

BEFORE THE METRO COUNCIL

TO AUTHORIZE SUBMISSION OF )  
AN APPLICATION TO THE STATE )  
OF OREGON, ECONOMIC )  
DEVELOPMENT DEPARTMENT, )  
FOR LOW COST FINANCING FOR )  
CONSTRUCTION OF THE )  
WASHINGTON PARK PARKING LOT)

RESOLUTION NO. 95-2147

Introduced by  
Mike Burton, Executive Officer

WHEREAS, Metro leases from the City of Portland the Washington Park parking lot which serves the Metro Washington Park Zoo, the World Forestry Center, and OMSI; and

WHEREAS, the Washington Park parking lot is vital to the continued economic well being of the three institutions which use the lot; and

WHEREAS, Tri-Met is currently building the Westside Light Rail line which will include a station in the present Washington Park parking lot to serve the Metro Washington Park Zoo, the World Forestry Center, and OMSI; and

WHEREAS, the Washington Park/Zoo light rail station will remove 246 spaces from the lot, and presents the likelihood that without controls the parking lot would be used as a Park & Ride lot, further reducing the number of parking spaces available for customers of the three institutions; and

WHEREAS, the lot will need to be reconfigured and reconstructed as a result of the light rail station construction and it will be appropriate to start charging for parking to limit the Park & Ride use of the lot and to repay the costs of reconstruction and reconfiguring; and

WHEREAS, the reconstruction and reconfiguring of the lot is estimated to cost \$5.4 million; and

WHEREAS, Metro has already committed to Tri-Met through Resolution No. 93-1815 to pay \$2 million plus interest from July 1, 1993, towards the cost of constructing the Washington Park/Zoo light rail station; and

WHEREAS, the State of Oregon will make low cost financing available to qualifying projects upon application through the State Economic Development Department; and

WHEREAS, Metro can pledge its general revenue bond authority as security for financing costs and repay loan costs from parking revenues without impacting any Metro operations; and

NOW, THEREFORE, BE IT RESOLVED:

Section 1. The Executive Officer is authorized to submit the attached application for financial assistance for the Washington Park parking lot project to the Oregon Economic Development Department.

Section 2. The Executive Officer is directed to prepare the necessary ordinances for final approval of the loan and submit those for Council approval upon State approval of the loan application.

ADOPTED this 18 day of May, 1995.

  
J. Ruth McFarland, Presiding Officer

## STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2147 AUTHORIZING THE EXECUTIVE OFFICER TO SUBMIT APPLICATION FOR FINANCIAL ASSISTANCE FOR THE WASHINGTON PARK PARKING LOT PROJECT TO THE OREGON ECONOMIC DEVELOPMENT DEPARTMENT, AND DIRECTING THE EXECUTIVE OFFICER TO PREPARE THE NECESSARY ORDINANCES FOR FINAL APPROVAL OF THE LOAN AND SUBMIT THESE ORDINANCES TO COUNCIL UPON STATE APPROVAL OF THE LOAN APPLICATION.

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Date: May 5, 1995

Presented by: Jennifer Sims,  
Finance Director

### FACTUAL BACKGROUND AND ANALYSIS

Metro leases from the City of Portland the Washington Park parking lot which serves the Metro Washington Park Zoo, the World Forestry Center, and OMSI. This lot is vital to the continued economic well being of the three institutions which use the lot since it provides the only on-site parking available for customers.

The Westside Light Rail line, currently under construction, will include a station in the parking lot to serve the Metro Washington Park Zoo, the World Forestry Center, and OMSI. This station will, however, remove 246 spaces from the lot, and it presents the very strong likelihood that, without controls, the parking lot will be used as a Park & Ride lot, further reducing the number of parking spaces available for customers of the three institutions. To avoid this possibility and to accommodate the light rail station, it is necessary to reconfigure and reconstruct the lot and to begin charging for parking.

The reconstruction and reconfiguring of the lot is estimated to cost \$5.4 million which includes Metro's commitment to Tri-Met to pay \$2 million plus interest from July 1, 1993, towards the cost of constructing the Washington Park light rail station. As of June 30, 1995, the \$2 million plus interest will total \$2,172,233.42.

Metro could use its own bonding authority to pay for the costs of construction, but would have to pay for bond issuance costs and would have to finance a reserve as additional security for the bonds. The State of Oregon through the Oregon Economic Development Department makes low cost financing available to qualifying projects. This program will charge interest rates comparable to what Metro could obtain on its own and covers nearly all issuance and reserve costs with State resources. This produces a substantial savings for Metro. The security for the State loan would be the same as if Metro issued its own bonds to finance this project.

To obtain the State loan, Metro must complete and submit the attached application. Submittal of the application requires Council approval. Upon notification of loan approval by the State, Metro will need to adopt an ordinance to formalize the commitment. Staff is presently working with Metro's bond counsel to prepare the ordinance, which will be submitted to the Council for approval this summer.

**EXECUTIVE OFFICER'S RECOMMENDATION**

The Executive Officer recommends approval of Resolution No. 95-2147.

( ) Capacity Building  
( ) Firm Business Commitment

**PLEASE SUBMIT AN ORIGINAL AND 3 COPIES**

**SECTION 1: APPLICANT**  
 Applicant: Metro  
 Address: 600 N.E. Grand Ave.  
 Portland, OR 97232

Contact Person: Jennifer Sims  
 Director of Finance

Phone: (503) 797-1626

Fax No.: (503) 797-1791  
 IRS Employer ID #: 93-0636311

**PROJECT TITLE:**  
 Washington Park Parking Lot

**SECTION 2: FIRM BUSINESS COMMITMENT**  
 Business:  
 Address:

Contact Person:  
 Phone:  
 Site Address:

Jobs to be created/retained:  
 Number of family wage jobs:

**SECTION 3: CAPACITY BUILDING**  
 Acreage to be benefitted: 83.5  
 Estimated job creation as result of project: \_\_\_\_\_  
 See attached information under Section 8.

**SECTION 4: FUNDS REQUESTED AND PROJECT COSTS**

SPWF Funds Requested*	\$ <u>5,373,518</u>
Applicant	\$ <u>0</u>
Benefitted Properties	\$ <u>0</u>
Other Funds	\$ <u>24,856,830</u>
<b>Total Cost of Project</b>	<b>\$ <u>30,230,348</u></b>

**For Department Use Only:**

\_\_\_ Referred to W/W  
 \_\_\_ Referred to CDBG  
 \_\_\_ Other:

\*Grants will be awarded after a financial award the economic need of the applicant and specific circumstances of the project.

