A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1542 | FAX 503 797 1793

METRO

Agenda - Revised

MEETING: METRO COUNCIL REGULAR MEETING
DATE: January 16, 1997
DAY: Thursday
TIME: 2:00 PM
PLACE: Council Chamber

Approx. Time*			Presenter
2:00 PM		**CALL TO ORDER AND ROLL CALL**	
(5 min.)	**1.**	**INTRODUCTIONS**	
(5 min.)	**2.**	**CITIZEN COMMUNICATIONS**	
(15 min.)	**3.**	**EXECUTIVE OFFICER COMMUNICATIONS**	
(15 min.)	**4.**	**TRAFFIC RELIEF OPTIONS STUDY UPDATE**	
	5.	**CONSENT AGENDA**	
2:40 PM (5 min)	5.1	Consideration of Minutes for the January 7 and 9, 1997 Metro Council Regular Meetings.	
	6.	**ORDINANCES - FIRST READING**	
2:45 PM (5 min.)	6.1	**Ordinance 97-677,** For the Purpose of Amending the Metro Code Chapters 2.04 and 6.01 and Declaring an Emergency.	
	7.	**RESOLUTIONS**	
2:50 PM (30 min.)	7.1	**Resolution No. 96-2434A,** For the Purpose of Approving Change Order No. 7 to the Waste Disposal Services Contract. (PUBLIC HEARING and FINAL ACTION)	McFarland
3:20 PM (5 min.)	7.2	**Resolution No. 96-2423A,** For the Purpose of Adopting the Capital Improvement Plan for Fiscal Years 1997-98 and 2001-02.	McCaig
3:25 PM (10 min)	**8.**	**COUNCILOR COMMUNICATION**	
		ADJOURN	

CABLE VIEWERS: Council meetings, the second and fourth Thursdays of the month are shown on Channel 30 the first Sunday after the meeting at 8:30 pm. The entire meeting is also shown again on the second Monday after the meeting at 2:00 pm on Channel 30.

All times listed on the agenda are approximate; items may not be considered in the exact order.
For questions about the agenda, call Clerk of the Council, Chris Billington, 797-1542.
For assistance per the American with Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office)

Agenda Item Number 4.0

TRAFFIC RELIEF OPTIONS STUDY UPDATE

Metro Council Meeting
Thursday January 16, 1997
Council Chamber

Agenda Item Number 5.1

Consideration of the January 7 and 9, 1997 Council Meeting Minutes

Metro Council Meeting
Thursday January 16, 1997
Council Chamber

MINUTES OF THE METRO COUNCIL MEETING

January 7, 1997

Council Chamber

Councilors Present: Jon Kvistad (Presiding Officer), Don Morissette, Susan McLain, Ruth McFarland, Patricia McCaig, Lisa Naito, Ed Washington

Councilors Absent: None

Presiding Officer Jon Kvistad called the meeting to order at 2:00 p.m.

1. SWEARING IN CEREMONY

Presiding Officer Kvistad stated this meeting would be a little different that it would be a swearing in for Councilors that were elected in 1996 for four year terms as well as the re-organization of the Metro Council. Following the Council there would be a reception and he invited all present to attend. Presiding Officer Kvistad introduced Judge Clifford Freeman who would be performing the swearing in ceremony. He asked for Councilors Naito and Washington to join him for the swearing in process.

Judge Clifford Freeman swore in Councilors Kvistad, Naito and Washington.

Councilor Naito addressed the Council and thanked her supporters, well wishers and family that were inattendance. When she first ran for Metro a lot of people asked what Metro exactly did. When mentioning the Zoo everyone's eyes would light up saying it was such a wonderful place. When talking about Solid Waste it was understood that was something that needed to be done and that garbage needed to be picked up. She stated she had previously took a few moments to read the Metro Charter and it was the plan and policy to "preserve and enhance the quality of life and the environment for ourselves and future generations". Planning for the future and protecting livability were the vital issues at Metro. Another question she was asked when she ran for Metro Councilor was where would she look to for the model of what should be done at Metro. No other place or city in the United States was attempting to do what was being done here which was to plan for growth. In this time of unprecedented growth in the region it was like trying to put a bicycle together, put the handle bars on and steer while riding it down a street at a hundred miles an hour. If Metro failed, there would be catastrophic results and Portland would become known as many other cities were known for its smog, traffic congestion and expensive housing. The region wanted to keep its reputation for livable neighborhoods and a quality environment. To do this was a balancing act, to protect farmland and prevent sprawled growth. Metro needed to protect and link transportation with landuse and provide for an urban mobility both for the economic base but also the livability in the community. There needed to be greenspaces, protect environmentally sensitive lands and protect the quality of life in the existing neighborhoods. Air quality issues were also vital to this area and people needed to live near their jobs so they didn't spend hours in their cars polluting the air. Water supply and water quality were also critical issues. At Metro they needed to be mindful of what was happening outside of Metro's jurisdictions in terms of Vancouver and outlying cities because their growth planning would also effect what would happen in this region. She stated developers and homebuilders should be viewed as partners, they were aware of what the market would bear and what people would buy. As Portland became one of the most expensive markets in the country, Metro needed to be sure there was a range of housing for different income levels. She further thanked the staff, Jeff Stone and Chris Billington and all the other members of the Council for making her feel welcomed and she looked forward to serving with them. She stated she knew the Council all had different views in the balancing act of what the appropriate balance was and that each Councilor would advocate strongly for their particular views. In closing she quoted from a book by Dr. Suess, "So be sure when you step, step with care and great tact and remember that life's a great balancing act."

Councilor Washington thanked all of those inattendance especially his wife Jean. He commented this was his third swearing in ceremony and he looked forward to the new year and looked forward to working with Councilor Naito.

Presiding Officer Kvistad stated he would like to thank the constituents in his district for their long term commitment and support. He further thanked his family for their support in his endeavors.

Nominations for Presiding Officer

Motion: **Councilor McFarland** nominated Councilor Kvistad for Presiding Officer.

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

Presiding Officer Kvistad asked if there were any further nominations for the position of Presiding Officer.

Motion: **Councilor McFarland** moved that a unanimous ballot be cast for Councilor Kvistad for Presiding Officer.

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

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The vote was unanimous and Councilor Kvistad was appointed the job of Presiding Officer for 1997.

2. RESOLUTIONS

2.1 Resolution No. 97-2444, For the Purpose of Reorganizing the Metro Council

Presiding Officer Kvistad explained that this resolution was always presented following the election of the Presiding Officer.

Motion: **Councilor McLain** moved for the approval of Resolution No. 97-2444.

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

Vote: The vote was 6 aye/ 1 nay/ 0 abstain. Resolution No. 97-2444 was adopted with Councilor McCaig voting nay.

