

MINUTES OF THE METRO COUNCIL MEETING

May 1, 1997

Council Chamber

Councilors Present: Ruth McFarland (Deputy Presiding Officer), Susan McLain, Patricia McCaig, Ed Washington, Don Morissette

Councilors Absent: Jon Kvistad (Presiding Officer), Lisa Naito (in Salem representing Metro)

Deputy Presiding Officer Ruth McFarland called the meeting to order at 2:02 p.m.

1. INTRODUCTIONS

None.

2. CITIZEN COMMUNICATION

None.

3. EXECUTIVE OFFICER COMMUNICATIONS

Mr. Mike Burton, Executive Officer, noted that he and Councilor Washington were over at the Oregon Association of Minority Enterprises and Metro was given an award this year in recognition of Metro's commitment to increase the number of minority contracts in the work that Metro had done. He added that the Council was the body that gave Metro the real resources to do this work as well as the work done by Doug Butler, Jennifer Sims, and Kathy Newton and Bertha Carol.

Metro would be celebrating the second year of the Metro openspace land acquisition, there were a number of activities planned for this month, a report to shareholders, media tours, and open houses. Amy Kirshbaum had the detailed information on this celebration.

The Solv-It Program was successful with 60 cubic yards of debris collected at the sites.

Councilor Naito and he have met on the legislative package and she asked Mr. Burton to present up coming and current legislation.

Deputy Presiding Officer McFarland added that Councilor Naito was in Salem today defending the cause.

Mr. Burton reviewed HB 3163, the transportation package bill had another public hearing tomorrow in House Revenue Committee. The issue with this had to do with weight mile and the trucker's position on this. There were efforts being made to find some way to unlog jam this problem. There was nothing to exempt or change the current structure of weight mile and cost responsibility within the bill.

Ballot Measure 50 implementation was being considered waiting the outcome of the voters.

HB 3638, the Egge Bill had a hearing and work session scheduled in the House General Government Committee, there were some potential amendments but the bill seemed to be going through well. He added that Mr. Dan Cooper had been monitoring the bill.

SB 686 concerned a tax supervision and conservation committee filed by Multnomah County, it was a mandated cost, they wished to try to allocate the cost of operation of this to the various governments within Multnomah County. Metro's portion would be \$8,000. During the hearing, there was a recommendation to abolish the TSCC. He suggested that there needed to be discussion among the Council on their position. He believed it would be a mistake to eliminate the TSCC because the alternative to this would be a lot more involved process under budget law. By having the TSCC be the citizen review committee on the budget it made the issue clearer.

The Boundary Commission Bill passed out the Senate Livability Committee, 3 to 1 and was on the Senate floor next week. The Special Districts Association continued to push that bill with a discussion in the committee to consider abolishment rather than amendment.

HB 2515, which was on land use decisions, was currently in the House U and E Committee. There would be a hearing on it on Friday. That bill would give citizen notice that it would require initially to have the Department of Land Conservation and Development add about 6 FTE to do the notice. The was being modified, the question was more cost.

4. SIXTH GRADE FUTURE CITIES PROJECT

John Donovan, Growth Management Services Public Involvement Specialist, brought 40 representatives from the region, sixth, seventh and eighth graders from Bolton Middle School, Beavercreek Elementary School and Mt. Tabor Middle School. He reviewed how the idea came about. They wanted to have a small microcosm of the schools in the region work together to talk about some of the values that they shared and that they may differ on in the way their communities were structured. These grade school and middle school students were studying cities and how they functioned. He asked three teachers to incorporate an addition into their regular program which was to have the kids talk about the values behind some of the decisions that went into creating and maintaining cities. They each did different projects but all talked about those values and when they came to Metro today, they were able to give some of their views, insights, but also talked to each other. The schools found that there was some common ground and some differences as well. He noted the projects in the Chamber.

Deputy Presiding Officer McFarland noted how special the teachers were, particularly the three teachers who allowed these project to occur. She then asked the presenters to come forward.

The first group was from Bolton Middle School, McKenzie Carocci, Nichole Tabbal, Kyle Tilley and Mark Curtis introduced themselves.

McKenzie Carocci, 2921 Ascot Circle, West Linn, OR 97068 reviewed that their sixth grade designed future cities in student groups.

Nichole Tabbal, 1296 Spring Rock Circle, West Linn, OR 97068 added, first the class was given a map of West Linn and then were to design and zone the residence A, apartments, the residence B, houses and commercial and industrial. Next, they were instructed to include the infrastructure which included roads, sewer, water, and power plants. On the third overlay they put in hospitals and all commercial industries to make their city a better city. During this future city project they

learned many lessons about the planning process. They learned that it was not easy to design a city, many times disagreeing on values, learning to cooperate and compromise on points.