**SECTION 5: BRIEF PROJECT SUMMARY** (Answer only in space provided. Detailed description is to be provided on pages 3. Please address the need for both the infrastructure and financial assistance.)

**BRIEF DESCRIPTION OF NEED:** Reconfigure, reconstruct, and install paid parking at Washington Park parking lot serving the Metro Washington Park Zoo, World Forestry Center, and OMSI to accommodate the new Tri-Met Westside Light Rail Zoo Station. Paid parking is necessary to keep the lot (currently free parking) from turning into a Park & Ride, and to promote use of mass transit. Financing from the State Bond Bank will spread cost of project over 20-year term while obtaining favorable interest rates and minimizing issuance costs.

**BRIEF DESCRIPTION OF SOLUTION:** Reroute Knights Blvd. around the perimeter of the existing lot (rather than through the middle) and install parking gates, ticket spitters, and attendant/collection kiosks to collect parking fees. The project includes paying a portion of the cost of construction of the Zoo Light Rail Station. Project also includes drainage swales to treat surface water run-off so that it can eventually be returned to surface streams rather than diverted to a combined sewer.

**SECTION 6: PROJECT EXPENDITURES:**

<b>SOURCES</b>				
Infrastructure Activities	SPWF Funds Requested	Other Public Funds*	Properties/ Benefitted Private Inv.	Project Total
	\$	\$	\$	\$
Land acquisition and clearance (infrastructure only)		See attached detail.	pages for full	financial
Water system improvements				
Sanitary sewer improvements				
Storm sewer improvements	\$1,208,000			
Road and bridge improvements	1,075,492			
Public transportation and railroad facilities	2,323,000			
Dock facilities				
Engineering and architectural	180,195			
Contingencies	488,492			
Project administration	XXXXXXX			
Other (specify) Insurance	98,229			
<b>Total Infrastructure Project</b>	<b>\$ 5,373,518</b>	<b>\$ 24,856,830</b>	<b>\$ 0</b>	<b>\$30,230,348</b>

*Specify Source	Amount	Terms
Tri-Met	\$24,856,830	Managed by Tri-Met
<b>TOTAL</b>	<b>\$24,856,830</b>	

**PRIVATE FUNDS:**

Activities	Sources			Total
Public Infrastructure	\$			
Private infrastructure (access roads, sewer collectors, etc.)	\$			
Private improvements	\$			
Other (specify)	\$			
<b>Total Private Investment</b>	<b>\$</b>			