Presiding Officer Kvistad declared the following assignments. For 1997 he appointed Councilor McFarland to be his Deputy Presiding Officer. The Finance Committee would be chaired by Councilor McCaig, vice chaired by Councilor McFarland. The Growth Management Committee would be chaired by Councilor McLain and vice chaired by Councilor McCaig. The Regional Facilities Committee would be chaired by Councilor McFarland and vice chaired by Councilor Naito. The Regional Environmental Management Committee would be chaired by Councilor Morissette and vice chaired by Councilor McFarland. The Transportation Committee would be chaired by Councilor Washington and vice chaired by Councilor McLain. The Governmental Affairs Committee would be chaired by Councilor Naito and vice chaired and by Councilor Morissette. He further stated these were announced for the record and if any were missed they were documented in the resolution.

ADJOURN

There being no further business to come before the Metro Council, Presiding Officer Kvistad adjourned the meeting at 2:20 p.m.

Prepared by,

Chris Billington
Clerk of the Council
i:/minutes/1997/Jan/010797c.doc

Millie Brence

Millie Brence
Council Assistant

MINUTES OF THE METRO COUNCIL MEETING

January 9, 1997

Council Chamber

Councilors Present: Jon Kvistad (Presiding Officer), Lisa Naito, Don Morissette, Susan McLain, Ruth McFarland, Patricia McCaig, Ed Washington

Councilors Absent: None.

Presiding Officer Jon Kvistad called the meeting to order at 2:04 p.m.

1. INTRODUCTIONS

Presiding Officer Kvistad welcomed Councilor Lisa Naito to her first Metro Council meeting.

2. CITIZEN COMMUNICATIONS

None.

3. EXECUTIVE OFFICER COMMUNICATIONS

None.

4. REGIONAL PARKS AND GREENSPACES ADVISORY COMMITTEE REPORT

Mr. Bob Akers, President of Metro Parks and Greenspaces Advisory Committee, thanked the Council for the opportunity as a citizen to represent the rest of the citizens in the Parks and Open Spaces Program. Serving as a citizen over the last year and a half had allowed not only an opportunity to do something good for the community but also to get to know what government was all about. He acknowledged the wonderful staff that the committee had worked with and the great things that they were doing for the community. Mr. Ron Klein had gone out of his way to help with the committee. He also acknowledged Charlie Cieko's, Director of Parks and Greenspaces, and the outstanding job he had done on the school and community programs with limited funds. The large part of the committee's time in the last year had been dealing with the acquisition of open spaces bond levy. Mr. Jim Desmond had done an outstanding job of parks and greenspace acquisition. The figures represented the kind of outstanding job Metro Parks and Greenspaces was doing, Metro's acquisition of land to date was 1564 acres, about 25% of the goal. Metro had spent $14.2 million, about 13% of the moneys designated to buy land. In the near future he believed what the region must find some way to finance our parks, an important part of the community. He thought that the region must be creative in finding new ways to finance the parks. The region would be hurting the citizens if the region let parks go last and put money in other places first. He believed that financing parks was almost as important as school financing. He recommended that the committee and Council set aside one evening a year where there would be a brainstorming session to deal with problems and achievements as well as a time set aside for citizens' input through the Chairmen of the different advisory groups to meet with the Council so that Parks can see what other citizen advisory groups were doing. In summary, Metro must find ways to finance the park system, have good region parks, sports parks, neighborhood parks. What would make the park system really great would be a connective trail system tying the parks and communities together, for example, the Peninsula Crossing Trail that was on the 2626 bond levy and the Spring Water trail tying Gresham to Portland. Some recommended goals would be for a Fanno Creek Trail system that would tie Washington County to downtown Portland, a Burlington Northern Rails to Trails to tie Hillsboro and finally a trail system that would tie the region from Pacific Coast to the Pacific Crest Trail. He suggested that advisory groups were there to work together to make government stronger and something for the citizens to be proud of.

Councilor Washington thanked Mr. Akers, the Advisory Group and the staff.

5. SEMI-ANNUAL REPORT ON CONTRACTS

Mr. Scott Moss, Risk and Contracts Manager, gave the semi-annual report on contracts. Contracts were 30% higher than the prior report with 1024 contracts valued at just over $1 billion. Most of the contracts were related to personal services contracts. A letter was sent to the neighboring governments to see what the percentage of contracts they had, however, no government responded. The value of most of the contracts were under $10,000, with about 125 contracts over $25,000. There were a number of changes and improvements since the last time the report was given. A 24 hour hotline number and an internet page had been established to allow contractors to call in and find out what project were upcoming. A quarterly newsletter was also being sent out to vendors, particularly minority women vendors. The Department would soon be introducing purchasing cards, much like a credit card to do purchasing. This would save on 5000 to 6000 purchase orders per year and make things much more efficient.

He spoke of the Disparity Study. In 1994, the Council and other governments in the region authorized a disparity study. The results of this were completed in the Summer of 1996. The department had implemented a variety of things noted in the bullets (this report was included in the permanent record of the Council) as well as planning for additional things, also noted in the report. These would be done as time and resources allowed. In March 1997, Mr. Moss planned to return to Council with a recommendation to change the Metro Code to do at least four of the seven or eight recommendations listed in the report: 1) to establish an emerging small business program, 2) to create a shelter market for ESB/NBE//WBEs for construction projects under $25,000, 3) to increase Metro's good face efforts from $50,000 to $200,000 and 4) to require contractors who do business with Metro to hire minority and women owned apprentices.

Presiding Officer Kvistad asked about the MERC line item under contracts. Did it include the $13 million construction completion out at Expo?

Mr. Moss said that he believed so.

6. CONSENT AGENDA

6.1 Consideration of the Minutes for the December 12, 1996 Metro Council Meeting and Work Session and December 19, 1996 Metro Council Meeting.

Motion: **Presiding Officer Kvistad** moved the unanimous consent of the minutes of December 12, 1996 and December 19, 1996.

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

Discussion: Councilor McLain asked the December 12, 1996 minutes be changed to accurately reflect her vote for reconsideration of Site 65, the second vote taken on Site 65 was Councilors McLain and McCaig voting aye, Councilors Washington, Monroe, Morissette, McFarland and Presiding Officer Kvistad voting nay. The vote was 2 aye, 5 nay. The motion failed to reconsider Site 65.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed as amended.

7. ORDINANCES - FIRST READING

7.1 **Ordinance No. 96-670,** An Ordinance Amending the FY 1996-97 Budget and Appropriations Schedule in the Zoo Capital Fund by Transferring $103,206 from Contingency to Materials and Services to Pay for September Elections Expenses; and Declaring an Emergency.

Presiding Officer Kvistad assigned Ordinance No. 96-670 to the Regional Facilities Committee.

8. RESOLUTIONS

8.1 **Resolution No. 96-2424,** For the Purpose of Authorizing the Executive Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Amended Open Spaces Implementation Work Plan.

Motion: **Councilor Washington** moved for the approval of Resolution No. 96-2424.

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

Discussion: **Councilor Washington** asked Mr. Michael Morrissey to give the staff report on this resolution. He also noted that Councilor Naito had some friendly amendments to this resolution.

