



Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

August 29, 1979

BILL OCKERT
Transportation Director
Metropolitan Service District
527 Southwest Hall
Portland, OR 97201

Dear Bill:

The Federal Highway Administration and Urban Mass Transportation Administration have given their approval to proceed on the Banfield Transitway Project. Currently, the MSD Transportation Improvement Program scheduled out from FY 1980 through post 1983 reserve funds for the implementation of the project.

We are working with Tri-Met and others to pull together the overall financial package for the Banfield project development activities. This includes the integration of the transfer funds through MSD, State General funds as identified in House Bill 5063, Highway match, local match, as well as in the future Section 3 funding by the Urban Mass Transportation Administration.

It is requested that the MSD Transportation Improvement Program be amended by MSD Council action to authorize the reserve Mt. Hood Interstate Transfer Funds as follows:

1. FY 1980 Annual Element - \$1 million for preliminary engineering and \$1 million for right-of-way for a total of \$2 million.
2. FY 1981 - \$1.5 million for preliminary engineering and \$9 million for right-of-way and \$4.5 million for construction for a total of \$15 million.
3. FY 1982 - \$30 million for construction
4. FY 1983 - \$35 million for construction
5. Post 1983 - \$13,414,000 for construction

The I-505 Interstate Funds to be assigned to the Banfield project should be scheduled in the TIP identifying the total \$15 million for construction in post FY 1983. The TIP should indicate that these funds are contingent upon final approval of the withdrawal of I-505 by USDOT.

For your information, attached is correspondence to Mr. Fred Klaboe from both FHWA and UMTA concerning their approval to proceed on the project. Also attached is HB5063 which provides for the state participation in the Banfield Transitway Project. This legislation identifies very specific conditions for the utilization of these funds.

As part of the overall ODOT financial management of this program, adjustments will be made in the cash flow needs of transfer funds based upon findings in project development and federal approvals, etc. We will be forwarding updates for incorporation in the TIP at the appropriate times.

I appreciate your assistance in establishing the MSD Interstate Transfer Funding portion of this project.


TED SPENCE
Policy & Planning Coordinator

TAS/po

Attachment