Contract WC0501 (5B) Tunnel Finishing

BID SCHEDULE A & B WC0501

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT COST Base 1992	TOTAL COST Base 1992	Tri-Met Additons				Cost Split	
						Escala Amt Const Midpt 2nd Qtr 98 18 4.00%	Estimated Const Cost	Contractor Profit/Ine 8%/-5.5% Assume 5.00%	Total Estimated Const Cost	Tri-Met	Metro
A 0.001	WASHINGTON PARK STATION HEADHOUSE	1	LS	\$4,441,474	\$4,441,474						
A 0.002	TUNNELS AND WASH PARK STA PLAT	1	LS	\$2,114,144	\$2,114,144	\$754,422	\$5,195,896	\$259,795	\$5,455,691	\$4,352,691	\$1,103,000
A 0.003	EAST PORTAL SYSTEMS BUILDING	1	LS	\$184,983	\$184,983	\$359,105	\$2,473,249	\$123,662	\$2,596,911	\$1,498,911	\$1,100,000
A 0.004	WEST PORTAL SYSTEMS BUILDING	1	LS	\$196,842	\$196,842	\$31,421	\$216,403	\$10,820	\$227,224	\$227,224	
A 0.005	PLUMBING	1	LS	\$99,178	\$99,178	\$33,435	\$230,278	\$11,514	\$241,791	\$241,791	
A 0.006	ELECTRICAL WORK	1	LS	\$797,523	\$797,523	\$16,846	\$116,025	\$5,801	\$121,826	\$121,826	
A 0.007	NOISE MONITORING PROGRAM	1	LS	\$23,503	\$23,503	\$135,466	\$932,989	\$46,649	\$979,639	\$979,639	
A 0.008	PROJECT SCHEDULES	1	LS	\$24,342	\$24,342	\$3,992	\$27,495	\$1,375	\$28,869	\$22,821	\$6,049
A 0.009	CONSTRUCTION PHOTOGRAPHS	1	LS	\$15,109	\$15,109	\$4,135	\$28,477	\$1,424	\$29,900	\$23,636	\$6,265
A 0.010	QUALITY CONTROL	1	LS	\$111,343	\$111,343	\$2,566	\$17,675	\$884	\$18,559	\$14,670	\$3,888
A 0.011	MOBILIZATION	1	LS	\$1,000,000	\$1,000,000	\$18,913	\$130,256	\$6,513	\$136,769	\$108,113	\$28,656
A 0.012	Wash Park Sta Traf Contrl(MTP, Stage 0 & 1)	1	LS	\$60,958	\$60,958	\$169,859	\$1,169,859	\$58,493	\$1,228,351	\$1,170,738	\$57,613
A 0.013	TEMPORARY (TYPEIII) BARRICADES	2	EA	\$111.00	\$222	\$10,354	\$71,313	\$3,566	\$74,878	\$74,878	
A 0.014	TEMPORARY PLASTIC DRUMS W/LIGHTS	8	EA	\$69.50	\$556	\$94	\$650	\$33	\$683	\$683	
A 0.015	Maint & Remove Abatemt Barricade Enclosure	1	LS	\$21,579	\$21,579	\$3,665	\$25,245	\$1,262	\$26,507	\$26,507	
A 0.016	DEMOLITION	1	LS	\$77,561	\$77,561	\$13,174	\$90,735	\$4,537	\$95,272	\$95,272	
A 0.017	ADJUSTMENT OF INCIDENTAL STRUCTURES	24	EA	\$422.90	\$10,150	\$1,724	\$11,874	\$594	\$12,467	\$12,467	
A 0.018	ROADWAY EXCAVATION	2,010	CY	\$8.90	\$17,889	\$3,039	\$20,928	\$1,046	\$21,974	\$21,974	
A 0.019	EMBANKMENT	1,840	CY	\$5.90	\$10,856	\$1,844	\$12,700	\$635	\$13,335	\$13,335	
A 0.020	PLANT MIX AGGREGATE BASE	6,072	TN	\$10.70	\$64,970	\$11,036	\$76,006	\$3,800	\$79,806	\$79,806	
A 0.021	SUBGRADE GEOTEXTILE	2,882	SY	\$1.30	\$3,747	\$636	\$4,383	\$219	\$4,602	\$4,602	
A 0.022	SOIL EROSION AND SEDIMENT CONTROL	1	LS	\$17,681	\$17,681	\$3,003	\$20,684	\$1,034	\$21,718	\$21,718	
A 0.023	ROCK RETAINING WALL	600	SF	\$24.20	\$14,520	\$2,466	\$16,986	\$849	\$17,836	\$17,836	
A 0.024	Maint,Remove/Abandon Geotech Instrument	1	LS	\$30,787	\$30,787	\$5,229	\$36,017	\$1,801	\$37,818	\$37,818	
A 0.025	ASPHALT CONCRETE CLASS B	974	TN	\$37.90	\$36,915	\$6,270	\$43,185	\$2,159	\$45,344	\$45,344	
A 0.026	ASPHALT CONCRETE CLASS C	940	TN	\$39.00	\$36,660	\$8,227	\$42,887	\$2,144	\$45,031	\$45,031	
A 0.027	PORTLAND CEMENT CONCRETE CURB	1,400	LF	\$8.50	\$11,900	\$2,021	\$13,921	\$696	\$14,617	\$14,617	
A 0.028	PORTLAND CEMENT CONCRETE DRIVEWAY	44	SY	\$21.90	\$964	\$164	\$1,127	\$56	\$1,184	\$1,184	
A 0.029	PORTLAND CEMENT CONCRETE SIDEWALK	1,064	SY	\$17.50	\$18,620	\$3,163	\$21,783	\$1,089	\$22,872	\$22,872	
A 0.030	Misc PCC Slabs	6	SY	\$23.60	\$142	\$24	\$166	\$8	\$174	\$174	
A 0.031	PAINTED PAVEMENT MARKINGS	1	LS	\$447	\$447	\$76	\$523	\$26	\$549	\$549	
A 0.032	THERMOPLASTIC PAVEMENT MARKINGS	1	LS	\$3,432	\$3,432	\$583	\$4,015	\$201	\$4,215	\$4,215	
A 0.033	1" Dia Water Svc At West Portal	50	LF	\$14.40	\$720	\$122	\$842	\$42	\$884	\$884	
A 0.034	2" Dia Water Svc at Wash Park Sta	200	LF	\$17.00	\$3,400	\$578	\$3,978	\$199	\$4,176	\$4,176	
A 0.035	6" Dia Water Line at Wash Park Sta	70	LF	\$41.00	\$2,870	\$487	\$3,357	\$168	\$3,525	\$3,525	
A 0.036	6" Dia Water Line at West Portal	45	LF	\$34.60	\$1,557	\$264	\$1,821	\$91	\$1,913	\$1,913	
A 0.037	8" Dia Water Line at West Portal	126	LF	\$35.30	\$4,448	\$755	\$5,203	\$260	\$5,463	\$5,463	
A 0.038	8" Dia Water Line At Wash Park Sta	530	LF	\$36.50	\$19,345	\$3,286	\$22,631	\$1,132	\$23,762	\$23,762	
A 0.039	FIRE HYDRANT	3	EA	\$1,404	\$4,213	\$716	\$4,928	\$246	\$5,175	\$5,175	
A 0.040	8" - BACKFLOW PREVENTER ASSEMBLY	1	EA	\$4,152	\$4,152	\$705	\$4,857	\$243	\$5,100	\$5,100	
A 0.041	2" - BACKFLOW PREVENTER ASSEMBLY	1	EA	\$1,818	\$1,818	\$309	\$2,127	\$106	\$2,233	\$2,233	
A 0.042	8" - PRESSURE SUSTAINING VALVE ASSEMBLY	1	EA	\$4,375	\$4,375	\$743	\$5,118	\$256	\$5,374	\$5,374	
A 0.043	STORM DRAIN PIPE, 10 In. DIA.	280	LF	\$30.90	\$8,652	\$1,470	\$10,122	\$506	\$10,628	\$10,628	