Mr. Michael Morrissey, Council Analyst, said that this resolution was passed out of the Regional Facilities Committee in December by a unanimous vote. After a year's work on background of acquisition, the Regional Parks and Greenspaces Department came forward with some recommended changes to both their acquisition parameters and their due diligence language. There wasn't much discussion during committee. Highlighted in the acquisition parameters particularly were the notion of "cadillac appraisals" or full value appraisals which weren't always needed. This resolution listed circumstances whereby those might not be needed and then what would happen if they weren't needed. Under the due diligence language there was a clarification of unusual circumstances.

Councilor Washington indicated that prior to this Council meeting, Councilor Naito found some beneficial things that the Council may wished to change in the resolution.

Councilor Naito said she had some amendments to the resolution. She proposed that under the specifications where a complete valuation appraisal was not necessary, there were two instances where that determination was made by Metro staff, in "c" where the valuation was determined to be non-complex and "d" where the property was determined by the refinement plan to be a top priority or where time was of the essence. In those circumstances where Metro staff were determining where a complete appraisal was not necessary, she recommended that it was not appropriate for the Metro staff then in the next section to be the body that was also determining the appraisal itself. In order to have a checks and balance system, she suggested amending the resolution so that in the above mentioned situations where an independent appraisal or a restricted residential type of appraisal should be achieved. She had discussed this with Jim Desmond and he concurred. The other part of the amendment dealt with where the staff needed flexibility in this very volatile market to go above an appraisal, partly because property was changing value so quickly. The staff recommended that they be given a 10% figure to go above the appraised value. Her concern was there be put on a dollar cap of a maximum of $50,000 so that the staff had the flexibility they needed with the smaller parcels. If the property was over $500,000 they would have to come back to Council for consideration.

Mr. Jim Desmond said that he felt that Councilor Naito's amendment was well thought out and well stated. The background was that in one situation the way the work plan was originally drafted, staff was getting a complete valuation, full, narrative appraisal on every single acquisition. The cost of such an appraisal ran $5000 to $7000. There were situations where Metro was buying properties that might be worth $10,000 to $15,000 and spending $6,000 of public money to determine that the property was worth $10,000. A number of corridors had suggested the staff tie the type of appraisal needed to the type of property being purchased. On properties that were less than $100,000 or exactly like something purchased next door, the staff could get an independent appraiser's written opinion of value or a summary report completed by the staff MIA appraiser competent to do their own appraisals. Councilor Naito's amendment said that in the two situations where it was not an objective situation but the staff appraiser determining that something was non-complex and there should not be a $6,000 cadillac appraisal, if it were the staff appraiser making that determination, then the staff appraiser's summary report should not be used but rather the written opinion valued by the independent be obtained. He referred to the 10%, the department had found that the appraisal process was not exact, appraisers were expert but they also made judgment calls and the department was in a situation where even if the appraisal was $1.00 over fair market value, if the seller would not agree to the exact amount of the appraisal, staff had to return to the Executive Session of Council. This was a problem for some of the sellers, the 10% gave a cushion and the $50,000 ceiling also made a lot of sense from a responsible public point of view. The staff was trying to save public money on appraisals, still have independent valuations of what properties were worth but not be wasting public money in that process.

Motion to Amend: **Councilor Naito** moved the Naito amendment to Resolution No. 96-2424.

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

Vote: The vote was 7 aye / 0 nay / 0 abstain. The motion passed unanimously.

Discussion: **Councilor Washington** thanked Councilor Naito for bringing forward her amendment to the resolution.

Presiding Officer Kvistad said that the Council would move to a vote of Resolution No. 96-2424 as amended.

Vote on the Main Motion: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

8.2 **Resolution No. 96-2445,** For the Purpose of Approving a Service Plan to provide assistance, including rate relief, to regional citizens and local governments to the Metro region for disposal of storm and flood-related debris.

Motion: **Councilor Morissette** moved the approval of Resolution No. 97-2445.

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

Discussion: **Councilor Morissette** said that this was similar to the program done in February 1996 to help the regional partners and citizens with some of the debris that the last several storms had left. This resolution allowed residents to drop off storm debris on January 4, 5, 11 and 12 at the transfer stations. Local government helped in paying for some of the removal of storm debris up to $35.00 per ton. Transfer station between January 24 and 26 had a reduced car charge of $10.00 and truck charge of $19.00, a 75% reduction to 25% of the cost with a cap of about $200,000 as a maximum, similar to the February program.

Bruce Warner said that this was a very coordinated program with all of the local governments. He recognized Mr. Dennis O'Neil, Incident Commander, Kelly Shafer Hossaini and Bryce Jacobson for their assistance. This program was similar to last year's, reducing the cost of the value of what was normally charged at the transfer stations for disposal of flood damage materials, wall board, lumber, rugs, etc. The big difference from last year was the ice storm this year which resulted in a lot of wood debris. The program aided the small cities in the east Multnomah County as well as ensuring that these materials didn't end up in a landfill.

Councilor McCaig said that although there was no doubt that this was necessary given the storms, there was no criteria in place which allowed Metro to evaluate under what criteria and when, what kind of an emergency would allow a $200,000 allocation. She believed it was important that Metro had something in place that would allow them to make those decisions under a different set of circumstances in a predictable way rather than be guided by whatever the current emergency was or the perception of emergency.

Presiding Officer Kvistad asked Mr. Warner to make note of Councilor McCaig's recommendation.

Mr. Warner indicated that there would be a disaster plan before Council soon to let Council know what Metro had been doing with local governments over the last year since the last event. He acknowledged Councilor McCaig's recommendation noting that Metro had not yet outlined specific triggers which would indicate when Metro would enter into this type of emergency operation. The governor's declaration of Clackamas County was Metro's trigger for this current disaster, last year's declaration by both the governor and then by the President were Metro's triggers. REM would be coming back to Council with a disaster plan and a companion piece which outlined those triggers when Metro would start such type of operations in the future.

Councilor Washington asked about number 3 of the staff report which said that flood debris tickets would be provided for each resident to complete, did this mean that ticket would be provided at the transfer station?

Mr. Warner answered yes.

Councilor Washington suggested that the tickets not be long as the lines at the transfer station would be. It was his hope that this process would be expeditious for the public's benefit.

Councilor McLain mentioned that she felt it was important to coordinate that disaster plan with the emergency managers, with the jurisdictions, with the different type of emergencies that this agency had dealt with whether it be earthquake or another type of disaster. There was a whole group of ideas there that could be drawn upon, to coordinate it better and have more ideas that would make a better product.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

8.3 **Resolution No. 96-2416,** For the Purpose of Appointing Barry Bennett to the Metro Solid Waste Rate Review Committee.

Motion: **Councilor McCaig** moved the approval of Resolution No. 96-2416.

