

DATE SUBMITTED _____

(For Clerk's Use)
Meeting Date 9/20/88
Agenda No. Am Inf #1

Informal
✓

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: _____

Informal Only* September 20, 1988
(Date)

Formal Only _____
(Date)

DEPARTMENT Environmental Services

DIVISION Transportation

CONTACT Susie Lahsene

TELEPHONE 248-3636

*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Andy Cotugno, Larry Nicholas,
Susie Lahsene

BRIEF SUMMARY

An overview of the work to date by various public and private sector committees regarding financing the region's transportation system.

ACTION REQUESTED:

/X/ INFORMATION ONLY / PRELIMINARY APPROVAL / POLICY DIRECTION / APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 30 minutes

IMPACT:

/ PERSONNEL

/ FISCAL/BUDGETARY

/ General Fund

Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: Pauline Anderson

BUDGET/PERSONNEL /

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, etc.)

NOTE: If requesting unanimous consent, state situation requiring emergency action on back.

3706V/4886V

BOARD OF
COUNTY COMMISSIONERS
1988 SEP 14 AM 10:34
MULTNOMAH COUNTY
OREGON

METRO

*Transportation 2000 Priorities:
Getting from here to there*

The Metropolitan Service District, your regional government, handles regionwide concerns in the urban areas of Clackamas, Multnomah and Washington counties. Metro is responsible for solid waste management, operation of the Washington Park Zoo, transportation planning, technical services to local governments, and the Oregon Convention Center.

Metro is located at 2000 SW First Ave., Portland, Ore., 97201-5398. For more information, call the Public Affairs Department at 221-1646.



The long-range vision

Any plan encompassing the transportation needs of the entire Portland metropolitan area must have a compelling vision. The Metropolitan Service District and the cities and counties of the region have defined that vision and will guide the plan as it is implemented in the coming years.

There are two principles:

■ **Encourage and facilitate the economic growth of the Portland region**

Economic growth is necessary for the viability of the region and the state. Investment in transportation improvement is needed to both promote and facilitate this economic growth.

■ **Protect the quality of life for residents of the region**

The region should avoid the excessive traffic problems and degradation of livability common to major growth areas.

Pursuing this vision will mean both improving the existing transportation system as well as undertaking new construction. Three major areas have been identified where the work needs to be done:

Regional corridors – Regional transportation corridors should be improved to make it convenient to move through the region. Development of a light rail system throughout the region should be pursued to minimize highway construction and encourage development.

■ **Highway corridors** – Major regional highways require improvement including the construction of several new links to serve traffic movement across and through the region.

■ **Transit corridors** – Quality transit service is essential in a number of corridors to complement highway facilities and provide access to major destinations. Light rail and high-quality bus service in these corridors provide an attractive alternative to the automobile and reduce the impacts of major highway widening.

Urban arterial system – Urban arterials, such as Powell Boulevard, Sunnyside Road, Tualatin-Sherwood Road and Murray Boulevard, should be improved to support the regional corridors, provide access from those corridors to development areas and accommodate travel within the region.

Transit service – Bus service should be extended to areas as they become more urban and more densely populated in order to serve local access and support light rail corridors.

**Transportation 2000 Priorities:
Projects**

Criteria

To implement the Transportation 2000 program, priorities must be established to guide specific funding decisions – now and in the future. Criteria for setting these priorities will be as follows:

- A. Improvements that correct severe existing traffic problems will have top priority.
- B. Improvements that correct traffic problems anticipated in the next decade and improvements that correct access capacity deficiencies that constrain development areas during the next decade will have next priority.
- C. Regional corridor improvements will give priority to options which reduce costs by increasing people-moving capacity. Those options include ramp metering, signal improvements, access control and high-occupancy vehicle lanes.
- D. Large projects will be broken into manageable parts so that the most critical part is given priority for construction.
- E. Consideration should be given to the region "reserving" a portion of available funds in order to be able to provide needed transportation improvements which quickly respond to economic development opportunities.

The descriptions that follow outline the improvements proposed in the next 20 years and the portion needed in the next decade:

Regional highway corridors

Sunset Highway – Widen to six lanes, Canyon Road to Cornell Road, add a climbing lane and upgrade interchanges. Design changes in conjunction with Westside light rail.

Interstate 5/Interstate 84 to the Fremont Bridge – Widen from four to six lanes and significantly modify interchanges.

Tualatin-Hillsboro Corridor – Construct a new four-lane freeway from Interstate 5 to Tualatin Valley Highway and a five-lane arterial from Tualatin Valley Highway to U.S. 26. (Proceed with Interstate 5 to the Highway 99W segment and arterial segment from Tualatin Valley Highway to U.S. 26 as a Transportation 2000 priority.)