EXHIBIT A, p. 3

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT COST Base 1992	TOTAL COST Base 1992	Tri-Met Additons				Cost Split	
						Escala Amt Const Midpt 2nd Qtr 98 16 4.00%	Estimated Const Cost	Contractor Profit/Ins 8%/-5.5% Assume 5.00%	Total Estimated Const Cost	Tri-Met	Metro
A 0.044	STORM DRAIN PIPE, 12 In. DIA.	559	LF	\$35.40	\$19,789	\$3,381	\$23,150	\$1,157	\$24,307	\$24,307	
A 0.045	SANITARY SEWER PIPE, 8 In. DIA	115	LF	\$23.70	\$2,728	\$463	\$3,188	\$159	\$3,348	\$3,348	
A 0.046	CONCRETE INLET, TYPE A	10	EA	\$12,238	\$12,238	\$2,079	\$14,317	\$716	\$15,033	\$15,033	
A 0.047	STORM DRAIN MANHOLE	5	EA	\$1,808	\$9,032	\$1,534	\$10,568	\$528	\$11,094	\$11,094	
A 0.048	LANDSCAPE IRRIGATION	1	LS	\$88,803	\$88,803	\$14,744	\$101,547	\$5,077	\$108,624	\$108,624	
A 0.049	PERMANENT SIGNS	102	SF	\$14.50	\$1,479	\$251	\$1,730	\$87	\$1,817	\$1,817	
A 0.050	PERMANENT SIGN SUPPORTS	12	EA	\$58.00	\$672	\$114	\$786	\$39	\$825	\$825	
A 0.051	LANDSCAPE STONework	1	LS	\$78,608	\$78,608	\$13,012	\$89,618	\$4,481	\$94,099	\$94,099	
A 0.051	LANDSCAPING	1	LS	\$220,847	\$220,847	\$37,513	\$258,359	\$12,918	\$271,277	\$271,277	
A 0.052	LANDSCAPE WARRANTY MAINTENANCE - 1st y	1	LS	\$19,345	\$19,345	\$3,288	\$22,631	\$1,132	\$23,762	\$23,762	
A 0.053	LANDSCAPE WARRANTY MAINTENANCE - 2nd y	1	LS	\$19,345	\$19,345	\$3,288	\$22,631	\$1,132	\$23,762	\$23,762	
A 0.054	ELEVATORS	1	LS	\$1,508,638	\$1,508,638	\$258,255	\$1,764,893	\$88,245	\$1,853,138	\$1,853,138	
A 0.055	CONTRACT MAINTENANCE	1	LS	\$55,958	\$55,958	\$9,505	\$65,463	\$3,273	\$68,737	\$68,737	
A 0.056	EXTENDED SERVICE CONTRACT	60	MO	\$580	\$33,578	\$5,703	\$39,279	\$1,984	\$41,243	\$41,243	
A 0.057	MECHANICAL INSULATION	1	LS	\$154,095	\$154,095	\$28,174	\$180,270	\$9,013	\$189,283	\$189,283	
A 0.058	AUTOMATIC SPRINKLER SYSTEMS	1	LS	\$38,789	\$38,789	\$8,249	\$43,038	\$2,152	\$45,190	\$45,190	
A 0.059	CLEAN AGENT GAS SUPPRESSION SYSTEMS	1	LS	\$26,793	\$26,793	\$4,551	\$31,344	\$1,567	\$32,911	\$32,911	
A 0.060	STANDPIPE SYSTEMS	1	LS	\$928,608	\$928,608	\$157,732	\$1,088,339	\$54,317	\$1,140,656	\$1,140,656	
A 0.061	SUMP PUMPS AND ACCESSORIES	1	LS	\$18,588	\$18,588	\$2,817	\$19,403	\$970	\$20,374	\$20,374	
A 0.062	HEATING EQUIPMENT	1	LS	\$25,400	\$25,400	\$4,314	\$29,715	\$1,488	\$31,200	\$31,200	
A 0.063	SELF-CONTAINED AIR CONDITIONING UNITS	1	LS	\$28,075	\$28,075	\$4,429	\$30,504	\$1,525	\$32,030	\$32,030	
A 0.064	MISCELLANEOUS FANS	1	LS	\$50,475	\$50,475	\$8,574	\$59,048	\$2,952	\$62,000	\$62,000	
A 0.065	FIELD SERVICE ENGINEER SERVICES	8	DAY	\$872	\$5,372	\$912	\$6,284	\$314	\$6,599	\$6,599	
A 0.066	TUNNEL VENTILATION FANS	1	LS	\$725,221	\$725,221	\$123,185	\$848,406	\$42,420	\$890,826	\$890,826	
A 0.067	PLATFORM SUPPLY FANS	1	LS	\$39,171	\$39,171	\$8,854	\$45,824	\$2,291	\$48,116	\$48,116	
A 0.068	PLATFORM EXHAUST FANS	1	LS	\$33,575	\$33,575	\$5,703	\$39,278	\$1,984	\$41,242	\$41,242	
A 0.069	ELEVATOR SHAFT PRESSURIZATION FANS	1	LS	\$17,907	\$17,907	\$3,042	\$20,848	\$1,047	\$21,996	\$21,996	
A 0.070	STAIRWELL PRESSURIZATION FANS	1	LS	\$13,430	\$13,430	\$2,281	\$15,711	\$786	\$16,497	\$16,497	
A 0.071	TUNNEL AND STATION VENT fan testing	1	LS	\$124,228	\$124,228	\$21,101	\$145,329	\$7,268	\$152,595	\$152,595	
A 0.072	AIR FILTERS	1	LS	\$2,088	\$2,088	\$354	\$2,440	\$122	\$2,562	\$2,562	
A 0.073	DUCTWORK	1	LS	\$435,129	\$435,129	\$73,910	\$509,039	\$25,452	\$534,491	\$534,491	
A 0.074	MISCELLANEOUS DAMPERS	1	LS	\$20,425	\$20,425	\$3,489	\$23,894	\$1,195	\$25,089	\$25,089	
A 0.075	FIELD SERVICE ENGINEER SERVICES	5	DAY	\$872	\$3,358	\$570	\$3,928	\$198	\$4,124	\$4,124	
A 0.076	TUNNEL AND STATION VENT Dampers	1	LS	\$358,800	\$358,800	\$60,945	\$419,745	\$20,987	\$440,732	\$440,732	
A 0.077	SOUND ATTENUATORS	1	LS	\$118,393	\$118,393	\$19,770	\$138,164	\$8,808	\$142,972	\$142,972	
A 0.078	DIFFUSERS, GRILLES AND REGISTERS	1	LS	\$8,981	\$8,981	\$1,182	\$8,144	\$407	\$8,551	\$8,551	
A 0.079	SAFETY DEVICES	1	LS	\$82,508	\$82,508	\$10,817	\$73,123	\$3,658	\$78,779	\$78,779	
A 0.080	CONTROLS AND INSTRUMENTATION	1	LS	\$30,585	\$30,585	\$5,195	\$35,780	\$1,789	\$37,569	\$37,569	
A 0.081	TESTING, ADJUSTING AND BALANCING	1	LS	\$25,487	\$25,487	\$4,329	\$29,817	\$1,491	\$31,307	\$31,307	
A 0.082	ELECTRICAL SYSTEMS ANALYSIS	1	LS	\$45,475	\$45,475	\$7,724	\$53,199	\$2,660	\$55,859	\$55,859	
A 0.083	CABLE TRAY EQUIPMENT AND SUPPORTS	1	LS	\$84,769	\$84,769	\$14,399	\$99,168	\$4,958	\$104,126	\$104,126	
A 0.084	UNDERGROUND DUCT BANKS	1	LS	\$33,868	\$33,868	\$5,718	\$39,384	\$1,969	\$41,353	\$41,353	
A 0.085	15kv TYPE MC CABLE	34,200	LF	\$33.40	\$1,142,280	\$194,028	\$1,338,308	\$68,815	\$1,403,121	\$1,403,121	