Kyle Tilley, 2580 Oregon City Blvd., West Linn, OR 97068, said in their planning, they had to consider their values, in order of priority. These included 1) open spaces and parks, 2) recreation and entertainment, 3) good schools, 4) low crime rate, 5) uncrowded available housing with large lots.

Mark Curtis, 6260 Harerhill Ct. West Linn OR 97068 said that the class had decided on the following as recommendations from West Linn; they liked the open spaces and green spaces which Metro was currently protecting and purchasing, they liked recycling that Metro supported. They wanted Metro to slow the building and growth in their area.

Chelsea Harness, 16435 S Bucknercreek Rd. Beavercreek, OR 97004, Beavercreek Elementary School's class did a survey that considered what they liked about Beavercreek and what they did not like, where they shopped. They liked space and peace, but didn't like the noise from traffic, most shopped in the Clackamas Town Center. Most kids wouldn't mind having a mall close at hand.

Dirk Rosenberry, 19601 S Thimble Creek Dr. Oregon City, OR 97045, Beavercreek Elementary School, talked about their slide presentation of what Beavercreek was like.

Ashleigh Hart, 455 SE 68th Ave, Portland, OR 97215, Mt. Tabor Middle School, said they were part of Cedar Lodge which was an integrated program of seventh and eighth graders. Last semester they dealt with the future. They felt that one way to deal with this was to build future cities. To prepare they made a decimal package, which included scale and the metric system, they studied energy types, learning how to conserve energy, did an insulation experiment. They also had to decide where to do the city (discovered and not discovered). They decided to do it in Portland in 50 years for more accurate assumption on what would happen.

Morgan McDonald, 2382 NW Kearney, Portland, OR 97210, Mt. Tabor Middle School said that after they had built their future cities they came to learn about Metro and how it worked. They found that Metro included 24 cities and 3 counties. They learned that Metro was involved with recycling and garbage programs, ran regional facilities. From the other students that had been at this presentation, they also learned that there were many different lifestyles and perspectives. But even with these differences, they found that they shared some of the same values. All groups shared values of open spaces and parks, these areas were comforting and appreciative for the natural environment. They had expressed that having community sense among neighbors, clean and safe neighborhoods were at the top of their priorities.

Ms. Hart added that they also were concerned about population, knowing that the population would double in 50 years and because of the over population in the eastern side of the country this would impact increases in population in the west. For Portland, they knew there was a good sense of community and they would like to keep it this way so they were concerned with the growth. They were also concerned about the preservation of their resources and would like to learn about other alternatives for energy. They studied solar as well as current electricity. They also studied geothermal energy. They were also concerned with shopping and traffic accessibility. They would like to see more communities like Belmont and Hawthorne developments which brought a closer feeling of community to the neighborhoods. They would encourage more of these developments.

Deputy Presiding Officer McFarland said she was very impressed with the entire program and thanked the sixth, seventh, eighth graders for their participation.

Aleta Woodruff, 2143 NE 95th Place, Portland, OR 97220 addressed the children and spoke about living in Beavercreek as a child. She talked about how Beavercreek was when she lived there many years ago.

Mr. Donovan added that there was a delegation of Russian Environmentalist Activists and Educators. They showed them the future visions projects and provided opportunity for the kids and the delegation to talk about their communities.

Councilor McLain complemented Mr. Donovan and the rest of the Growth Management staff that put this project together. She encouraged the kids to get into the high school programs and continue to work through these processes. She encouraged them to continue to be good regional ambassadors.

Councilor Washington thanked the dedicated teachers, Metro staff and kids for their presentation. He asked if any kids had worked at Metro, they had done such a good job.

Deputy Presiding Officer McFarland said that this presentation indicated to her that a lot was very good in our schools as well as in the teaching profession.

5. SOUTH/NORTH LIGHTRAIL PRESENTATION

Councilor Washington said he had asked for an update on South/North. The public comment period had ended, the cost cutting had been finished, there had been acceptance both by the South/North Committee and the citizen advisory committee with regard to these issues. Mr. Brandman and Mr. Skiles were here to share what they had shared with both committees as well as the public.