Sunrise Corridor — Upgrade to a four-to six-lane expressway from McLoughlin Boulevard to U.S. 26 with a new route east of Interstate 205. (Proceed with Phase I – east of Interstate 205 and at Damascus and Boring as a Transportation 2000 priority.)

Interstate 84 – Continue six-lane widening from 181st Avenue to Troutdale. The segment from Interstate 205 to 181st Avenue widening is already planned and funded.

Interstate 84/U.S. 26 Connector – Construct a new four-lane expressway from Interstate 84 to U.S. 26 in the vicinity of Gresham.

Highway 217 – Upgrade to six lanes and upgrade interchanges. (Proceed with Phase I – auxiliary lanes between interchanges and a reconstructed interchange at Highway 99W as a Transportation 2000 priority.)

Interstate 5/Highway 217 – Upgrade interchange to remove traffic signals on Highway 217.

Various regional corridor interchanges will also be required to carry higher traffic volumes and improve access into surrounding development areas.

Light rail

Priority 1: Westside light rail – Begin the preliminary engineering work and pursue discretionary funding for the project from the federal Urban Mass Transportation Administration (UMTA).

I-205 light rail – Begin the preliminary engineering work, using funds from bus lanes withdrawn from the interstate system.

Milwaukie light rail – Begin preliminary engineering as soon after Westside light rail as allowable. Pursue funding from UMTA after receiving funding for the Westside light rail.

Also, acquire or protect right-of-way necessary for long-range development of other corridors and extensions.