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						Escala Amt Const Midpt 2nd Qtr 96 18 4.00%	Estimated Const Cost	Contractor Profit/Ins 8%/-5.5% Assume 5.00%	Total Estimated Const Cost	Tri-Met	Metro
A 0.086	BOXES	1	LS	\$53,947	\$53,947	\$9,163	\$63,111	\$3,158	\$66,266	\$66,266	
A 0.087	15 kv METAL CLAD SWITCHGEAR	1	LS	\$708,191	\$708,191	\$119,953	\$828,144	\$41,307	\$867,451	\$867,451	
A 0.088	UNIT SUBSTATION	1	LS	\$379,137	\$379,137	\$64,400	\$443,537	\$22,177	\$465,714	\$465,714	
A 0.089	LOW VOLTAGE SWITCHBOARDS	1	LS	\$105,308	\$105,308	\$17,887	\$123,196	\$6,160	\$129,355	\$129,355	
A 0.090	GROUNDING	1	LS	\$26,242	\$26,242	\$4,457	\$30,700	\$1,535	\$32,235	\$32,235	
A 0.091	TRANSFORMERS	1	LS	\$8,418	\$8,418	\$1,430	\$9,848	\$492	\$10,338	\$10,338	
A 0.092	PANELBOARDS	1	LS	\$145,887	\$145,887	\$24,780	\$170,667	\$8,533	\$179,200	\$179,200	
A 0.093	LIGHTING	1	LS	\$2,658,031	\$2,658,031	\$451,489	\$3,109,520	\$155,478	\$3,264,998	\$3,264,998	
A 0.094	SPECIAL LIGHTING CONTROLS	1	LS	\$67,150	\$67,150	\$11,406	\$78,556	\$3,928	\$82,484	\$82,484	
A 0.095	UNINTERRUPTIBLE POWER SUPPLY SYSTEM	1	LS	\$188,229	\$188,229	\$31,972	\$220,202	\$11,010	\$231,212	\$231,212	
A 0.096	FIRE ALARM SYSTEM	1	LS	\$139,655	\$139,655	\$23,722	\$163,377	\$8,189	\$171,546	\$171,546	
A 0.097	INTRUSION ALARM SYSTEM	1	LS	\$33,727	\$33,727	\$5,729	\$39,456	\$1,973	\$41,429	\$41,429	
A 0.098	TELEPHONE SYSTEM	1	LS	\$620,991	\$620,991	\$105,481	\$726,472	\$36,324	\$762,796	\$762,796	
A 0.099	PUBLIC ADDRESS SYSTEM	1	LS	\$97,715	\$97,715	\$16,598	\$114,312	\$5,716	\$120,028	\$120,028	
A 0.100	TESTING	1	LS	\$36,714	\$36,714	\$6,236	\$42,951	\$2,148	\$45,098	\$45,098	
A 0.101	CORROSION CONTROL	1	LS	\$1,119	\$1,119	\$190	\$1,309	\$85	\$1,375	\$1,375	
A 0.102	DRILLED SHAFTS IN SOIL OVERBURDEN	2,100	LF	\$83.00	\$174,300	\$29,606	\$203,906	\$10,195	\$214,102	\$214,102	
A 0.103	ROCK SOCKETS OF DRILLED SHAFTS	650	LF	\$368.10	\$239,265	\$40,641	\$279,906	\$13,995	\$293,902	\$293,902	
TOTAL CONSTRUCTION COST - 1992 Dollars Bid Schedule A - WC0501					\$21,845,265	\$3,710,605	\$25,555,871	\$1,277,794	\$26,833,664	\$24,528,194	\$2,305,471
BID SCHEDULE B REVENUE PARKING											
B 0.001	Wash Park Sta Traf Cntl (MTP, Stage 2-6)	1	LS	\$47,958	\$47,958	\$8,148	\$56,105	\$2,805	\$58,910	\$11,782	\$47,128
B 0.002	TEMPORARY (TYPE III) BARRICADES	12	EA	\$110.60	\$1,327	\$225	\$1,553	\$78	\$1,630	\$326	\$1,304
B 0.003	TEMPORARY PLASTIC DRUMS W/LIGHTS	110	EA	\$69.30	\$7,623	\$1,295	\$8,918	\$446	\$9,364	\$1,873	\$7,491
B 0.004	DEMOLITION	1	LS	\$97,501	\$97,501	\$16,561	\$114,062	\$5,703	\$119,765	\$23,953	\$95,812
B 0.005	ADJUSTMENT OF INCIDENTAL STRUCTURES	7	EA	\$421.60	\$2,951	\$501	\$3,452	\$173	\$3,625	\$725	\$2,900
B 0.006	ROADWAY EXCAVATION	5,910	CY	\$8.90	\$52,599	\$8,934	\$61,533	\$3,077	\$64,610	\$12,922	\$51,688
B 0.007	EMBANKMENT	530	CY	\$5.60	\$2,968	\$504	\$3,472	\$174	\$3,646	\$729	\$2,917
B 0.008	PLANT MIX AGGREGATE BASE	6,100	TN	\$10.60	\$64,660	\$10,983	\$75,643	\$3,782	\$79,425	\$15,885	\$63,540
B 0.009	SUBGRADE GEOTEXTILE	5,500	SY	\$1.30	\$7,150	\$1,214	\$8,364	\$418	\$8,783	\$1,757	\$7,026
B 0.010	SOIL EROSION AND SEDIMENT CONTROL	1	LS	\$10,567	\$10,567	\$1,795	\$12,362	\$618	\$12,980	\$2,596	\$10,384
B 0.011	ASPHALT CONCRETE CLASS B	1,650	TN	\$37.70	\$62,205	\$10,566	\$72,771	\$3,639	\$76,410	\$15,282	\$61,128
B 0.012	ASPHALT CONCRETE CLASS C	695	TN	\$38.90	\$27,036	\$4,592	\$31,628	\$1,581	\$33,209	\$8,642	\$28,567
B 0.013	PORTLAND CEMENT CONCRETE CURB	8,810	LF	\$8.30	\$73,123	\$12,421	\$85,544	\$4,277	\$89,821	\$17,964	\$71,857
B 0.014	PORTLAND CEMENT CONCRETE DRIVEWAY	60	SY	\$21.80	\$1,308	\$222	\$1,530	\$77	\$1,607	\$321	\$1,285
B 0.015	PORTLAND CEMENT CONCRETE SIDEWALK	1,590	SY	\$17.40	\$27,666	\$4,699	\$32,365	\$1,818	\$33,984	\$6,797	\$27,187
B 0.016	Misc PCC slabs	40	SY	\$21.60	\$864	\$147	\$1,011	\$51	\$1,061	\$212	\$849
B 0.017	CONCRETE WHEEL STOPS	11	EA	\$32.50	\$358	\$61	\$418	\$21	\$439	\$88	\$351