Richard Brandman, Assistant Director of Transportation Planning, said there had been a lot of progress and a lot of public involvement concerning the proposed amendments to the South/North draft project. There had been over 200 meetings held during the formal public comment process. There was a brochure mailed to over 100,000 households containing a survey on a number of transportation issues. There were over 3000 survey response returned with 80% urging Metro to move forward with this project. The recommendations that would be coming to Council at the end of May was recommended unanimously from the South/North Steering Group. He noted the packet and a memo from him (a copy of which may be found in the permanent record of this meeting in the Council Office). The citizens advisory committee also considered the recommendations and they concurred with the department with one exception. There was also a unanimous recommendation from the downtown oversight committee with respect to issues in downtown. The expert review panel met and said that the department had adequately analyzed and presented it in a manner that was clear and understandable for the public.

They started these revisions as a result of Ballot Measure 32 where they lost \$375 million of state funding as well as losing the ability to match the state funding which meant that if they were going to proceed with the project they would greatly have to reduce its cost. The goal was to reduce the total cost and the cost per mile. They had discussed cost with the community, this helped the public understand why Metro was moving forward with lightrail. He reviewed the changes as stated in the memo which included cost and revisions in the designs. They included expansion to North Portland with a consideration of Kinton for future planning as well as

considering extensions into Clark County with added costs, benefits and impacts. They had also heard recommendations to delay the downtown Portland area and stay on the east side of the river. This was revisited but they felt that there would be too much ridership lost. They were proposing a deferral of the north mall for the downtown area. In the south end of the downtown they were also proposed to construct a diagonal which would be part of the Portland State University urban plaza project proposal. Citizen groups were very supportive of the cost saving cuts. He added that there had been changes in the Milwaukee alignment which also saved money, both residential and business impacts were eliminated. The Railroad Avenue alignment changed, with neighbors concerned about displacement of houses, it had been changed by using a skinny street. The final change was Clackamas Town Center, which would stop at the town center itself, saving \$55 million.

Mr. Brandman added that there had been a lot of discussion about commuter rail. They had written a report on commuter rail (included in this package). AORTA did not agree with the commuter rail recommendation although Coalition for a Livable Future and 1000 Friends did support this idea. Transportation Department found that commuter rail was not the same as lightrail, it was for a different purpose with a different mode. Commuter rail served trips in a distance of 40 to 80 miles, interregional trips rather intraregional trips. Commuter rail worked well in large sprawling communities. The department did not recommend this concept although there were studies in Washington County and Clark County. They also recommended that JPACT provide Fall workshops on commuter rail so that the community could better understand the issues of commuter rail.

Councilor McLain said that when they were doing Westside, it was mentioned that there might be an extension to Hillsboro, should this be said about the Oregon City extension? She encouraged that when things were put out publicly or in writing that these be included.

Mr. Brandman responded that this was an oversight on his part and it was included.

Councilor McCaig asked what the \$500 million in cost savings did to the projected ridership?

Mr. Brandman responded it increased the projected ridership.

Councilor McCaig asked if that did not unnerve Mr. Brandman a bit with costs savings and design changes indicating it would increase ridership, did it not worry him that it would be difficult to sell this to the public?

Mr. Brandman said that it heartens him because what they had been able to do with the costs savings of \$500 million was to extend the initial construction phase into Lombard, North Portland. This was where the additional ridership came from. Original ridership projections were in the vicinity of 28,000 trips per day. They expected the ridership to be the same with the truncated project. This came at a price, deferring the downtown, segments in Clackamas County, and what they were trying to demonstrate to the public, with their support, that they had been able to cut out some of the parts of the project that people wanted but hadn't lopped off North Portland, where the additional ridership was coming from.

Councilor McCaig asked about the cost savings, redesign, administration and engineering as well as deferral. What were the percentage of each?

Mr. Brandman responded that with respect to deferrals, about \$200 million were saved, local jurisdictions weren't getting everything they wanted and TriMet was also taking more risk. They

had lowered the inflation rate for the purposes of analysis and for what the project would cost. Down the road there would be inflation that would occur, they had lowered the rate of inflation allowing for a savings of \$150 million.

Councilor McCaig asked if that was just not moving money around?

Mr. Brandman answered that this was correct. The remainder of savings were in the areas of engineering, contingency rates and administration rates.

Councilor McCaig asked what was not done last time that would have already been on the table? How could she approach the voters, educating them on what they were doing now that hadn't been done previously to save money? What confidence did we have that they were not making the same mistakes again?

Mr. Brandman said he would not define it as a mistake, they had learned more since the previous project. He felt that Councilor McCaig's questions were good.

Councilor McCaig said with the savings, the increase in ridership what happened to the service?

Mr. Brandman responded that they would still have the same number of trains, they would just be running shorter in places.

Councilor McCaig said that some who originally voted for this may find that they did not vote for what was being brought forward. What was the long term strategy for this because this was not the project that was approved by the feds.

