)
4.	River City	\$124,645	-0-
5.	William L. Lonigan	\$129,500	-0-
6.	Tri-Lett Industries	\$119,973	(\$2,500)
7.	Bishop Contractors, Inc.	\$146,800	(\$1,000)

STANDARD CONSTRUCTION AGREEMENT

BETWEEN OWNER AND CONTRACTOR

THIS AGREEMENT made as of the 26th day of September, 1985, between the OWNER, Metropolitan Service District, 527 S. W. Hall Street, Portland, Oregon, 97201, and the

CONTRACTOR: Tri-Lett Industries for

the PROJECT: Gift shop/Cashroom Remodel.

Owner and Contractor agree as set forth below.

I. Contract Documents.

The Contract Documents consist of this Agreement, the Conditions of the Contract (General, Supplementary and other Conditions), the Drawings, the Specifications, and all Addenda issued prior to, and all Modifications issued after execution of this Agreement. These documents form the Contract and all are as fully a part of the Contract as if attached to this Agreement or repeated herein.

II. The Work.

Contractor shall furnish all labor, tools, equipment, materials, services and permits other than the General Building Permit necessary to perform the following Work:

Contractor shall perform all of the Work in strict accordance with and as required by the Contract Documents and in accordance with any instructions as issued by the Engineer under the procedures of the General Conditions.

III. Contract Sum.

Owner shall pay Contractor for the performance of the Work, subject to additions and deductions by Change Order as provided in the Contract Documents, the Contract Sum of \$ 119,973.00.

The Contract Sum is determined as follows: (State here the base bid or other lump sum amount, accepted alternates, and unit prices, as applicable). \$119,973.00 base bid

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Monthly progress payments shall be made in accordance with the General Conditions.

IV. Time of Commencement, Substantial Completion and Liquidated Damages.

The Work to be performed under this Contract shall be commenced on the date stipulated in the written notice to proceed issued to Contractor by Owner, and, subject to authorized adjustments, Substantial Completion shall be achieved not later than January 20, 1986. Final Completion shall be achieved not later than February 3, 1986.

Should Contractor fail to complete performance of the Work within the time prescribed herein, the harm that will be caused by such delay will be incapable or very difficult of accurate estimation. Contractor agrees to pay Owner \$ 500.00 per day as agreed liquidated damages for the delay, and not as a penalty, as a reasonable forecast by Contractor and Owner of just compensation, for each and every calendar day or fraction thereof elapsing between the specified substantial completion date and the date the work is actually substantially completed by Contractor, and to pay Owner \$ 500.00 per day as agreed liquidated damages for the delay, and not as a penalty, as a reasonable forecast by Contractor and Owner of just compensation, for each and every calendar day or fraction thereof elapsing between the specified final completion date and the work actually finally completed by Contractor. At its option, Owner may deduct any such accrued liquidated damages from any amounts due the Contractor under the terms of this Contract.

V. Additional or Deleted Work.

Contractor shall, when so instructed by Owner under the procedures of the General Conditions, perform additional Work or delete Work in accordance with the General Conditions. The Unit Prices listed below shall determine the value of extra Work or changes, as applicable. They shall be considered complete, including all material and equipment, labor, installation, costs, overhead, and profit, and shall be used uniformly for either additions or deductions. The percentage mark-up or credit for additional or deleted Work, other than as specified under Unit Prices, shall be as set out in the General Conditions.

[Attach list of unit prices]

VI. Acceptance.

This Agreement shall be accepted by Contractor's signature hereon or by Contractor's failure to communicate in writing objections or modifications hereto. Commencement of performance, shipment, or delivery under this Contract constitutes

complete, irrevocable acceptance of all terms and conditions hereunder irrespective of other or contradictory terms and conditions of any invoices or other writing. This writing is intended by the parties as a final expression of their Agreement and is intended also as a complete and exclusive statement of the terms of their Agreement. No other statement of any kind, either oral or written, shall be binding upon the parties.

-- VII. Bonds.

With this contract Contractor shall submit a Performance Bond and a Labor and Materials Payment Bond both in a form acceptable to Owner both in the amount of ----- (\$ 119,973.00 ) DOLLARS as surety to insure full compliance execution and performance of this contract by Contractor in accordance with all its terms and provisions. The Bonds shall stay in force for a period of one year after written acceptance of the work by Owner as a guarantee of repair or replacement of any item(s) of work found to be defective by reason of faulty workmanship or defective materials.