Contract WC0501 (5B) Tunnel Finishing

BID SCHEDULE A & B **WC0501**

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT COST Base 1992	TOTAL COST Base 1992
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B 0.018	PAINTED PAVEMENT MARKINGS	1	LS	\$33,408	\$33,408
B 0.019	THERMOPLASTIC PAVEMENT MARKINGS	1	LS	\$9,868	\$9,868
B 0.020	PAVEMENT MARKING REMOVAL	1	LS	\$17,341	\$17,341
B 0.021	RELOCATE FIRE HYDRANT	1	EA	\$1,517	\$1,517
B 0.022	STORM DRAIN PIPE, 10 In. DIA.	172	LF	\$30.90	\$5,315
B 0.023	STORM DRAIN PIPE, 12 In. DIA.	810	LF	\$35.30	\$28,593
B 0.024	CONCRETE INLET, TYPE A	13	EA	\$1,220	\$15,863
B 0.025	STORM DRAIN MANHOLE	8	EA	\$1,801	\$14,409
B 0.026	LANDSCAPE IRRIGATION	1	LS	\$53,413	\$53,413
B 0.027	PERMANENT SIGNS	385	SF	\$14.50	\$5,583
B 0.028	PERMANENT SIGN SUPPORTS	68	ES	\$55.80	\$3,794
B 0.029	LANDSCAPING	1	LS	\$236,144	\$236,144
B 0.030	LANDSCAPE WARRANTY MAINTENANCE - 1st y	1	LS	\$4,831	\$4,831
B 0.031	LANDSCAPE WARRANTY MAINTENANCE - 2nd y	1	LS	\$4,831	\$4,831
B 0.032	RETAINING WALL NO. 100	1	LS	\$8,605	\$8,605
B 0.033	ROADWAY LIGHTING	1	LS	\$123,008	\$123,008

TOTAL CONSTRUCTION COST - 1992 Dollars  
Bid Schedule B - WC0501

\$1,054,382

TOTAL CONSTRUCTION COST - 1992 Dollars  
Bid Schedules A and B - WC0501

\$22,899,647

Design Costs  
OCIP Insurance

\$225,244  
\$122,786  
\$23,247,677

Tri-Met Additons

Escalator Amt Const Midpt 2nd Qtr 96 18 4.00%	Estimated Const Cost	Contractor Profit/Uns 8%/ - 5.5% Assume 5.00%	Total Estimated Const Cost	Cost Split	
				Tri-Met	Metro

\$5,674	\$39,080	\$1,954	\$41,034	\$8,207	\$32,827
\$1,678	\$11,544	\$577	\$12,121	\$2,424	\$9,697
\$2,945	\$20,286	\$1,014	\$21,300	\$4,260	\$17,040
\$258	\$1,775	\$89	\$1,863	\$373	\$1,491
\$903	\$8,218	\$311	\$8,528	\$1,308	\$5,223
\$4,857	\$33,450	\$1,872	\$35,122	\$7,024	\$28,098
\$2,694	\$18,557	\$928	\$19,485	\$3,897	\$15,588
\$2,447	\$18,858	\$843	\$17,699	\$3,540	\$14,159
\$9,073	\$62,486	\$3,124	\$65,610	\$13,122	\$52,488
\$948	\$6,531	\$327	\$6,857	\$1,371	\$5,486
\$645	\$4,439	\$222	\$4,661	\$932	\$3,729
\$40,111	\$278,255	\$13,813	\$290,068	\$58,014	\$232,054
\$821	\$5,851	\$283	\$5,934	\$1,187	\$4,747
\$821	\$5,851	\$283	\$5,934	\$1,187	\$4,747
\$1,462	\$10,067	\$503	\$10,570	\$2,114	\$8,456
\$20,894	\$143,902	\$7,195	\$151,097	\$30,219	\$120,878

\$179,098 \$1,233,478 \$61,674 \$1,295,152 \$259,030 \$1,036,121

\$3,889,701 \$26,789,349 \$1,339,467 \$28,128,816 \$24,787,224 \$3,341,592

\$225,244 \$225,244 \$45,049 \$180,195  
\$122,786 \$122,786 \$24,557 \$98,229  
\$28,476,846 \$24,856,830 \$3,620,016

Project Summary

Station, headhouse, and parking lot	\$3,620,016
Bio-swale surface run-off treatment	1,145,000
Ticket spitters and booths	120,000
Contingency	488,492
	<u>\$5,373,518</u>

EXHIBIT A, P. 6

**Explain in detail, the need for the infrastructure and the need for financial assistance.**

The parking lot serving the Metro Washington Park Zoo, the World Forestry Center, and OMSI in Washington Park is presently an unpaid, surface lot on either side of Knights Blvd. This is the only on-site parking available for the customers of the three institutions, and (as such) is vital to the economic success of these facilities. As part of the Westside Light Rail project, Tri-Met is in the process of building a light rail station in the upper portion of the parking lot which will remove 246 spaces. If parking remains uncontrolled once the station opens, there will be a strong tendency for daily commuters to use the lot as a Park & Ride facility, thereby filling parking spaces vital to the continued economic health of the three institutions which are currently using the lot.

Financial assistance is needed to pay for the costs of rerouting Knights Blvd. around the periphery of the site, which will then allow the reconstruction of the lot and the installation of paid parking. Assistance is also needed to pay Metro's share of the cost of the finish work in the underground station and the above ground headhouse which will serve the Zoo, the World Forestry Center, and OMSI.

**B. SOLUTION:**

**Explain in detail, the solution, including a summary of the requested infrastructure and financial assistance.**

Knights Blvd. will be rerouted to the western edge of the site (closer to the World Forestry Center). The lot will then be reconfigured to replace some of the parking spaces lost to the light rail station and to install parking controls (gates, ticket spitters, and collection houses) to allow the institution of paid parking in the lot. The lot will also feature a system to collect, treat, and divert surface water run-off away from the combined sanitary sewer system which serves the three facilities. Parking fares will be structured to discourage early morning Park & Ride parkers to minimize impacts on customers of the three institutions. The lot will be jointly managed by the three institutions which use the lot under a joint operating agreement.

Since Tri-Met is managing the construction of the light rail station, Tri-Met will also manage the reconstruction of the parking lot and the rerouting of Knights Blvd. Metro's contribution to the cost of the light rail station is due to Tri-Met in the summer of 1995. Construction of the station will begin in 1995. Construction of the lot will begin about May 1996.

The financial assistance will be secured by a pledge of Metro's general revenue authority. This is the same pledge that Metro used to secure bonds to acquire and build its headquarters building. (The Moody's Municipal Credit Report for the 1993 General Revenue Refunding Bonds is attached to this application.) Although secured by the general revenue pledge, Metro intends to repay this loan entirely through parking revenues generated from the parking lot.

*Attach additional pages as needed to provide complete answers to all questions.*

**A. Capacity Building Projects:**

1. Describe how the lack of the proposed infrastructure prevents industrial or eligible commercial development.
2. Describe existing advantages to the area that will promote future industrial/commercial development and the creation of family wage jobs.
3. Document recent interest in the area through letters of interest in benefitted properties.
4. Describe ongoing efforts to market the area.

See attached.