Mr. Brandman said that the project that had been submitted to the feds was the project that he was describing.

Councilor McCaig asked if this required another vote?

Mr. Brandman said that it did not.

Councilor Morissette said there was a 1.3 billion dollar project, how did the funding break down, \$487 million from the federal government, 540 million of local available funds from the current ISTEA, and in the second ISTEA \$300 million more from the feds. Would there need to be another vote by the local citizens?

Mr. Brandman said no not at this time. The general obligation bonds passed by voters in 1994 were valid for the construction of the project.

Councilor Morissette said that the project was different now, was it not the assumption of the JPACT and the group representing the new South/North line that the voters should have another opportunity to vote on it?

Mr. Brandman said that the final decision as to whether or not there should be a confirmation of that would be made by TriMet. TriMet would be the issuer of the bonds. They had not made that decisions yet.

Councilor Morissette asked that when TriMet made that decision to let him know. He asked about the contingency.

Mr. Brandman said that they were basing the actual engineering rates on the westside contract.

Councilor Morissette reviewed the savings. He then asked where the additional moneys came for funding the North Portland extension?

Mr. Brandman responded that the extension into North Portland assumed a 50% funding share from the federal government for the first segment, the second segment would be backloaded with federal money.

Councilor Morissette asked how much was the additional cost for this extension?

Mr. Brandman responded that this was \$300 million cost which they were anticipating from the federal government in the second round of ISTEA six years from now.

Mr. Andy Cotugno, Transportation Planning Director, said the project that went to the voters was 1.5 million project from downtown to the town center, that 1.5 million project was 1 billion.

Councilor McLain said one of the things that she was impressed with was the polling that was done on this. The public understood what they wanted but that those extensions would be made in the next phase. This was the element that should be taken back to the voters.

Councilor Washington closed by saying to Councilor McLain that if this went back to the voters that would be a TriMet call, but this had not happened. He felt that the staff had done an outstanding job in terms of public and seeking it as well as cutting the costs.

Councilor Morissette said he hoped that they went back to the voters for an acknowledgment and an approval.

6. POTENTIAL ISSUES REGARDING STATE LEGISLATION

Mike Burton had reviewed legislative issues during his Executive Officer presentation.

7. CONSENT AGENDA

7.1 Consideration of the Minutes of April 24, 1997 Metro Council Regular Meeting and the March 24, 1997 Metro Budget Meeting.

Motion: **Councilor Washington** moved the adoption of the minutes of April 24, 1997 Metro Council Regular Meeting and March 24, 1997 Metro Budget Meeting.

Seconded: **Councilor McLain** seconded the motion.

Discussion: None.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain for the April 24, 1997 Metro Council Meeting Minutes passing unanimously. The minutes of the March 24, 1997 Budget meeting minutes were approved, the vote was 4 aye/ 0 nay/ 1 abstain. Councilor Morissette abstained because he was not in attendance at that meeting.

8. ORDINANCES - FIRST READING

8.1 **Ordinance No. 97-689**, For the Purpose of Amending the 1992 RTP to Include the need, Mode, Function and General Corridor for the I-5/99W Connector.

Presiding Officer Kvistad assigned Ordinance No. 97-689 to Transportation Committee.

9. ORDINANCES - SECOND READING

9.1 **Ordinance No. 97-673**, For the Purpose of Adopting the Regional Disaster Debris Management Plan and Incorporating Part Two into the Regional Solid Waste Management Plan.

Motion: **Councilor Morissette** moved adoption of Ordinance No. 97-673.

Seconded: **Councilor Washington** seconded the motion.

Discussion: **Councilor Morissette** briefed the Council stating that a predisaster implementation included data gathering, assistance to local governments, and the management of the library. These responsibilities may be filled from existing staff, supplementary contracts totaling \$18,000 had been budgeted for software and other support. Metro benefitted from this plan by having a clear and objective road map that described how, when and the extent of action that was warranted and required during and after a disaster. The plan identified roles and coordinating issues to help ensure efficient delivery of disposal services and other types of disaster aid.

Deputy Presiding Officer McFarland opened a public hearing on this ordinance.

No one came forward to testify.

Deputy Presiding Officer McFarland closed the public hearing.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

9.2 **Ordinance No. 97-682**, An Ordinance Amending the FY 1996-97 Budget and Appropriations Schedule in the Parks and Expo Fund to Increase Capital Outlay for Expo and Declaring an Emergency.

Motion: **Councilor McCaig** moved adoption of Ordinance No. 97-682.

Seconded: **Councilor Morissette** seconded the motion.

Discussion: **Councilor McCaig** asked Michael Morrissey to review this ordinance.