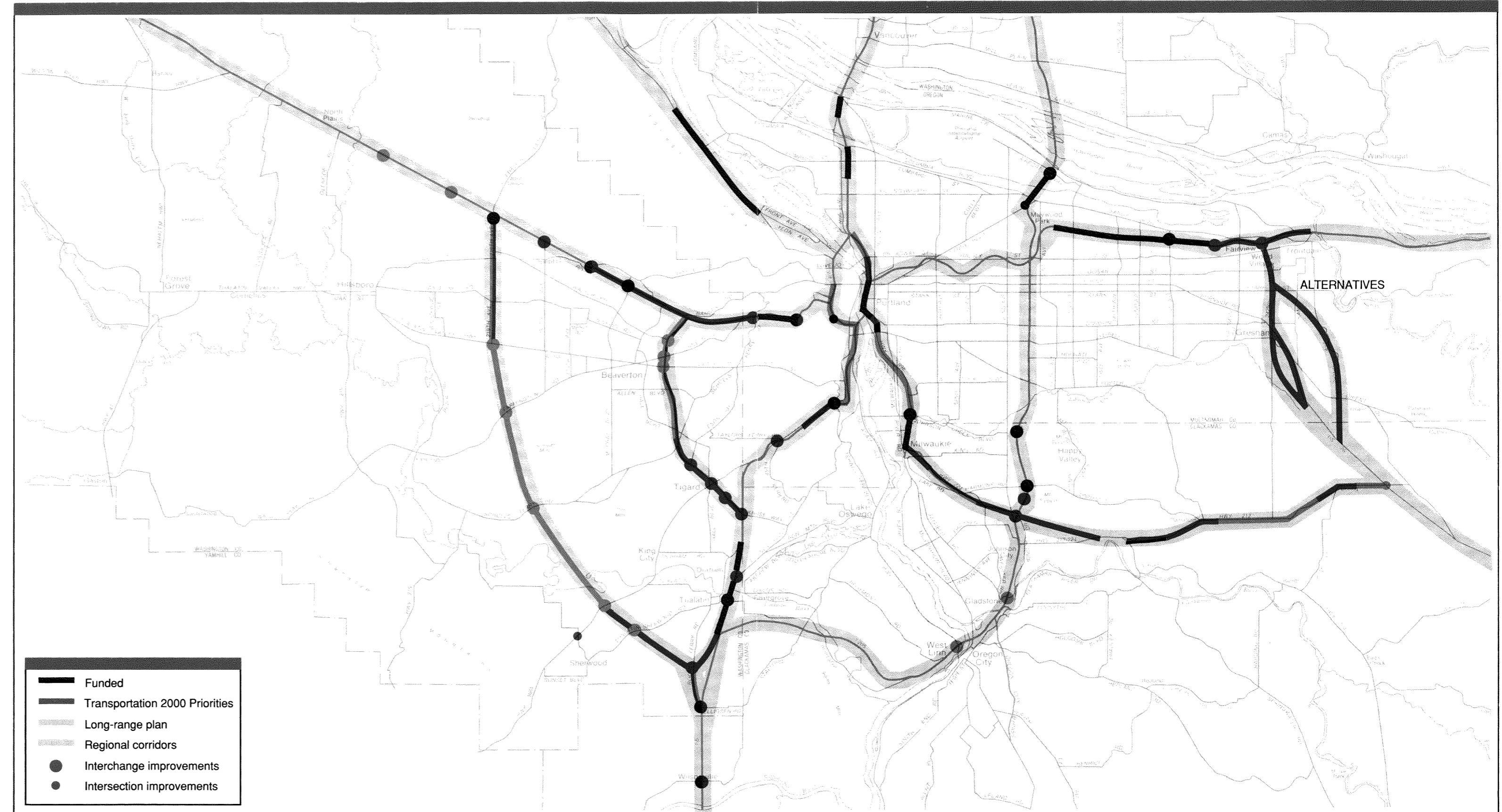
Urban arterials

Urban arterials are those roads which move people and goods in and around the region. They also connect to regional corridors for access out of the region. Urban arterials usually have four lanes, turn lanes at intersections, traffic lights and shoulders or sidewalks. Examples are Murray Boulevard, Sunnyside Road or Powell Boulevard. The Transportation 2000 Priorities envision upgrading roads which are currently used as urban arterials but do not have the same characteristics.