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

Discussion: **Councilor McCaig** said that there was currently a vacancy on the Solid Waste Review Committee. The Executive Officer appointed six of the members with the seventh being appointed by the Presiding Officer serving as a Councilor. The business and financial experience position was the one that was vacant. Mr. Bennett came highly recommended by the Executive, the Council's role was to confirm him. She noted Mr. Bennett's record and his publication, "The Day I Cross-examined God". She joked, by saying that she was curious how that publication might relate to serving on the Solid Waste Review Committee. She moved that the Council confirm the Executive's nomination.

Councilor McFarland acknowledged Mr. Ross Hall's work on the Rate Review Committee. Mr. Hall filled the position very adequately, very well. He was a very contentious member of the board. She thanked Mr. Hall for all of his hard work.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

9. COUNCILOR COMMUNICATION

Presiding Officer Kvistad asked about holding Finance Committee on Thursday prior to Council meetings so that two of the Councilors would not have to serve on committees four days during the week. He asked Councilor McCaig if that would be appropriate?

Councilor McCaig responded that the issue was consolidating the time effectively for all Councilors. The Finance Committee was a meeting of the whole. Thursday was the only day that all of the members of the Council were at Metro so it did make sense to have the Finance Committee before or after Council.

Presiding Officer Kvistad said he could tentatively schedule the Finance Committee for 1:00 p.m. but Councilor McCaig could set the time for them because many times those meetings were flexible.

Councilor McLain indicated that she couldn't attend until 1:15 p.m. on that day for the Finance Committee so she would like to have the opportunity to attend those Finance Committee meetings as long as they were going to be a committee of seven. She could be at Metro for an early morning meeting or after 1:15 p.m. but she could not be here between 10:30 am and 1:00 p.m.

Councilor McFarland suggested starting the Finance Committee meeting at 1:30 p.m.

Presiding Officer Kvistad said that this would mean that the time for Council would have to be shifted until a bit later. On those days that there was a Finance Committee meeting it was possible to start Finance at 1:30 p.m. and then have Council begin at 3:30 p.m.

Councilor McCaig urged not to change the Council meeting times. If necessary the Finance Committee could be after the Council meeting. She asked that if there were other Councilors available to meet in the morning could this be a consideration?

Presiding Officer Kvistad said that if all three or four of the committee members were available to do a morning meeting and agreed to do a morning meeting, it was possible to have morning meetings. It had been the custom that meetings be held when all members of the committee could attend. He asked the Council to let him know as soon as possible.

Councilor McCaig said that the schedule was driven by when Councilors were available and she understood that there was no flexibility with some Councilors but if possible and committee members agreed, the flexibility to have committee meetings in the morning was a possibility.

Councilor McLain acknowledged the Vice Chair of MCCI, Aleta Woodruff and said that the reason why the Council has tried to have some consistency in the meeting times was for the ability of the public to have some continuity in knowing when those committees met from year to year and to have some opportunity to attend. Metro was not like the state legislature, we did not deny public access at times where people were working an 8 hour day. The Council had tried very diligently to offer meetings even later than 1:30 or 3:30 p.m. so that the public could be at the meetings. She was not the only Council who could not attend meetings between 10 am and 1:30 p.m. It had been the practice of the Council for the past 6 years that the Councilors were not just accommodated but also the public. MCCI had mentioned not once but many times the request to have meetings in the evening. She understood that Councilor had part-time jobs and other responsibilities, it was important to remember that Council was not here just at their pleasure but at the pleasure of the public. She had seen consistently where two things matter to the public, one, that there were consistent meeting times and two, they had an opportunity to attend after their work day.

Presiding Officer Kvistad said he felt that the members of the Council would be sensitive to the requests and concerns of the public.

Aleta Woodruff, 2143 NE 95th Place, Vice Chair of the MCCI, called attention to the January 23, 1997 at 6:00 p.m.. MCCI would like to request that when the scheduling was made and the agenda was set, that the MCCI presentation could be time positive because there was a very serious conflict in that the City/County meeting was the same night at 7:00 p.m. At least two of the board members on the steering committee needed to be at Council at 6:00 p.m. and at the City/County meeting at 7:00 p.m. Council was not the only one who have these conflicts. MCCI did appreciate the evening meeting, this would be for the presentation of the principles which MCCI had put together and also for the introduction of new members.

Presiding Officer Kvistad said that the meeting on January 23, 1997 was the public hearing on the Boundary action on the City of Portland/City of Beaverton, Washington/Mutnomah Counties boundary scheduled to begin at 6:00 p.m.

Councilor Naito said the first committee meeting of the Government Affairs Committee was schedule for Martin Luther King Day. She would like to have the committee meet during that regularly schedule meeting week but on a different day. She would be conferring with Committee members about a specific day and time.

Councilor McFarland asked if Regional Facilities was also on Monday, January 20, 1997?

Presiding Officer Kvistad affirmed Councilor McFarland and suggested that she may wish to speak to her committee about another meeting day for that week. He announced that on the January 16, 1997 meeting, he had asked the Executive and staff to make a presentation on the boundary dispute so that Council was up to speed on the issues prior to the public hearing on January 23, 1997.

Councilor Washington asked if REM was still at 1:30 p.m. on Wednesday?

Presiding Officer Kvistad responded yes.

10. ADJOURN

With no further business to come before the Metro Council this afternoon, the meeting was adjourned by Presiding Officer Jon Kvistad at 2:55 p.m.

Prepared by,

Chris Billington
Clerk of the Council

Agenda Item Number 6.1

Ordinance No. 97-677, For the Purpose of Amending the Metro Code Chapters 2.04 and 6.01 and Declaring an Emergency.

FIRST READING.

Metro Council Meeting
Thursday January 16, 1997
Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO CODE CHAPTERS 2.04 AND 6.01 AND DECLARING AN EMERGENCY	)))	ORDINANCE NO. 97-677 Introduced by Councilor Ruth McFarland

THE METRO COUNCIL ORDAINS AS FOLLOWS:

Section 1. Findings.

1. The Metropolitan Exposition-Recreation Commission (MERC) is a Metro Commission created pursuant to the provisions of Chapter 6 of the Metro Code. MERC is charged by Metro with the operation and management of regional sports, trade, convention, and spectator facilities, including facilities owned by the City of Portland as well as by Metro.

2. The Council finds that the regional facilities operated by MERC make a valuable contribution to the economic health, vitality, and quality of life in the Metro region.

3. The Council finds that it is in the interests of the Metro region to provide a management structure for the regional facilities managed by MERC that is efficient, cost effective, and accountable to public purposes and elected officials.

4. The Council finds that the facilities managed by MERC operate in a competitive, rapidly changing market.

5. The Council finds that the best means to meet the goal of cost effective, efficient, and accountable management of the MERC

facilities in a competitive, market driven business is to enhance MERC's ability to operate in the most flexible, entrepreneurial and autonomous manner possible.

6. The Council further finds that joint management and operation of the regional facilities maximizes economies of scale and other management efficiencies.

7. It is the intention of the Council in this ordinance to amend sections of the Metro code applicable to MERC so as to benefit the residents of the Metro region by enhancing MERC's ability to operate in the most entrepreneurial, efficient, cost effective and autonomous manner possible. Therefore, the provisions of this ordinance shall be liberally construed so as to accomplish the intent of the council.