Michael Morrissey, Council Analyst, indicated that there were parks staff in the audience to answer questions and speak to the ordinance.

Deputy Presiding Officer McFarland opened a public hearing on this ordinance.

No one came forward to testify.

Deputy Presiding Officer McFarland closed the public hearing.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

9.3 **Ordinance No. 97-686**, An Ordinance Amending the FY 1996-97 Budget and Appropriations Schedule By Transferring \$223,718 from Contingency to Personal Services and Capital Outlay of the Zoo Operating Fund, and Declaring an Emergency.

Motion: **Councilor McLain** moved adoption of Ordinance No. 97-686.

Seconded: **Councilor Washington** seconded the motion.

Discussion: **Councilor McLain** reviewed this ordinance which moved money from the Zoo operating fund to be used for unanticipated costs associated with flood and storm repair, completion of a painting project, overtime associated with Bell's surgery and recovery, and the HVAC system for Center for Species Survival.

Deputy Presiding Officer McFarland opened a public hearing on this ordinance.

No one came forward to testify.

Deputy Presiding Officer McFarland closed the public hearing.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

9.4 **Ordinance No. 97-687**, Amending the FY 1996-97 Budget and Appropriations Schedule for the Purpose of Reflecting Funding Increases Due to Costs Associated with Disaster Debris Disposal in Excess of Budget Expectations, Transferring Appropriations within the Solid Waste Revenue Fund, and Declaring an Emergency.

Motion: **Councilor Morissette** moved adoption of Ordinance No. 97-687.

Seconded: **Councilor Washington** seconded the motion.

Discussion: **Councilor Morissette** said that this just paid for the bills that Metro agreed to pay to the help the region out for the disasters sustained this last winter.

Deputy Presiding Officer McFarland opened a public hearing on this ordinance.

No one came forward to testify.

Deputy Presiding Officer McFarland closed the public hearing.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

10. RESOLUTIONS

10.1 **Resolution No. 97-2456**, For the Purpose of Approving the FY 1997-98 Budget and Transmitting the Approved Budget to the Tax Supervising and Conservation Commission.

Motion: **Councilor McLain** moved adoption of Resolution No. 97-2456.

Seconded: **Councilor Washington** seconded the motion.

Discussion: **Councilor McLain** reviewed the process the proposed budget had gone through. There were a number of changes that the Council had made over the second series of budget reviews.

Councilor McCaig said that she would be voting against the resolution and suggested that Jennifer Sims review the changes to get on record what the changes were.

Ms. Jennifer Sims, Chief Financial Officer, indicated that the Council Analysts Michael Morrissey and John Houser would be presenting the changes to the Executive Officer's budget for each of the areas they analyzed.

Michael Morrissey, Council Analyst, reviewed the adjustments to the budget.

MERC - \$472,000 no longer directed from MERC to Regional Parks.

- \$325,00 allocated to payment of the Intel Loan.
- Approval of global budget format, and roll up appropriations for full MERC budget.
- Revises support services package with Administrative Services Dept. Redefines scope and process for providing support services. Reduces the MERC Payments to ASD by \$204,000 as compared to proposed budget.

ZOO - \$219,000 allocated from the general fund to buy back 9.5 FTE of filled positions recommended to be cut in the proposed budget.

GROWTH MANAGEMENT

- Increased appropriation for planning activities of \$140,000. This derives from an \$80,000 increase from the general fund, and \$60,000 from department contingency.

PARKS- Replacement of \$472,000 of directed funds from Expo, with general fund dollars.

- Net \$200,000 new general fund dollars to reduce fund balance losses and increase capital expenditures.

John Houser, Council Analyst, continued the review of the adjustments to the budget.

GENERAL FUND

- Changes in general fund portion of the Council budget, adopting a disparity change for Office Manager's salary, reducing the overtime line item, various additions and deletions to the line items to Materials and Services.
- The portion of the Executive Officer's budget funded out of the general fund had no changes.
- Other changes were the \$100,000 appropriations set aside for OMSI shown in the general fund as a special appropriation. This concept was used in the past.
- Additional revenue resulting from the adoption of the differential of an excise tax on solid waste and additional revenue from upward revision in the ton adjustment for solid waste for both this year and next year.

SUPPORT SERVICES FUND

- In the Auditor's budget, a proposed new auditor was eliminated and changes in materials and services that were associated with that new position reducing

miscellaneous professional services line item by \$7000, with a net reduction in the Auditor's budget of \$84,000. This reflecting a funding package brought forth by the Auditor at the Councils' request to reduce the amount of funding she sought in her original proposed budget.