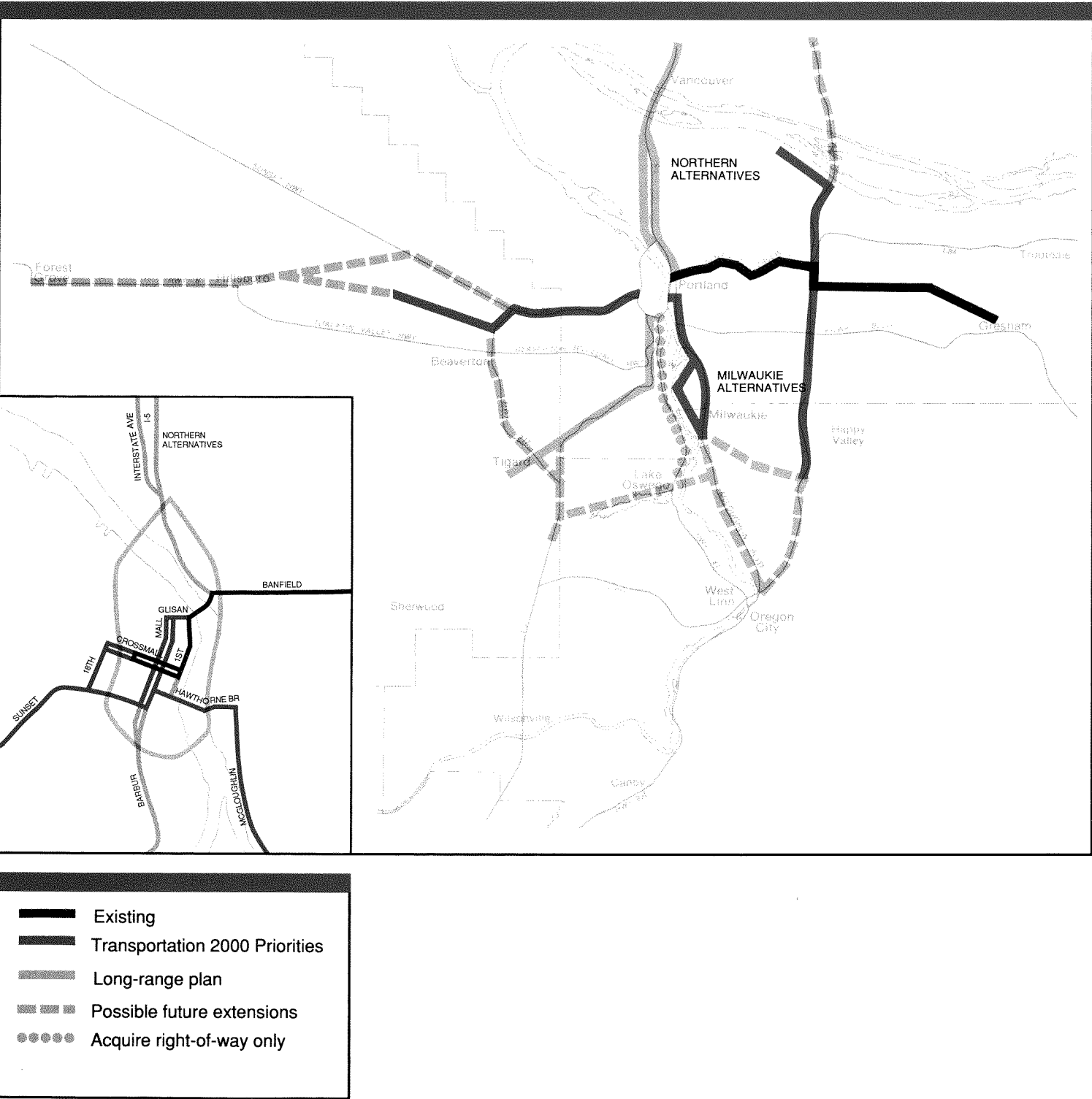
Bus service

The Transportation 2000 Priorities also envision expansion of transit services to developing areas. This expansion is crucial to the rest of the plan. The service is needed to serve local access and as feeder routes to light rail if the other parts of the system are to be sufficient to handle traffic.

**Transportation 2000 Priorities:
Regional highway corridor
projects**



Transportation 2000 Priorities:
Regional light rail projects



Transportation 2000 Priorities:
Funding

Regional highway corridors

Federal Aid-Interstate – This is money which comes to the state out of the federal gas tax for the rehabilitation and modernization of Oregon’s 718 miles of federal interstate routes. The state receives approximately \$38 million a year. Of that amount, \$15 million a year is available for modernization of the system state-wide. This money is allocated through the Six-Year Highway Improvement Program of the state Department of Transportation.

Federal Aid-Primary – This money, also collected in the federal gas tax and made available to the state, is for the modernization and rehabilitation of nearly 5,000 miles of major state highways such as Highway 217, U.S. 26 and U.S. 101. Some \$29 million a year is available, of which \$12 million can be used for modernization. Again, the money is allocated through the six-year program.

Access Oregon – This plan will be funded through Oregon’s gas tax increase of 2 cents a year for the next three years. \$30 million a year will be available to upgrade a targeted set of Oregon’s highways. This money is also allocated through the six-year program.

Urban arterials

Federal Aid Urban – This is federal highway funding available to each “urbanized” area for improvements to arterials or transit. Each year, \$3.8 million is available in the metropolitan area. Of that, \$1.6 million is available for improvements in Portland and \$2.2 million for the rest of the region.

Interstate Transfer – During the past 10 years, in excess of \$15 million a year from the defunct Mt. Hood and I-505 freeway projects has been spent on urban arterial improvements. This source is nearly exhausted. The balance will be used within the next several years on projects currently programmed in the engineering phase.

Transit service

Transit operations are funded primarily by fares and a payroll tax on area employers. Additional funds are received from the state for programs for the elderly and the handicapped and for new equipment. To achieve the level of service envisioned, new funds would have to be raised both from the state and from the region.

Light rail corridors

The Metropolitan Area Express was funded through a unique combination of sources – \$90 million from the Mt. Hood Freeway funds were matched by \$90 million from an UMTA discretionary fund made available on a project-by-project basis for mass transit. In addition, \$25 million came from the state and \$14 million was contributed from the region via Tri-Met.

This same type of funding package will be difficult to put together again. There is no money left from the Mt. Hood Freeway.

Funding for 50 to 75 percent of the cost of Westside and Milwaukie light rail can be sought from UMTA through a national competitive process. However, local matching funds must be obtained first.

A unique opportunity exists to fund the initial stages of work toward an Interstate 205 light rail line. Through the Federal Aid-Interstate program, \$16.6 million is available for bus lane construction. However, this money can and would be shifted toward light rail construction.