**B. Firm Business Commitment Projects:**

1. Describe the benefitted business(es) and how the SPWF assistance allows the business(es) to expand or locate in the community.
2. Attach commitment letter(s) from the business(es). The letter(s) must identify the number, classification and wage levels of all new jobs to be created.

N/A

Special Public Works Final Application  
Metro  
Section A, Capacity Building Projects

The Washington Park Parking lot serves three major institutions which contribute to the educational, cultural, and economic life of the region. The Metro Washington Park Zoo is the largest paid tourist attraction in Oregon with approximately 1,000,000 visitors each year. The World Forestry Center presents exhibits about the region's and the world's forest resources, and their importance to our economic and social structure. OMSI has maintained its building on the site and now uses it for seminars and educational programs to supplement its programs offered at its new downtown location. Individually, each institution makes a significant contribution to the region and the state. Having them all located at a common site magnifies their impact.

The parking lot serving these institutions is vital to their economic well-being. It is the only parking facility within easy access of the three institutions. The project to be financed by this loan application will reconfigure and reconstruct the lot and will install paid parking. All of this is necessary to accommodate the new Washington Park/Zoo light Rail Station which is also partially financed by this loan. The parking lot portion of this project will preserve existing capacity which would otherwise be lost to park and ride usage to the detriment of the three institutions.

This project does not just preserve capacity, however. It also expands capacity. A portion of the loan proceeds will be used to pay a portion of the cost of the new Washington Park/Zoo Light Rail station. For the first time, an additional mode of access to the three institutions will be provided with the opening of the Westside light rail line and the Washington Park/Zoo Light Rail station. Visitors will now be able to come to the three institutions despite unavoidable peak day congestion in the parking lot. The institutions expect that this will allow continued increases in their attendance.

In anticipation of increased attendance, the World Forestry Center has already embarked on a major redesign and reconstruction of their exhibit space. This project is expected to be completed in time for the opening of the light rail station. The World Forestry Center expects their attendance to increase to approximately 300,000 per year. Information about the World Forestry Center's plans are included with this application.

The Metro Washington Park Zoo is also examining options for the redesign and expansion of its exhibit space. Those plans are currently under review. A portion of the redesign should be completed in time for the opening of the light rail station. Information about the Zoo's impact on the Oregon economy is also included with this application.

A. Attach an Engineering Feasibility analysis, prepared and stamped by a registered professional engineer. At a minimum the report must include:

- \* an explanation of the basis for the size and/or capacity of the proposed facility;
- \* project alternatives considered and a demonstration that the proposal is the most cost-effective;
- \* detailed cost estimate including all items necessary to achieve the project;
- \* preliminary design drawing of the project;
- \* maps showing the general location of the project, tax lots or parcels in the project area, and the specific location of the project, including, if applicable, line sizes, road widths, etc.;
- \* environmental concerns;
- \* needed permits and/or licenses to construct the infrastructure

B. What jurisdiction(s) will own, operate and/or maintain the proposed infrastructure?  
Metro.

C. Anticipated projected schedule:  
Final engineering/design  
Construction

Start date  
Sept. 1995  
May 1996

D. Drawdown schedule:

ITEM	MONTH/YEAR	SOURCE		
		SPWF (Metro)	Tri-Met	
<b>Final Engineering</b>				
1. Revenue Parking	September 1995	\$ 180,195	\$	\$
2.				
<b>Construction</b>				
1. Station & Headhouse	September 1995	\$ 2,203,000	\$ Managed by	\$
2. Parking Lot	May 1996	500,000	Tri-Met	
3.	June 1996	500,000	(\$24,856,830)	
4.	July 1996	500,000		
5.	August 1996	500,000		
6.	September 1996	500,000		
	October 1996	490,323		

E. Consulting Professionals Contributing to the project (if known):

Engineer: Parsons Brinkerhoff  
Address: 710 N.E. Holladay Street  
Portland, Oregon 97232  
Contact: Paul McCauley

Phone: (503) 239-2251

Legal Counsel: Tri-Met  
Address: 710 N.E. Holladay Street  
Portland, Oregon 97232  
Contact: Dana Anderson  
Dean Phillips

Metro  
600 N.E. Grand Avenue  
Portland, Oregon 97232  
Dan Cooper  
(503) 797-1528

**SECTION 10: FINANCIAL INFORMATION**

In order to make the Applicant's job easier, an assortment of financial information will be collected by the Department from available resources, mainly the Applicant's Comprehensive Annual Financial Report. This information includes municipal taxes and levies, tax collection rates, general fund revenues, expenditures and balances, municipal debt position, and demographic information. All this information will be included in the financial feasibility analysis.

Information that only the Applicant can provide is included in the next five pages.

**A. Full Market Valuation for the three most current fiscal years:**

Fiscal year ending 195	\$ 61,800,118,957
Fiscal year ending 194	\$ 54,376,741,081
Fiscal year ending 193	\$ 50,061,768,632

**B. Has there been an operating deficit in the last 5 years? If so, what actions were taken?**

None.

**C. Specify the funds pledged as loan repayment.**

General Revenue pledge - any available revenues or funds, consisting primarily of assessments against the benefited department (Zoo). Actual payments will be charged first against parking revenues.

**D. Does the project involve the formation of a local improvement district (LID)? If so, provide the status of negotiations with benefitted property owners, an engineer's report on the LID formation and assessments, and any resolutions creating the district.**

No.

**E. Are the benefitted property owners participating in the cost of construction of the publicly owned infrastructure? If yes, list the benefiting property owners and corresponding participation. If no, explain why.**

No. Property owned by the City of Portland and leased to Metro. Metro will own the improvements.

**F. Would the payment of this loan be superior, on a parity basis, or subordinate to other debt that is serviced by the revenues pledged to this loan?**

Parity.

G. Has the applicant ever defaulted on a debt? If so, provide a complete summary of all circumstances relative to the default.

No.

H. How will the ongoing maintenance, operation and replacement of the requested infrastructure be financed? Provide a copy of the facility plan documenting the ongoing operations, maintenance and replacement efforts.

Maintenance, operations, and replacement will be paid out of parking fees charged to use the facility.

I. Summarize any pending litigation that may affect the ability of the applicant to repay a loan.

None.

J. What is the current employment level, by full-time equivalent, of the applicant?

Metro total: 781.08 FTE. Metro Washington Park Zoo (incl. in total): 193.84.

K. Is the applicant experiencing any financial complications as a result of Ballot Measure 5?

No. Zoo tax base has been in compression since 1990, but is expected to be out of compression in FY 1995-96.