- In the portion of the Executive Officer budget funded from this fund, the Council eliminated two positions in the Office of Public Affairs and Government Relations and made related adjustments in Materials and Services line items associated with those positions.
- Within the Council Office, an Office of Public Outreach was created with two positions to be funded from the Support Service fund, totaling \$139,000.
- Within the Office of General Counsel, the Council created a new Archivist position to be funded out of this fund.
- Within the Administrative Services Department there were several changes that resulted from their agreement with MERC to have MERC continue utilizing the various support services that the department provides during the coming Fiscal Year included the elimination of an analyst position in Financial Planning, various reductions in Materials and Services in the various divisions within the department, about \$68,000 and a reduction in the support service fund contingency of about \$3,000.

SOLID WASTE REVENUE FUND

- The budget reflects the Council's acceptance of \$70 tip fee versus \$71 tip fee proposed in the original budget. There were also adjustments made in various unappropriations and contingency fund balances to reflect increase in the excise tax rate on solid waste and also increased revenue from the upward revision in the tonnage estimate and the budget cuts adopted by the Council.
- The net effect of all of these changes was that there will be an increase in the total unappropriated and contingency fund balances of \$1.61 million. The Council also adopted specific cuts totaling over \$1 million, the largest being a recognition that Metro did not need to expend \$1 million for the closure of parcel A out at the St. Johns Landfill. There were approximately \$93,000 of other cuts that were made in the Solid Waste budget.

Deputy Presiding Officer McFarland opened a public hearing on this resolution.

No one came forward to testify.

Deputy Presiding Officer McFarland closed the public hearing.

Councilor McLain said that after the review of this budget, this Council tried to be creative in getting more efficiencies and recognizing places where there were some needs that were not addressed in the Executive Officers budget. Part of the interest in this year's budget was recognizing that Metro still did not have a general fund. There were still a lot of services and functions that Metro was responsible. They tried to do the very best with all of the Metro's functions that were part of Metro's message and mission.

Vote: The vote was 3 aye/ 2 nay/ 0 abstain. The motion passed with Councilors McCaig and Morissette voting nay.

Councilor McCaig announced that TSCC meeting was June 12th in the Council Annex at 12 noon. There had been four Councilors who volunteered to attend this meeting at the beginning of

the budget season. There needed to be four at the meeting, she would confirm this to the Presiding Officer as well.

The ordinance which moved the budget to the full Council for adoption, she would like to schedule that finance committee meeting for June 18th at 3:30 p.m. Council should consider this on Thursday, June 26th. She added that this should be noticed on the calendar as a public hearing.

Deputy Presiding Officer McFarland asked Councilor McCaig to put this in writing for the entire Council.

10.2 **Resolution No. 97-2485**, For the Purpose of Increasing the Citizen Membership to Seven and Redefining the Area from Which Each Member Must Reside for Membership on the North Portland Enhancement Committee.

Motion: **Councilor Washington** moved adoption of Resolution No. 97-2485.

Seconded: **Councilor Morissette** seconded the motion.

Discussion: **Councilor Washington** reviewed this resolution would increase the number of members of the North Portland Enhancement Committee from six to seven. He had recommended this in order to represent all of the neighborhoods.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

10.3 **Resolution No. 97-2487**, For the Purpose of Recommending A Development Program for Adoption by the Oregon Transportation Commission in the FY 1998-2001 STIP.

Motion: **Councilor McLain** moved adoption of Resolution No. 97-2487.

Seconded: **Councilor Washington** seconded the motion.

Discussion: **Councilor McLain** said that ODOT and Metro were jointly preparing a recommendation for the State Transportation Commission. There were three resolve clauses, she read these.

Councilor Morissette asked Mr. Cotugno, was this the Trolley Barn issue?

Andy Cotugno, Transportation Department Director, responded no. That was an issue that would be coming forward for resolution in the next month. This current resolution was dealing with projects that were going to be developed in the future. The Trolley Barn project was within this fiscal year's budget.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

10.4 **Resolution No. 97-2489**, For the Purpose of Accepting Nominees to the Metro Committee For Citizen Involvement (MCCI).

Motion: **Councilor McLain** moved adoption of Resolution No. 97-2489.

Seconded: **Councilor Washington** seconded the motion.

Discussion: **Councilor McLain** announced that the nominee would be Jason Franklin. She asked Ms. Woodruff to come forward and speak about the nominee.

Aleta Woodruff, thanked Mr. Donovan for bringing in the children to make their presentation today before the Council. MCCI had always been advocates of sending educational programs to the schools to help the school children understand Metro's role in local situations.