<u>Section 2</u>. Metro Code Section 2.04.054 is amended as follows:

<u>2.04.054 Competitive Bidding Exemptions</u>

Subject to the policies and provisions of ORS 279.005 and 279.007, and the Metro Code, all Metro and Metropolitan Exposition-Recreation Commission public contracts shall be based upon competitive bids except:

(a) State Law. Classes of public contracts specifically exempted from competitive bidding requirements by state law.

(b) Board Rule. The following classes of public contracts are exempt from the competitive bidding process based on the legislative finding by the board that the exemption will not encourage favoritism or substantially diminish competition for public contracts and that such exemptions will result in substantial cost savings:

(1) All contracts estimated to be not more than $25,000 provided that the procedures required by section 2.04.056 are followed.

(2) Purchase and sale of zoo animals, zoo gift shop retail inventory and resale items, and any sales of food or concession items at Metro facilities.

(3) Contracts for management and operation of food, parking or similar concession services at Metro facilities provided that procedures substantially similar to the procedures

required for formal Request for Proposals used by Metro for personal services contracts are followed.

(4) Emergency contracts provided that written findings are made that document the factual circumstances creating the emergency and establishing why the emergency contract will remedy the emergency. An emergency contract must be awarded within 60 days of the declaration of the emergency unless the board grants an extension.

(5) Purchase of food items for resale at the zoo provided the provisions of section 2.04.060 are followed.

(6) Contracts for warranties in which the supplier of the goods or services covered by the warranty has designated a sole provider for the warranty service.

(7) Contracts for computer hardware and software provided that procedures substantially

similar to the procedures required for formal Request for Proposals used by Metro for personal services contracts are followed.

(8) Contracts under which Metro is to receive revenue by providing a service.

(9) Contracts for the lease or use of the ~~Oregon Convention Center or other~~ convention, trade, and spectator buildings and facilities operated by the Metro Exposition-Recreation Commission.

(10) Contracts for purchases by the Metro Exposition-Recreation Commission in an amount less than $~~31,000~~100,000, which amount shall be adjusted each year to reflect any changes in the Portland SMSA CPI, provided that any rules adopted by the commission which provide for substitute selection procedures are followed; or

(11) Contracts for equipment repair or overhaul, but only when the service and/or parts

required are unknown before the work begins and the cost cannot be determined without extensive preliminary dismantling or testing.

(12) Contracts in the nature of grants to further a Metro purpose provided a competitive request for proposal process is followed.

(c) Board Resolution. Specific contracts, not within the classes exempted in subsection (a) and (b) above, may be exempted by the board by resolution subject to the requirements of ORS 279.015(2) and ORS 279.015(5). The board shall, where appropriate, direct the use of alternate contracting and purchasing practices that take account of market realities and modern innovative contracting and purchasing methods, which are consistent with the public policy of encouraging competition.

Section 3. Metro Code Chapter 6 is amended as follows:

6.01.010 Purpose

The purpose of this chapter is to establish a metropolitan commission to renovate, maintain, ~~and~~ operate, and manage metropolitan convention, trade and spectator facilities pursuant to ORS 268.395, 268.400, ~~and~~ 268.310(6), and the 1992 Metro Charter. The Commission established by this chapter is intended by the Metro Council to operate in a cost effective, independent, and entrepreneurial manner, so as to provide the greatest benefit to the residents of the Metro region. The provisions of this chapter shall therefore be liberally construed so as to achieve these ends.

6.01.020 Definitions

As used herein:

~~(a) "Adversely affected or aggrieved" means a person who appeared orally or in writing before the commission prior to and regarding a final commission action and who:~~

~~(1) Has suffered or will suffer an injury to some substantial interest of the person caused by the final commission action; or~~

~~(2) Had an interest in the final commission action that was recognized by the commission, asserted a position on the merits of the final commission action, and suffered a final commission action contrary to the position asserted by the person. Persons who sign petitions are not considered to have submitted oral or written testimony.~~

(~~b~~a) "Commission" means the Metropolitan Exposition-Recreation Commission established hereunder;

(~~c~~b) "Council" means the Metro council ~~of the Metropolitan Service District~~;

(~~d~~c) "Councilor" means a member of the council;

(~~e~~d) "District" means ~~the~~ Metro~~politan Service District~~;

(~~f~~e) "Executive" means the executive officer of ~~the~~ Metro~~politan Service District~~.

(~~g~~f) "Final action" means an action taken by resolution of the commission that is not a ministerial action and that is not a tentative or preliminary action that:

(1) Precedes final action; or

(2) Does not preclude further consideration of the action.

(h) "Just cause" means habitual absence from meetings of the commission, physical or mental disability that prevents meaningful participation as a commission member, failure to remain a resident of the district, the commission of substantive violation of ORS chapter 244 (Government Ethics) or substantive regulations adopted pursuant thereto, conviction of any felony, or the commission of any action or failure to act of a similar nature that brings into serious question the ethical or legal integrity of the commission member's official actions.

6.01.030 Commission Created

There is hereby created a metropolitan exposition-recreation commission consisting of seven members. All members shall be residents of the district. ~~One of the members shall be appointed by the executive officer to be the initial chairperson of the commission.~~ The commission members shall be appointed as follows:

(a) Members of the commission shall be appointed by the executive officer and confirmed by a majority of the members of the council in accordance with the following procedures:

(1) Nomination Process. The executive officer will accept nominations to the commission as follows:

(A) The County Commissions of Clackamas, Multnomah and Washington counties each shall nominate one candidate. The candidates must be residents of the district and nominating county.

(B) The City Council of the City of Portland shall nominate one candidate for each of two positions. The candidates must be residents of the district and the City of Portland.

(C) Two nominees shall be at the sole discretion of the executive officer. The candidates must be residents of the district.

(2) Appointment Process. The executive officer shall, upon concurring in the nominations received from the County Commissions of Clackamas, Multnomah and Washington counties or the City Council of the City of Portland, transmit the names of the persons so nominated to the Council of the Metropolitan Service District as appointments for confirmation. In addition, the Executive Officer shall transmit two additional names as appointments for confirmation.

For those positions on the commission which are subject to nomination by a local governmental body, the executive officer will receive the nominations from the relevant governing body and review the nomination prior to submitting the nomination to the Metro council for confirmation. If the executive officer fails to concur with any candidate so nominated by a local government, the executive officer shall so notify the jurisdiction which shall then nominate another candidate. This process shall continue until such time as the executive officer agrees to transmit the name of the individual nominated by the local government. If an appointment submitted to the council for confirmation as a result of this process is rejected by the council, the executive officer shall so notify the local government which shall nominate another candidate and the process shall continue until such time as a candidate nominated by a local government has been forwarded by the executive officer to the council for confirmation and has been confirmed.

If the council fails to confirm an appointment made at the sole discretion of the executive officer, the executive officer may submit the name of another person for confirmation by the council.