**SECTION 11: ECONOMIC DATA**

A. Five Largest Employers of the applicant's jurisdiction: (ten or more employees)

Employer	Type of Business	# of Employees
Fred Meyer	Retail	8,800
US Bancorp	Financial Services	6,700 FTE
Kaiser Permanente	Health Care	6,543 FTE
Tektronix, Inc.	Electronics	6,000
Intel Corp.	Micro Computer Company	5,800
Estimated total employment in jurisdiction		
Data source: The Business Journal		Year: 1994



B. Ten Largest Taxpayers of the applicant's jurisdiction:

Taxpayer	Type of Business	Total Taxes	Current Assessed Value
See attached.			
<b>Total</b>		<b>\$</b>	<b>\$</b>
<b>Data source:</b>		<b>Year:</b>	

C. Building Permit History of the applicant's jurisdiction for the current year and the past four years: (Not applicable for ports and special districts.)

Year	Residential Valuation	# Permits	Non-Residential Valuation	# Permits
	N/A			
<b>Data Source:</b>		<b>Year:</b>		

Principal Taxpayers Within the District by County  
(amounts expressed in thousands)

<u>Taxpayer account</u>	<u>Type of business</u>	<u>Assessed valuation</u>	<u>Percent of total valuation</u>
<b>Multnomah County:</b>			
U. S. West	Telephone utility	\$ 416,156	1.46 %
Pacific Power and Light	Electric utility	192,368	0.67
Portland General Electric	Electric utility	170,023	0.60
Boeing Company	Aircraft manufacturing	141,005	0.49
Northwest Natural Gas	Natural gas utility	110,094	0.39
Oregon Steel Mills	Steel products	97,562	0.34
SI-Lloyd Associates	Shopping mall	94,000	0.33
US Bancorp	Banking	76,320	0.27
Union Pacific Railroad	Railroad	70,545	0.25
Wacker Siltronic Corp.	Electronics	62,309	0.22
All other taxpayers	-	27,144,118	94.98
	<b>Total</b>	<b>\$ 28,574,500</b>	<b>100.00 %</b>
<b>Washington County.</b>			
Intel Corporation	Electronics	\$ 412,508	2.35 %
GTE Northwest Incorporated	Telephone utility	210,816	1.20
Tektronix, Inc.	Electronics	200,400	1.14
Nike	Athletic apparel	131,572	0.75
Portland General Electric	Electric utility	127,242	0.72
Pacific Realty Associates	Real estate	97,615	0.56
Northwest Natural Gas	Natural gas utility	95,679	0.54
Fred Meyer	Retailer	73,689	0.42
S. F. Oregon Co.,Ltd.	Banking center	59,210	0.34
Washington Square	Shopping mall	52,248	0.30
All other taxpayers	-	16,096,575	91.68
	<b>Total</b>	<b>\$ 17,557,554</b>	<b>100.00 %</b>
<b>Clackamas County:</b>			
Portland General Electric	Electric utility	\$ 199,606	1.29 %
Clackamas Association Ltd Partnership	Shopping mall	93,117	0.60
U. S. West	Telephone utility	71,038	0.46
Precision Castparts Corp.	Manufacturing	69,945	0.45
Northwest Natural Gas	Natural gas utility	64,893	0.42
Metropolitan Life Insurance Company	Insurance	64,885	0.42
Mentor Graphics Corp.	Electronics	59,585	0.38
Dept. of Veterans, State of Oregon	Government agency	45,303	0.29
Simpson Paper Company	Paper products	44,244	0.29
Tektronix, Inc.	Electronics	40,267	0.26
All other taxpayers	-	14,762,708	95.14
	<b>Total</b>	<b>\$ 15,515,591</b>	<b>100.00 %</b>

Source: The Departments of Assessment and Taxation for Multnomah, Clackamas and Washington counties.

Attach the following items with the application:

1. Public hearing notice, minutes of the public hearing and minutes of the meeting at which submission of this application was approved.
2. Engineering feasibility (see Section 8).
3. One copy of each of the applicant's last three annual audit reports and one copy of the current budget.
4. Copies of any documents creating any enterprise fund which may be pledged for repayment of the loan.
5. Copies of any ordinances which established any debt which is supported by the enterprise fund referred to in item 4 above.
6. Capital Improvement Plan (if available) and water or wastewater facilities plans as appropriate.
7. Appropriate portions of local comprehensive plan and zoning ordinances.
8. One copy of the applicant's enabling charter as amended.

**SECTION 13: CERTIFICATION**

I certify that:

We have the authority to request and incur the debt described in this application and upon award, will enter into a contract for the repayment of any SPWF loans and/or bonds.

We have held the required public hearing and will comply with all applicable state and federal regulations and requirements.

To the best of my knowledge all information contained in this application is valid and accurate and the submission of this application has been authorized by the governing body of the undersigned jurisdiction.

Signature \_\_\_\_\_ Title Executive Officer  
(highest elected official)  
Jurisdiction Metro

Name Mike Burton Date \_\_\_\_\_  
(type or print)

Special Public Works Final Application  
Metro  
Enclosures

Metro Documents

- Metro Charter
- Metro Budget (FY 1994-95 Adopted)
- Metro Comprehensive Annual Financial Reports for years ended
  - June 30, 1994
  - June 30, 1993
  - June 30, 1992
  - June 30, 1991
- Metro Ordinances
  - 91-439 (General Revenue Bond Master Ordinance)
  - 93-495 (Metro Code, Title VIII – Financing Powers)
- Metro Resolutions
  - 93-1795 (General Revenue Refunding Bond authorization)
  - 93-1863 (General Revenue Refunding Bond authorization)
- Moody's Municipal Credit report – Metro General Revenue Refunding Bonds.  
November 5, 1993

Project Documents

- Letter from Paul S. McCauley, Project Manager, Westside Corridor Project Progress  
Print signature
- Westside Corridor Project, Line Section 5B, Westside LRT Tunnel, Progress Print
- Final Environmental Impact Statement, Westside Corridor Project, August 1991,  
Summary
- Tanner Creek Basin, Preliminary Engineering Report, July 1994 (surface water  
treatment plans)

Institution Information

- Metro Washington Park Zoo, An Economic Impact Analysis, June 1991
- Letter from Mark Reed, Operations Director, World Forestry Center, May 4, 1995
- You Are Invited to Take A Journey... A Forest Journey, World Forestry Center,  
Portland, Oregon

The above enclosures to the Special Public Works Final Application are available in the Financial Planning division of the Finance Department and may be viewed upon request.