The MCCI Nominating Committee was meeting regularly to keep MCCI positions filled, allowing a shorter time between selection and Council approval of the candidates. The new member would represent Councilor McCaig's district, District 7 position 20. Mr. Jason Franklin is employed by Pacific Rim Resource. She then read a statement from Mr. Franklin's resume.

Ms. Woodruff also asked that the Council consider one evening meeting a month. Linda Bauer sent her thanks to the Councilor who helped the residents in the Foster Road area to fight the local improvement district and keep from paying over \$1 million that would have been assessed to property owners abutting Foster Road.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

10.5 **Resolution No. 97-2490**, For the Purpose of Authorizing Release of RFP 97R-9-REM for the Establishment of Native Vegetation on St. Johns Landfill.

Motion: **Councilor Washington** moved adoption of Resolution No. 97-2490.

Seconded: **Councilor McLain** seconded the motion.

Discussion: **Councilor Washington** reviewed the resolution authorizing staff to request proposal for a special contract to develop a plan to establish, maintain and monitor existing and proposed test plots to allow the establishment of native vegetation on the St. John's Landfill as well as to review the effectiveness and suitability of such plots over the entire landfill during each successive five years. He noted Councilor McFarland's contributions to this effort.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

10.6 **Resolution No. 97-2492**, For the Purpose of Authorizing the Executive Officer to Execute the Rock Creek Greenway Intergovernmental Agreement with the City of Hillsboro to Manage Properties Purchased by Metro Open Spaces.

Motion: **Councilor Washington** moved adoption of Resolution No. 97-2492.

Seconded: **Councilor McLain** seconded the motion.

Discussion: **Councilor Washington** reviewed Resolution No. 97-2492 authorizing Metro to enter into the Rock Creek IGA with Hillsboro to manage target areas in the Rock Creek Greenway. Metro would retain title to these properties. The City would be responsible for the management of the properties.

Councilor McLain said this was one of the first agreements that Metro had gotten from a local jurisdiction and made an intergovernmental agreement to take over management responsibilities. She thanked the City of Hillsboro, she was hopeful for more of these IGAs.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

10.7 **Resolution No. 97-2494**, For the Purpose of Authorizing an Exemption Pursuant to Metro Code Section 2.04.054(c) and Authorizing a Sole Source Contract Pursuant to Metro Code Section 2.04.062 for the Sale of Landfill Gas to Portland LFG Joint Venture.

Motion: **Councilor Morissette** moved adoption of Resolution No. 97-2494.

Seconded: **Councilor Washington** seconded the motion.

Discussion: **Councilor Morissette** said that this was a very environmentally sound way of using the gas at the landfill, raising about \$1.4 million for Metro. He urged support of this resolution.

Councilor McFarland said that this information was presented in committee by Mr. Jim Watkins, he did an excellent job.

Councilor Washington added that the principles of this resolution gave him a presentation, he appreciated all of the work that had been done on this contract.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

10.8 **Resolution No. 97-2495**, For the Purpose of Authorizing an Exemption to the Requirement of Competitive Bidding, Authorizing Issuance of a Request for Proposals to Procure Hazardous Waste Disposal Services and Authorizing the Executive Officer to Execute the Resulting Multi-Year Contracts.

Motion: **Councilor Washington** moved adoption of Resolution No. 97-2495.

Seconded: **Councilor Morissette** seconded the motion.

Discussion: **Councilor Washington** said passage of this resolution would authorize the transport and collection of hazardous waste that Metro collected. This was necessary because Metro's contract expired on June 30, 1997. The request for proposal rather than bid would allow for competitive bidding to create a public/private enterprise.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

10.9 **Resolution No. 97-2500**, For the Purpose of Encouraging Haulers and Local Governments Within the Metro Region to Implement Solid Waste Fee Reductions Corresponding to Metro's Reduction in Disposal Rate.

Motion: **Councilor Morissette** moved adoption of Resolution No. 97-2500.

Seconded: **Councilor McCaig** seconded the motion.

Discussion: **Councilor Morissette** read, "Metro was unable to directly reduce the rates paid by most regional solid waste generators, i.e., home owners and businesses. Despite the \$5.00 per ton rate reduction recently approved by the Metro Council because Metro's primary relationship was through the franchised haulers who serve these home owners and businesses,

Metro must rely on the good will of the haulers and of the actions of local governments to pass along these savings. He urged the Council unanimous support.”