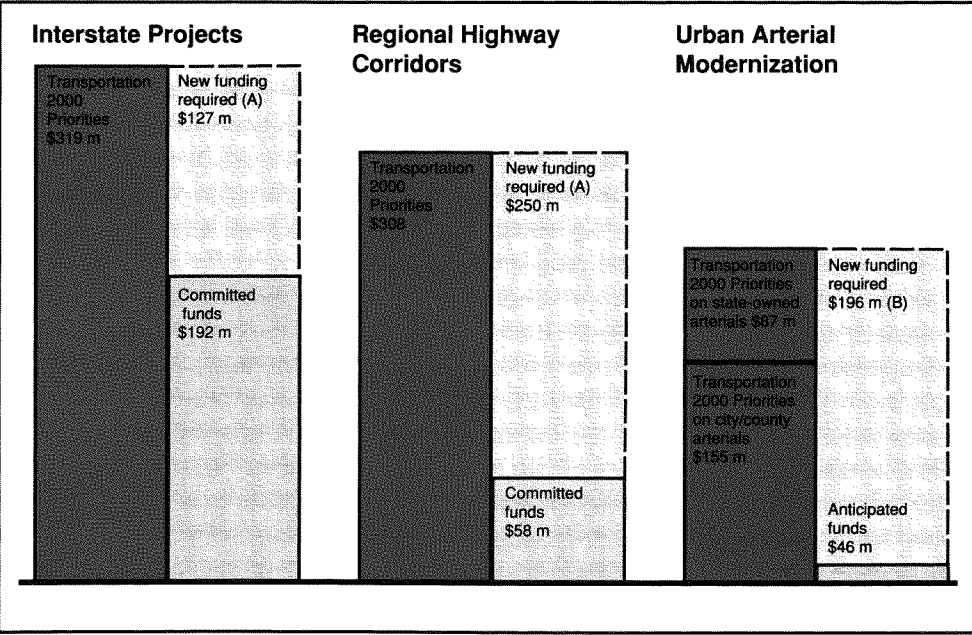


Chart shows the amount of new funding required to complete the interstate, regional highway corridor and urban arterial modernization projects identified by the Transportation 2000 Priorities plan.

A – New funding required from future Six-Year Plan updates, federal funding allocations and state gas tax increases.

B – New funding required from state, regional and/or local source to replace Interstate Transfer funds.

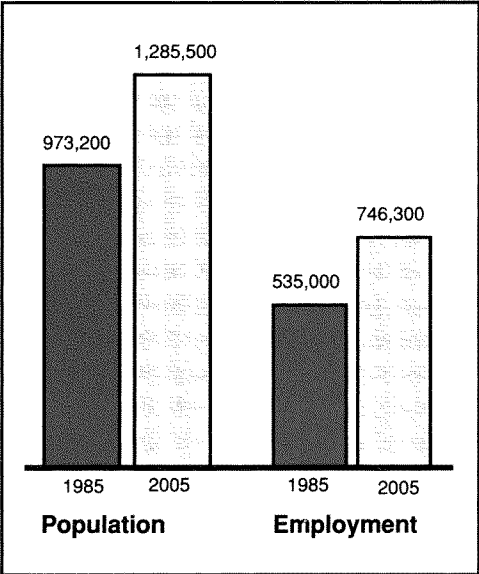
Transportation 2000 Priorities:
Getting from here to there

During the last 15 years, the Portland metropolitan area has invested in literally hundreds of transportation projects – as major as the Metropolitan Area Express, our region’s light rail system, to local improvements such as traffic signals.

But the need for investment in transportation doesn’t stop. People, products and services all move on roads and transit. And without adequate roads and transit, the region’s growth will, literally and figuratively, slow down.

Making sure we meet our transportation needs is the job of Metro’s Joint Policy Advisory Committee on Transportation (JPACT).

During the next year, JPACT and Metro will complete a plan to guide transportation investment through the next 20 years and priorities to the year 2000. This is an outline of that plan and how we can go about financing the improvements it identifies.



Growth in the urban portion of the three-county metropolitan area – Clackamas, Multnomah and Washington counties

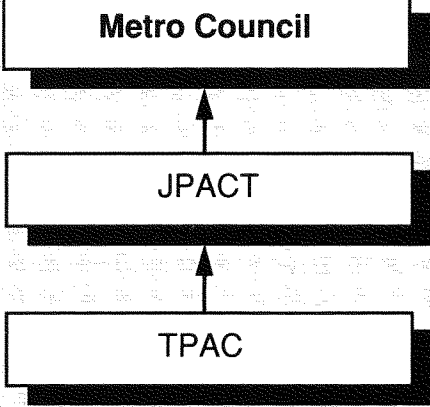
The decision-making process

The Metro Council – The Metro Council is composed of 12 members elected from districts throughout the metropolitan region (urban areas of Multnomah, Washington and Clackamas counties). The council approves transportation projects and programs recommended by JPACT.

Joint Policy Advisory Committee on Transportation (JPACT) – JPACT provides a forum for elected officials and representatives of agencies involved in transportation projects to evaluate all of the transportation needs in this region and to make recommendations for funding to the Metro Council.

The 17-member committee is composed of:

- Members of the Metro Council
- A commissioner from the city of Portland
- A county commissioner from Multnomah, Clackamas and Washington counties
- An elected official from each county representing cities
- A representative of the Oregon Department of Transportation
- A Tri-Met representative
- A representative of the Port of Portland
- A representative of the Oregon Department of Environmental Quality
- An elected representative from Vancouver and one from Clark County, Wash.
- A representative of the Washington Department of Transportation



JPACT decides on priorities and establishes the transportation plan for the region. This plan is then forwarded to the Metro Council, which must adopt JPACT’s recommendations before they become the transportation policies of the metropolitan region.