~~(b) Of the initial appointments, one shall be for a one-year term; two shall be for a two-year term; two shall be for a three-year term; and two including the chairperson shall be for a four-year term. Thereafter appointments shall be for a four-year term.~~

~~(c) Provided further that the initial terms of members shall expire on the 15th day of January closest to the appropriate anniversary of the appointment.~~

~~(d) Of the initial appointments, the executive officer shall designate one member as the initial chairperson to hold that position for a four-year term. If a vacancy occurs before the end of the term, the executive officer~~

~~shall appoint a new chairperson to complete the unexpired term in the same manner as in the case of the member whose term was not completed.~~

(~~e~~b) A vacancy shall occur from the death, resignation, failure to continue residency within the district and in the case of members nominated by a local government residency within the boundaries of the nominating government, or inability to serve of any member or from the removal of a member by the executive for just cause, subject to approval of the removal by a majority of the members of the council.

(~~f~~c) Vacancies shall be filled pursuant to the procedure governing the initial appointment of members. Vacancies in a position originally filled by a member nominated by a local government pursuant to this section ~~or pursuant to Metro Executive Order No. 36~~ shall be filled by the nomination, appointment and confirmation process provided for in this section so that five members of the commission shall be the nominees of the four local government bodies as specified herein.

(~~g~~d) No person who is elected to a public office, or appointed to fill a vacancy in a public office, shall be eligible to serve.

(~~h~~e) The commission may adopt its own rules of organization and procedure and ~~except as provided for the appointment of the initial chairperson in subsection (c) above,~~ may elect its own officers for such terms and with such duties and powers necessary for the performance of the functions of such offices as the commission determines appropriate.

6.01.040 Powers

The commission shall have the following power and authority:

(a) To renovate, equip, maintain and repair any convention, trade, and spectator buildings and facilities for which the commission is responsible, and to advise the public owners of these facilities on financial measures which may be necessary or desirable with respect to initial construction or major capital projects;

(b) To manage, operate and market the use of the ~~Oregon Convention Center and other~~ convention, trade, and spectator buildings and facilities for which the commission is responsible; ~~and to advise the district on operating and marketing matters that relate to the initial construction of facilities;~~

(c) To acquire in the name of the district by purchase, devise, gift, or grant real and personal property or any interest therein as the commission may find necessary for its purposes. The commission may recommend to the council the condemnation of property for use by the commission but may not itself exercise the condemnation power;

(d) To lease and dispose of property in accordance with ORS 271.300 to 271.360;

(e) To maintain and repair any real and personal property acquired for the purposes of the commission;

(f) To lease, rent, and otherwise authorize the use of its buildings, structures and facilities; to fix fees and charges relating to the use of said buildings, structures and facilities~~, provided the Commission pursuant to section 6.01.050 shall obtain the prior approval of all revenue sources by the council~~; to establish any other terms and conditions governing use of its buildings and facilities; and to adopt any regulations deemed necessary or appropriate for the protection of users and for the protection and public use and enjoyment of its buildings and facilities;

(g) To perform planning and feasibility studies for convention, trade, and spectator facilities within the district;

(h) To employ, manage, and terminate such personnel as the commission may find necessary, appropriate, or convenient for its purposes under personnel rules adopted by the commission;

(i) ~~Except as provided in subsection (m) below, t~~To employ professional, technical, and other assistance as the commission may find necessary, appropriate, or convenient for its purposes;

(j) To enter into contracts of such types and in such amounts, including intergovernmental agreements, as the commission may deem necessary, appropriate, or convenient for the renovation, equipment, maintenance, repair, operation, and marketing of the use of buildings and facilities for which it is responsible, and for professional and other services, under contracting rules adopted by the commission;

(k) To enter into intergovernmental agreements for the transfer of convention, trade, or spectator buildings and facilities to the district, or for the transfer of operating and administrative responsibilities for such buildings and facilities to the commission, provided that the council has approved such acquisition or transfer;

(l) To accept gifts and donations and to contract for and receive federal and other aid and assistance;

(m) <u>To determine the type, quality, and scope of services required by the Commission in order to conduct its business in a cost effective, entrepreneurial, and independent manner, as required by this chapter.</u> Services of the district including accounting, legal, personnel, risk management, public affairs, and other services~~, shall~~ <u>may</u> be provided by the district subject to compensation being provided by the Commission to the district as the district and the Commission may ~~require~~ agree upon; The commission may acquire such services by other means, provided that the Commission determines by duly adopted resolution that the provision of such services by other means is cost effective, and results in a net benefit to the residents of the District and the regional facilities managed by the Commission ~~subject to budget approval by the council, provided the employment of legal counsel shall be subject to the approval of the district's general counsel~~;

(n) To recommend to the council and to the other public owners of buildings and facilities managed by the Commission such long-term revenue and general obligation measures and other revenue-raising measures for the benefit of the commission's purposes as the commission may deem appropriate for consideration by the council, by the other public owners of buildings or facilities managed by the Commission, or the electors of the district, but the commission may not adopt such measures itself;

(o) To recommend to the council the adoption of ordinances carrying criminal and civil penalties for their violation, but the commission may not adopt such ordinances itself;

(p) To do all other acts and things necessary, appropriate, or convenient to the exercise of the powers of the commission.

6.01.050 Budget and Accounts

(a) General Requirements. The commission accounts shall be kept in conformity with ~~the~~ generally accepted accounting practices ~~of the district,~~ and in accordance with the local budget law, and the accounts shall be audited yearly at the same time and by the same auditor as are the district's accounts.

(b) Procedure for Commission Approval of Proposed Budget. The commission annually shall prepare a proposed budget and shall approve the proposed budget by duly adopted resolution ~~in accordance with the local budget law and the schedule and requirements of the district and shall submit the budget to the executive officer for inclusion in the executive officer's budget submission to the council~~. The commission's deliberations and actions on its budget, including any work sessions or subcommittee sessions, shall be conducted as public meetings as required by the Oregon statutes governing public meetings. Prior to approving any proposed budget, the commission shall provide a reasonable opportunity for interested persons to testify and make their views known with respect to the proposed budget.

(c) Procedure for Submission of Commission Budget to Metro. Ten working days prior to the date set by the council for the executive officer's budget submission to the council, the commission shall transmit its proposed budget to the Metro executive, and shall simultaneously provide a copy of the proposed budget to the council. The executive shall submit the commission's proposed budget to the council with the executive's general budget submission to the council, together with any recommendations the executive may have for changes in the commission's proposed budget. The commission's budget shall be subject to review and approval by the council.

(d) Content of Commission's Budget. To the maximum extent permitted by law, ~~T~~the commission's ~~proposed~~ budget shall consist of one commission-wide series of appropriations for personal services, materials and services, capital outlay, and contingency, applicable to all buildings, facilities, and programs managed by the commission. ~~include a schedule of the items, services and facilities for which the commission intends to fix fees and charges relating to the use of its buildings, structures and facilities during the budget year together with any other proposed revenue raising measures.~~ Once the commission's budget has been adopted by the council, any changes in the adopted appropriations ~~Any additions to the schedule of items, services and facilities and any other new revenue sources~~ not previously approved by the council must be ratified in advance by the council.