Councilor McFarland said she had gotten a call from some of Metro’s very good local partners who have worked over the years with Metro in a major effort to keep control and to keep the cost as low as possible to the rate payers in the region. They felt a bit threatened by this resolution. She said that this was not meant as a criticism of them and their past record of fine cooperation however, what it was meant to do was to bring this into the public view and to put it before the public in a way that the rate payers understand that Metro had indeed given a \$5.00 a ton reduction and that the public was able and should go to their local franchising agency or government and find out how the rest of the cost stack up if none of these savings are passed through to the public. Her purpose in voting for this was to ensure that this became a matter of public record not as a reprimand to any of Metro’s partners.

Councilor Morissette closed by saying that it was important and always very difficult to get returns back to people, this was an attempt to do this, the people that actually write the check.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

11. CONTRACT REVIEW BOARD

11.1 **Resolution No. 97-2484**, For the Purpose of Amendment of Contracts for Property Acquisition Service for Metro Open Spaces Acquisition Division.

Motion: **Councilor McCaig** moved adoption of Resolution No. 97-2484.

Seconded: **Councilor Washington** seconded the motion.

Discussion: **Councilor McCaig** asked Jim Desmond to review the resolution.

Mr. Jim Desmond, Regional Parks and Greenspaces said when the open spaces implementation program was set up they went through an extensive RFP and RFQ to line up contractors needed in eight disciplines, i.e., appraisers, environmental auditors. Those outside services were required to conduct the normal real estate services. It was estimated that they would spend a total of \$2.5 million on such services over the course of the program. There were 62 contracts awarded in eight disciplines. They had now acquired 22,074 acres, a number of those original contracts had been exhausted. Rather than conduct a new RFP, they had gone through their list and determined how much service they would need over the next year and a half to take them through December 1998, when these 62 contracts expired.

Mr. Morrissey added that he believed Councilor Naito had questions about this resolution but thought she had had them answered.

Mr. Desmond responded that he believed Councilor Naito had had her questions answered about the process for the original RFP.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

11.2 **Resolution No. 97-2491**, For the Purpose of Authorizing Change Order No. 22 to the Contract for Operating Metro Central Station, Change Order No. 21 to the Contract for Operating Metro South Station, and Change Order No. 22 to the Contract for Waste Transport Services.

Motion: **Councilor McLain** moved adoption of Resolution No. 97-2491.

Seconded: **Councilor Washington** seconded the motion.

Discussion: **Councilor McLain** reviewed the resolution, indicating that it would keep the wood waste delivered to Metro South, separate it from other waste and transfer it in Jack Grey transport trailers. Jack Grey would haul the wood waste to Metro Central and then Browning Ferris Industries would chip the wood waste into hog fuel. The change order also continued the extension of operating hours and the existing method of calculating the recycling revenues that were paid to Metro. The REM Committee unanimous voted to move this resolution forward to Council. Metro saved \$13.00 per ton as well as the wood that was recovered. This was a win/win situation.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

11.3 **Resolution No. 97-2496**, For the Purpose of Authorizing the Executive Officer to Extend Contracts with Devin Oil Co., Inc. and Stein Oil Co., Inc. for Purchasing Diesel Fuel Until June 30, 1998.

Motion: **Councilor Washington** moved adoption of Resolution No. 97-2496.

Seconded: **Councilor McLain** seconded the motion.

Discussion: **Councilor Washington** reviewed, indicating that this was the second extension of this contract that Metro had authorized. Metro could rebid the contract however no new suppliers existed and it would continue to save the excise tax at \$.24 per gallon.

Councilor McFarland added that there was extensive testimony on this resolution in the REM Committee.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

12. COUNCILOR COMMUNICATIONS

Councilor McCaig thanked Councilor Morissette for requesting a summary of the solid waste bills. The agenda was a tad daunting this week and the summary really helped.

Councilor Morissette indicated that this was due to Bruce Warner, REM Director and his staff.

Councilor McLain said that in the transportation department and in the Council work done recently there was an education transportation growth management bus available to the council and the agency this summer. She said she saw a draft of the outside art work and it was very good. This bus would take around information about growth management, transportation, recycling. She believed this to be a real success story between TriMet, private industry and Metro.

13. ADJOURNED

There being no further business to come before the Metro Council, Deputy Presiding Officer

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McFarland adjourned the meeting at 4:17 p.m.

Prepared by,

Chris Billington
Clerk of the Council

DOCUMENT NUMBER	DOCUMENT DATE	DOCUMENT TITLE	TO/FROM
050197c-01	4/15/97	Addressing Issues Raised During the Public Comment Period	South/North Committee from Richard Brandman, Chair of S/N Project Mgmt Group
050197c-02	5/1/97	Ord 979-689 documentation	
050197c-03	4/30/97	Fiscal Yr 97-98 Approved Budget Line Item Detail	