VIII. Entire Agreement.

THIS CONTRACT SIGNED BY BOTH PARTIES AND SO INTIALED BY BOTH PARTIES IN THE MARGIN OPPOSITE THIS PARAGRAPH CONSTITUTES A FINAL WRITTEN EXPRESSION OF ALL OF THE TERMS OF THIS AGREEMENT AND IS A COMPLETE AND EXCLUSIVE STATEMENT OF THOSE TERMS. ANY AND ALL REPRESENTATIONS, PROMISES, WARRANTIES, OR STATEMENTS BY CONTRACTOR OR CONTPACTOR'S AGENTS THAT DIFFER IN ANY WAY FROM THE TERMS OF THIS WRITTEN AGREEMENT SHALL BE GIVEN NO FORCE AND EFFECT. THIS CONTRACT SHALL BE CHANGED, AMENDED, OR MODIFIED ONLY BY WRITTEN INSTRUMENT SIGNED BY BOTH OWNER AND CONTRACTOR. THIS CONTRACT SHALL NOT BE MODIFIED OR ALTERED BY ANY COURSE OF PERFORMANCE BY EITHER PARTY.

\_\_\_\_\_  
Owner

\_\_\_\_\_  
Contractor

Owner:

By: \_\_\_\_\_  
Title: \_\_\_\_\_

Contractor:

By: \_\_\_\_\_  
Title: \_\_\_\_\_

FSB/srs  
2569C/403-2  
01/25/85



# Memo

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

CONFIDENTIAL

Date: September 18, 1985  
To: Metro Council  
From: Eleanore S. Baxendale, General Counsel *ESB*  
Regarding: TRI-LETT INDUSTRIES BID ON GIFT SHOP CASHROOM  
REMODEL

The apparent low bidder submitted in its bid form a statement of intent to comply with the applicable DBE program goal, but failed to submit the Disadvantaged Business Utilization form. ORS 279.029(1) states:

"[A] contracting agency shall award the contract to the lowest responsible bidder. 'Lowest responsible bidder' means the lowest bidder who has substantially complied with all prescribed public bidding procedures and requirements...." (emphasis added)

ORS 279.035 states:

"The public contracting agency may reject any bid not in compliance with all prescribed public bidding procedures and requirements...."

Metro Code section 2.04.220 relating to award of contracts in compliance with the Disadvantaged Business Program goals provides:

"(b) all solicitations on contracts for which goals have been established shall require all bidders/proposers to submit with their bids and proposals a statement indicating that they will comply with the contract goal. To document the intent to meet the goals, all bidders shall complete and endorse a Disadvantaged Business Utilization form and include said form with bid documents. The form shall be provided by Metro with bid solicitations.

...

"(i) The Liaison Officer [Ed Stuhr], at his or her discretion, may waive minor irregularities in the bidder's compliance of this section."

The issue is whether the low bidder's omission of the Disadvantaged Business Utilization form is a minor irregularity. The Council must examine the facts and exercise its discretion in making this determination. Because the signed bid alone obligates the bidder to comply with Metro's DBE program, notwithstanding the omission of the extra form, this omission is probably a minor irregularity. Therefore, the contractor has substantially complied with Metro's procedures. If the Council so finds, the Council must waive the irregularity and award to the low bidder. Under the circumstances it may be an abuse of discretion not to do so.

#### General Public Contract Law

The purpose of the public bidding law is to protect the public by ensuring that there is competition for public work and that the work is done for the lowest price possible. To achieve this, the public contracting agency uses the invitation to bid process to describe exactly what terms it will consider in bids to execute public improvements. The Oregon Supreme Court explained, "There would be no price competition if all the bidders were not required to submit their offers with the same terms except for price." Smith Tug v. Columbia-Pac. Towing, 250 OR 612, 639, 443 P2d 205 (1968).

When a term in a bid is different, the public contracting agency must determine whether the deviation is material in light of all the circumstances. In Oregon "[t]he test of whether a variance is material is whether it gives a bidder substantial advantage or benefit not enjoyed by other bidders." Smith Tug, supra at 249. If the variance is material, the bid is non-responsive and must be rejected.