6.01.060 Commission Meetings and Form of Action

(a) Commission Meetings. All meetings of the commission shall be conducted as public meetings as required by Oregon law, except where executive sessions are permitted by law. The commission shall provide adequate notice of its meetings as required by law to the media and all interested persons who have requested in writing that they be provided with notice of commission meetings. In addition to these requirements, five working days prior to each regular meeting, the commission shall send a copy of its agenda for such meeting to all elected Metro officials, and to each city and county in the Metro region. In the event of a special meeting, in addition to complying with any and all requirements applicable to special meetings under Oregon law, the commission shall provide each Metro elected official with:

(i) a copy of the proposed agenda for the special meeting, to be hand delivered or transmitted by facsimile device to the Metro elected official at least 24 hours in advance of the special meeting; and,

(ii) at least 24 hours prior notice by telephone of the time, date, place, and proposed agenda for the special meeting.

(b) Commission Actions. All final actions of the commission shall be by resolution.

6.01.070 Delegation

The commission may delegate to its employees any of the power and authority of the commission subject to those limitations the commission deems appropriate. Any delegation shall be by resolution of the commission.

6.01.080 ~~Review~~Filing and Effective Date of Commission Resolutions

(a) Within five days after the passage of any resolution, the commission shall file a copy of the resolution with the council clerk, or such other officer as the council may designate, who shall maintain a special record of the commission's resolutions which shall be accessible to the public under like terms as the ordinances of the district. ~~Except as provided in subsection (c) of this section, no resolution of the commission shall become effective until 5:00 p.m. on the 10th day following the filing of a copy thereof with the council clerk.~~ The council clerk or such other officer as the council may designate shall immediately notify the executive officer and council of the receipt of the resolution.

(b) ~~Except as provided in subsection (c) of this section, a resolution of the commission shall not become effective if, within 10 days after the filing by the commission of a copy of the resolution with the council clerk, either the executive officer, three members of the council acting jointly, or any person adversely affected or~~

~~aggrieved by a final action of the commission files a request with the council clerk for council review of the commission resolution. All requests for review shall be in writing and shall include (1) a description of the resolution to be reviewed including the resolution number; (2) a clear statement of the specific reasons for the review and the requested council action; and (3) the name and address of the person requesting review. Upon receipt of a request for council review of commission action, the council clerk forthwith shall notify the commission of the request for review and shall deliver to the commission a copy of the request for review. The resolution to be reviewed shall be placed on the agenda for the next regular council meeting, subject to compliance with rules for placing items on the agenda; provided, however, that the council may review the resolution at any meeting under a suspension of the rules. For any review, the executive officer may submit a recommendation as to the action to be taken by the council or review. In conducting the review the council shall hear and consider statements from the person requesting the review, the executive officer, the commission and other interested persons. After hearing the matter, the council shall upon motion act to approve the commission action, modify the action or return the matter to the commission.~~

~~If the council approves or modifies the commission resolution it shall become effective immediately. If the council returns the resolution to the commission it shall not become effective until such time as the commission takes further action on the matter subject to the review procedures of this Code.~~

~~(c)~~ Resolutions of the commission ~~which pertain solely to the following matters~~ shall be effective upon adoption or at such other time as specified by the commission~~:~~

~~(1) Scheduling the use of buildings and facilities; operated by the commission;~~

~~(2) Entering into agreements for the use of buildings and facilities operated by the commission, including all of the terms and conditions of the agreements, provided the agreements do not transfer operation, management, and control of the buildings and facilities;~~

~~(3) Matters of employment, dismissal, or disciplining of employees;~~

~~(4) Purchasing supplies, consumables, services, and equipment, in accordance with a budget approved by the council;~~

~~(d) The council may on its own initiative or at the request of the executive, by regularly adopted ordinance, repeal, amend, or alter any resolutions adopted by the commission. Any repeal, amendment, or alteration may be made retroactive or prospective in effect but shall not invalidate any contract or agreement that has become effective under this section prior to adoption of the ordinance~~.

~~6.01.090 Initial Charge to Commission~~

~~Following appointment of its members and during the time prior to the completion of construction of the convention center, the commission shall do the following:~~

~~(a) Adopt a five-year operating plan which includes but is not limited to staffing requirements, personnel rules and contract rules, rental schedules, marketing programs and expendi-ture and revenue requirements. In preparing the operating plan the commission shall consider Metro policies and services and incorporate those policies and services if they are found to offer advantages for efficient operation. The commission shall propose operating procedures which take into account the unique functions of the commission and the business practices of the convention, trade and spectator industry. Prior to the adoption of the plan the commission shall submit the plan to the council for review and recommendation no later than June 30, 1988.~~

~~(b) Not later than September 1, 1988, report to the council on the progress of, and make recommendations to the council of appropriate action regarding negotiations with local governments within the district for the transfer of appropriate facilities or operations to the commission. The negotiations may include but are not limited to transfer of assets and liabilities and operational responsibilities; transfer of employees; revenue and expenditure requirements; and schedules and charges and methods of determining charges.~~

~~(c) Identify statutory changes needed for the commission to carry out its responsibilities. The commission shall submit proposed statutory changes to the council for review and appropriate action no later than August 15, 1988.~~

~~(d) To facilitate this initial Charge the council shall forthwith upon appointment of the commission adopt a budget for operation of the commission and assign to the commission for implementation any contracts entered into by the district for the operation and marketing of the convention center.~~

6.01.100 Council ~~Convention Center~~ Regional Facilities Committee

The commission regularly shall report to the council regional facilities~~convention center~~ committee for purposes of review and recommendation on ~~the adoption of the five-year plan and on~~ general policy and budget matters. Such reports shall occur as directed by the committee, but in no event less than quarterly.

Section 3. Emergency Clause. This Ordinance being necessary for the health, safety, or welfare of the Metro region, for the reason that the financial and operating condition of the Commission requires the changes and improvements provided for herein without further delay, an emergency is declared to exist and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this____day of ____, 1997.

Jon Kvistad
Presiding Officer

ATTEST:

Clerk of Council

APPROVED AS TO FORM:

Daniel B. Cooper
Metro General Counsel

STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 97-677, AMENDING METRO CODE CHAPTERS 2.04 AND 6.01 WHICH PERTAIN TO THE METROPOLITAN EXPOSITION-RECREATION COMMISSION (MERC)

Date: January 14, 1997

Presented by: Mark B. Williams
MERC Interim General Manager

Introduction:

This staff report accompanies and explains ordinance No. 97-677. Appendix A provides a section-by-section analysis; Appendix B shows the sources of the policy recommendations behind these amendments to the Metro Code, from the reports and studies which called for these changes.