Transportation Policy Alternatives Committee (TPAC) – While JPACT provides a forum for recommendations on transportation issues at the policy level, TPAC provides input from the technical level.

TPAC’s membership includes technical staff from the same governments and agencies as JPACT, plus representatives of the Federal Highway Administration (FHWA), Federal Aviation Administration (FAA), the Urban Mass Transportation Administration (UMTA) and the Intergovernmental Resource Center of Clark County. There are also six citizen representatives appointed by the Metro Council.

To find out more about what will be happening next on various projects, we urge you to contact the Transportation Department at Metro. We can let you know about upcoming forums, special events and regular meetings of JPACT. We’d like to have your

thoughts and ideas as we develop and implement the Transportation 2000 Priorities. Metro is located at 2000 SW First Ave., Portland, Ore. For more information, call 221-1646.

JPACT REGIONAL TRANSPORTATION FUNDING PROPOSAL

AREAS OF CONSENSUS

I. General Principles

- A. There is consensus on the transportation priorities and funding target for the next 10 years in the following major categories (see Attachment A):

Regional Highway Corridors
Urban Arterials
LRT Corridors
Transit Operations and Routine Capital

- B. The region should link together the planning for the funding of highway and transit improvements.

II. Regional Highway Corridors

- A. The region should seek state highway funding for the full cost of priority interstate and regional highway corridors (from IA above).
- B. Increase in state and federal funding programs will be required in order to obtain the improvements being sought (such as a continuation of the state gas tax increase of 2¢ per year).

III. Urban Arterials

- A. A vehicle registration fee is favored as the first source of funding for urban arterial preservation and improvement. There is support for imposing the fee at the regional level with a minimum allocation guaranteed to local governments and the balance allocated on the basis of regional priorities through the Joint Policy Advisory Committee on Transportation (JPACT). Once established, consideration will be given to funding transit capital from the arterial fund.
- B. The vehicle registration fee should include a truck fee to maintain cost responsibility.
- C. The Oregon Department of Transportation (ODOT) arterials have the least likelihood of being funded with state funds due to the higher state priority and very high statewide funding requests for corridors of state significance. If ODOT arterials are included in a regional arterial program, sufficient revenues should be sought to fund the extra cost.

IV. LRT

- A. The next priority for UMTA Section 3 funding is Westside LRT; thereafter, Milwaukie LRT. Up to 75 percent UMTA funding should be sought. Federal funding toward I-205 LRT should be from the Interstate buslane funds and for vehicles.
- B. Local matching funds for LRT should come from the following sources.
 1. A new regional transit funding source should be adopted to provide the regional share toward all three corridors.
 2. State matching funds should be sought for all three corridors over a 3-4 biennium period.
 3. Private sector funding should be committed toward construction commensurate with benefits received. A greater than typical share of private funding will be required for I-205 LRT due to the minor level of federal funding than can be obtained.
- C. LRT construction will not proceed without an increased source of operating funds.
- D. Development should be well integrated around LRT stations to maximize ridership and minimize required operating subsidy.

V. Transit Operations and Routine Capital

- A. An increased source of operating funds should be established for routine capital, LRT operations and bus service expansion. Preliminary costs (as of March 1) are as follows:

	<u>Pre-LRT</u>	<u>Post-LRT</u>
Routine Capital	\$ 8 m.	\$ 9.6 m.
Operating		
Westside LRT	--	.5
I-205 LRT	--	1.73
Milwaukie LRT	--	.54
LRT Feeders	--	2.60
Other Bus Services	1.2	3.44
Debt Payment	1.5	1.5
TOTAL	\$10.7 m.	\$19.91 m.

- B. State funding should be sought as follows:
 1. Continuation of funding toward routine capital at \$3.3m./year.

2. Increase cigarette tax of 1¢ toward special needs transit.
- C. After implementation of a \$10 m./year arterial fund (such as through a vehicle registration fee), \$3 million in FAU funds will be dedicated to transit capital.

VI. Outstanding Issues

- A. Should the region plan on a vote or pursue alternatives that don't require a vote?

Proposed Recommendation: The region should pursue funding alternatives that can be imposed by the Legislature or regional agencies that do not necessarily require a vote. The region should, however, be prepared to submit a funding package to the voters if it is apparent that this is necessary.

- B. Should a registration fee be imposed on the basis of value, weight or some other measure of impact?