Usually a substantial advantage is one affecting price or conditions under which the work will be performed. It is clear that in this circumstance the omitted document did not affect the price. The federal courts have considered the responsiveness of a bid when a contractor does not submit the required affirmative action form with the bid. The courts concluded that such a bid could be non-responsive if it fails to implement government's social purposes, even though there is no monetary advantage. Rosseti Contracting Company, Inc. v. Brennan, 508 F2d 1039 (7th Cir 1975).

In Rosseti, supra, the court found that the extra bid form was necessary to create the contractual obligation for affirmative action: "the lynchpin of this scheme is the ability to enforce good faith compliance with the [affirmative action] Plan's objectives.

To achieve this enforceability a contractual obligation is obtained from the contractor by requiring as a condition precedent to the awarding of the contract the submission of a properly completed [form]." Rossetti Contracting Company Inc. v. Brennan, 508 F2d 1039 (7th Cir 1975).

Following this same analysis, a court in Wyoming found that failure to submit an affirmative action plan with the bid as required was a minor irregularity which did not justify a utility board's rejection of the bid. In that case the contract, itself, required the contractor to comply with the affirmative action requirements; therefore, the obligation was enforceable against the contractor based on the signed bid alone. The court held that the defect was minor and remanded the contract award to the board. Centric Corporation v. Barbarossa & Sons, Inc., 521 P2d 874 (Wyo 1976).

In response to this analysis, the Department of Labor revised its requirement that an extra form be included with the bid. The Department reasoned that the purpose of requiring the separate form was to make bidders aware of the importance of affirmative action; this purpose could be accomplished by including specific language in the bid form itself. This avoids the cost of eliminating low bidders who failed to submit the extra form by creating in the bid document alone the binding obligation the courts referred to in the Centric and Rossetti cases. 41 Federal Register 32482, August 3, 1976.

In a letter to Metro the second low bidder cited some examples of material omissions in bids (attached). These examples were carefully reviewed and can be distinguished from this bid on the basis that the form omitted caused the terms or price of the contract to be different from the intended contract.

#### Metro Forms

The Metro Code requires a statement of compliance in the bid document which must be supported by a separate Disadvantaged Business Utilization form submitted with the bid. Metro Code 2.04.220(b).

In this case the bid document states on the final signature page:

"Declaration of Contractors intent for subcontracting with Certified Minority Contractors.

"The undersigned, as a bidder in this project, hereby certifies that he does\_\_\_/does not\_\_\_ (check one) intend to subcontract at least ten percent (10%) of the dollar amount bid with certified minority contractors."

The contract also contains a specific article, Article 41, entitled "Disadvantaged Business Program" in which the contractor agrees to follow Metro's DBE program. The program (Metro's ordinance and goals) is contained in Section 00820 of the contract, as well.

In submitting its bid, the apparent low bidder checked the "does" portion of the Declaration of Intent and signed the bid, thereby obligating himself to comply with the 10 percent goal and to Article 41. Under the cases discussed above, the social and economic objective of the DBE program was achieved. The submission of the Disadvantaged Business Utilization form with the bid was redundant for obtaining this commitment. The form, as the ordinance states, is a evidence of intent; however, failing to submit it does not affect the contractor's obligation to comply.

For these reasons, the Council may determine that the omission is a minor irregularity.

Furthermore, in this case the contractor did supply the Disadvantaged Business Utilization form by mailing it the next working day. The subcontractor named in the form is the same minority subcontractor currently working for this contractor on another Zoo project. In addition, the omission of the form appears to have been an oversight because the form is not listed in the instructions to bidders or the bid form as an item to be returned with the bid. Only the form, itself, states it must be returned, and every other bidder did so. Although Metro's failure to give pellucid instructions cannot transform a material omission into an immaterial one, in this case these factors demonstrate an absence of intent to circumvent the requirement or to gain an advantage.

In light of all these circumstances, the Council should move to waive the oversight as a minor irregularity and accept Tri-Lett's bid as the lowest bidder who has substantially complied with Metro's procedures and requirements. A different decision, unless based on different evidence, might be deemed an abuse of the Council's discretion.

ESB/gl  
4310C/