Proposed Recommendation: Yes, in the long term, the region should have the objective of converting the statewide vehicle registration fee to a value-based mechanism to be more progressive in its burden on low-income and elderly households and to be sensitive to inflation. The proposed local option regional registration fee, however, should be imposed on the same basis as the statewide fee so as to minimize collection difficulties and administrative costs.

- at \$10/year registration fee, 62 percent of city/county arterial improvements can be funded.
- at \$20/year, 100 percent of city/county arterial improvements and 50 percent of ODOT arterial improvements can be funded.
- at \$25/year, 100 percent of city/county/state arterial improvements can be funded.

- C. How should ODOT arterials be funded? Via state or regional funds?
- D. Can a case be made for state contribution for LRT local match in excess of 10 percent?

Proposed Recommendation: Yes, the state should be an equal partner with the region in financing the required LRT capital local match. The state has recognized a 10 percent contribution based upon past practices; however, the region should develop the case for a co-equal contribution based upon the highway and economic benefits that will be realized by the state.

- E. What source of new regional funds should be sought for regional LRT match, bus capital and expanded bus and LRT operations?

wage/payroll tax
payroll tax increase
income tax
property tax
payroll tax on local government

Proposed Recommendation: Consideration should be given to expanding and broadening the base for the current payroll tax to include all employers (such as local governments which are not now included) and to shift part of the employer paid tax to the employee. A rate of between .3-.4 percent would be paid by both the employee and employer. Approaching the upper level, this mechanism could be used for collection of the regional share of LRT local match, required bus capital improvements and expanded LRT and bus operations. Payroll tax on local governments should be phased in to reduce the impact on local budgets.

The alternatives of an income tax or property tax are not recommended at this time because the priority use of these sources is for education and corrections. An increase in the payroll tax is not recommended at this time because the transit tax burden on business is already disproportionately high. Future consideration should be given to using the vehicle registration fee for LRT construction if a local option regional registration fee is established and if the constitutional limitation can be lifted.

- F. Further policies on private funding toward LRT will be required.

Preliminary recommendation of the Public/Private Task Force on Transit Finance is as follows:

- To include LRT capital funding in various tax increment funding programs in place or under consideration in the Central City, along the I-205 LRT and along the Westside LRT.
- To establish a special transit assessment district around all LRT stations where transit improvement is planned to reflect the private sector benefits realized from these major transportation investments.
- To negotiate LRT station cost-sharing where the station is located with direct connection to private developments.

- Public acquisition of land around stations should be pursued to allow private development; long-term lease revenues will assist in reducing or eliminating operating costs of LRT.

Preliminary estimates are that these mechanisms would yield the following revenue amounts:

Westside LRT - \$32.2 m.	(10.7 percent of a \$300 m. project cost)
Milwaukie LRT - \$26 m. with LRT mall alignment in downtown Portland	(13.5 percent of a \$193 m. project including the Mall LRT and LRT to Milwaukie, then Clackamas Town Center)
I-205 LRT - \$16.6 m.	(18.6 percent of an \$89 m. project)

AC/jm
9482C/534
8-1-88

Attachment A

JPACT Regional Transportation
10-Year Priorities

Cost vs. Revenues

I. Regional Highway Corridors	<u>Interstate</u>		<u>Other</u>	
Total Cost of 10-Year Priorities (including inflation)	\$489 m.		\$439 m.	
Less project funding currently committed	238		97	
Less state and federal funding likely to be available	50		61	
Unfunded Balance	\$201 m.		\$282 m.	
	\$483 million			
II. LRT Corridors	<u>Westside</u>	<u>Milwaukie</u>	<u>I-205</u>	<u>Mall LRT</u>
Total Cost of 10-Year Priorities	\$300 m.	\$88 m.	\$89 m.	\$75 m.
Less anticipated federal funds	150-225	44-66	17-25	38-56
Unfunded Balance	\$75-150 m.	\$22-44 m.	\$64-72 m.	\$19-38 m.
	\$180-304 million			
III. Urban Arterials	<u>State</u>		<u>City/County</u>	
Total Cost of 10-Year Priorities (including inflation)	\$203 m.		\$335 m.	
Less project funding currently committed	77		99	
Less federal, state and local funding likely to be available*	0		41	
Unfunded Balance	\$126 m.		\$195 m.	
	\$321 million			

* These federal highway funds could alternatively be committed to transit capital if a replacement arterial funding source is adopted.

IV. Transit Operations and Routine Capital	Pre-LRT Expansion		Post-LRT Expansion	
Increased Annual Funds Required				
Routine Capital		\$ 8.0 m.		\$ 9.6 m.
Expanded LRT Operations		--		2.8
Expanded Bus Operations		1.2		6.0
Debt Retirement		1.5		1.5
Unfunded Balance		\$10.7 m./yr.		\$19.9 m./yr.
V. Road Maintenance	Current	5-Year	10-Year	
City/County Annual Needs	\$92.6 m.	\$112.6 m.	\$137 m.	
Funds Available	63.6	79.7	81.8	
Unfunded Balance	\$29 m./yr.	\$ 33 m./yr.	\$55 m./yr.	

ACC:lmk
8-17-88
a:/jpactpri

BIDS



MULTNOMAH COUNTY OREGON

Approved
9/20/88

#1 9/20/88

DEPARTMENT OF GENERAL SERVICES
PURCHASING SECTION
2505 S.E. 11TH AVENUE
PORTLAND, OREGON 97202
(503) 248-5111

GLADYS McCOY
COUNTY CHAIR

MEMORANDUM

TO: Jane McGarvin, Clerk of the Board

FROM: Lillie M. Walker, Director, Purchasing Section

DATE: September 13, 1988

SUBJECT: FORMAL BIDS AND REQUESTS FOR PROPOSALS SCHEDULED FOR INFORMAL BOARD

BOARD OF
COUNTY COMMISSIONERS
1988 SEP 14 PM 3:52
MULTNOMAH COUNTY
OREGON

The following Formal Bids and/or Professional Services Request for Proposals (RFPs) are being presented for Board review at the Informal Board on Tuesday, September 20, 1988.

Bid/RFP No.	Description/Buyer	Initiating Department
B61-200-3112	N.E. 202ND AVENUE	DES/Transportation
		Contact: Dick Lulay Phone: X5050
	Buyer: Frank Lopez Ex. 5111	Contact:
		Phone:
	Buyer: Ex. 5111	Contact:
		Phone:

cc: Gladys McCoy, County Chair
Board of County Commissioners
Linda Alexander, Director, DGS
Commissioner Caroline Miller/332

Copies of the bids and RFPs are available from the Clerk of the Board.

Please run the following Classified Advertisement as indicated below, under your CALL FOR BIDS section

MULTNOMAH COUNTY

N.E. 202ND AVENUE

Bids Due October 11, 1988 at 2:00 P.M.
Bid No. 861-200-3112

Sealed bids will be received by the Director of Purchasing, Multnomah County Purchasing Section, 2505 S.E. 11th Ave., Portland, OR 97202 for:
Traffic signal installation and street construction.

Plans and Specifications are filed with the Purchasing Director and copies may be obtained from the above address for a \$5.00 non-refundable fee. CHECKS AND MONEY ORDERS ONLY. Plans and Specifications will not be mailed within the Tri-County area.

PREQUALIFICATION OF BIDDERS Pursuant to the Multnomah County Public Contract Review Board Administrative Rules (AR 40.030) Prequalification shall be mandatory for this project for the following class(es) of work: TRAFFIC SIGNAL INSTALLATION &/OR MUNICIPAL STREET CONSTRUCTION

Prequalification applications or statements must be prepared during the period of one year prior to the bid date. Prequalification application and proof of prequalification by the Oregon Department of Transportation must be actually received or postmarked to Multnomah County Purchasing Section by not later than 10 days prior to bid opening.

All bidders must comply with the requirements of the prevailing wage law in ORS 279.350.

Details of compliance are available from the Purchasing Section, Department of General Services, 2505 S.E. 11th Avenue, Portland, OR 97202, (503) 248-5111.

Contractors and subcontractors must be licensed for asbestos abatement work if the project involves working with asbestos.

MINORITY AND WOMEN BUSINESS UTILIZATION: All bidders are hereby specifically advised that these conditions require a minimum of 10 % of the total bid amount for Minority Business Enterprise participation in one or more of the following subcontract areas: bidders option, and 2 % of the total bid amount for Women Business Enterprises participation in one or more of the following subcontract areas: bidders option.

NONDISCRIMINATION Bidders on this work will be required to comply with the provisions of Federal Executive Order 11246. The requirements for Bidders and Contractors are explained in the Specifications.

No proposal will be considered unless accompanied by a check payable to Multnomah County, certified by a responsible bank, or in lieu thereof, a surety bond for an amount equal to ten percent (10%) of the aggregate proposal. The successful bidder shall furnish a bond satisfactory to the Board in the full amount of the contract.

Multnomah County reserves the right to reject any or all bids.

LILLIE WALKER, DIRECTOR
PURCHASING SECTION

Publish September 22, 23, & 26, 1988