Background and analysis:

The purpose of Metro ordinance No. 97-677 is to enhance MERC's ability to manage the facilities assigned to it by Metro in a manner that is entrepreneurial, cost-effective, efficient, flexible and accountable to elected officials and the public. The ordinance implements the recommendations of the elected officials, leading business representatives and citizens who served on the 1995 City/Metro Facilities Consolidation Committee and the 1996 Metro-appointed Transition Team on Regional Facilities Consolidation, who studied management of the regional sports, trade, convention, and spectator facilities operated by MERC. Councilors Ruth McFarland and Ed Washington and Executive Officer Mike Burton served as members of the Consolidation Committee; Councilor Ed Washington served on the Transition Team.

The Portland City Council and the Multnomah County Commission endorsed these recommendations on December 19, 1996 and requested that the Metro Council act within 90 days to make changes in the Metro Code to accomplish these goals.

Ordinance No. 97-677 would accomplish the goals of entrepreneurial, cost-effective, efficient, autonomous, flexible and accountable management of the regional facilities through:

- changes in procurement of support services and contracting procedures for some contracts to enhance flexibility and cost-effectiveness.

- global, streamlined budgeting, with one MERC-wide series of appropriations, and with a schedule that corresponds more closely to the facilities' business cycle.
- simplification and streamlining of approval and review processes for MERC budget adjustments, resolutions, and other actions.

Changes in the code are designed to ensure that MERC can respond rapidly to business conditions and opportunities in a competitive market, in order to best serve the regional public at minimum cost to the taxpayer.

Accountability

To ensure that the provisions to enhance the autonomy and independence of MERC do not weaken MERC's accountability to elected officials and the public, the ordinance strengthens accountability mechanisms that do not compromise the flexibility, efficiency and streamlined operations that are the intent of this ordinance. The ordinance:

- strengthens reporting by MERC to the Council, with the frequency and format as directed by the Metro Regional Facilities Committee, but in no event less than quarterly
- adds new provisions requiring public input in meetings on MERC budget and expanded public notice for all MERC meetings
- provides for transmission of the MERC budget directly to the Council at the time it is submitted to the Executive Officer
- creates new requirements to ensure that all Metro elected officials are notified in advance of proposed MERC actions

The ordinance leaves intact current accountability mechanisms, some spelled out in the ordinance and others in effect under MERC policy, that are in the public interest and do not dilute the intent of this ordinance, including:

- monthly public meetings to review all aspects of operation and management of the facilities
- citizen advisory committees for each facility
- maintenance of Council's ultimate authority for budget approval
- maintenance of Council as MERC's contract review board

Councilor Ed Washington's proposal to the Transition Team

Councilor Ed Washington submitted a proposal to the Transition Team on September 16, 1996 in response to the Transition Team's Model Draft, which included the following recommendations:

- "Metro/Commission would work together to craft a more efficient operating relationship, designed to improve efficiency of operations and reduce costs... To achieve this goal, the new [regional facilities management entity],as authorized by Metro Council in annual budget, would be able to purchase outside services (within a legal and ethical framework) from the service supplier offering the lowest bid/most efficient service." [Note: this recommendation was also included in the Transition Team Model Draft 9/12/96, Operational Considerations, No. 3]
- "No review of decisions. All Commission actions are final."
- "The [new regional facilities management entity], a management organization, is responsible for management of the system of regional facilities (including the OCC, EXPO Center, the PCPA and Civic Stadium), for management of each of the facilities within the system and for managing all financial aspects of the public funds contributed to the system." [Note: this recommendation was also included in the Transition Team Model Draft 9/12/96, Structural Considerations, No.4]
- "Metro Council approves the [new regional facilities management entity's] annual, global budget, and gives [new regional facilities management entity]authority to operate within that global budget." [Note: this recommendation was also included in the Transition Team Model Draft 9/12/96, Structural Considerations, No.6]
- "Funds [would be] managed system-wide…"
- "Broader exemptions from competitive bidding granted by Metro Council."

Appendix A

Section by Section Analysis

SECTION 1: FINDINGS

This section of the ordinance spells out the rationale for enacting changes in the Metro Code to enhance MERC's ability to operate in an entrepreneurial, efficient, cost-effective, autonomous, and accountable manner, and explicitly states the Council's intent for the ordinance.

SECTION 2: AMENDS METRO CODE SECTION 2.04.054

Paragraph (9) updates existing language to reflect MERC's current role and makes it consistent with other references throughout the ordinance.

Paragraph (10) increases the dollar amount of contracts that are exempt from the formal "sealed bid" competitive bidding process from $31,000 to $100,000. Enhances flexibility, efficiency and cost-effectiveness for these contracts by reducing the time and costs associated with formal bidding. Provides MERC the ability to meet urgent needs (including repairs) on timely basis, without jeopardizing bookings and losing revenue. Permits use of smaller, more cost-effective firms that are unable to meet formal bidding requirements. Informal bidding, including the request for proposal process, remains MERC policy for minor contracts. Major contracts remain subject to formal bidding process.

SECTION 3: AMENDS METRO CODE CHAPTER 6

6.01.010 Purpose

Adds 'housekeeping' language and states intent of the ordinance.

6.01.020 Definitions

Deletes existing (a)(1) and (a)(2), that allow individuals (from the public) to appeal to the Council to request review of MERC resolutions. Note that other avenues for citizen appeal remain available under state law, such as the writ of review.

New (a) strikes archaic language; updates definitions

6.01.030 Commission Created

Strikes archaic language

6.01.040 Powers

(a) Reflects owner's responsibility to meet capital requirements of its buildings, including City of Portland's acceptance of responsibility for financing the capital needs of the buildings that it owns (PCPA and Stadium).
(b) Strikes archaic language and adds new language consistent with ordinance.
(f) Strikes unclear and obsolete language, eliminates layer of approval to enable MERC to act quickly and flexibly
(i) Changed to be consistent with (m)
(m) Enables MERC to procure best services at lowest cost--implements change called for in all recommendations for more cost-effective, efficient and entrepreneurial management of MERC.
(n) Adds language to reflect City of Portland's acceptance of responsibility for financing the capital needs of the buildings that it owns, as well as Metro's obligation to seek regional funding for the capital needs of the facilities.

6.01.050 Budget and Accounts

(a) - (d) Streamlines MERC budget process. Enhances MERC's ability to operate in an entrepreneurial and efficient manner, as recommended by all of the committees examining management of MERC. Takes into account the business needs of the facilities operating in a competitive market. Makes MERC budget process more business-like through elimination of costly, duplicative, and time-consuming MERC budget review. Ensures that process remains in accordance with local budget law and generally accepted accounting principles. Retains Metro Council's ultimate authority to review and approve the MERC budget.

(b) Adds language to enhance MERC's accountability in the budget process to both the public and to the Council. Requires opportunity for public testimony before MERC adopts budget.

(c) Provides budget schedule that corresponds more closely to business cycle within which MERC operates, enabling MERC to incorporate actual performance and revenue results from previous year and make more realistic projections.

(d) Enhances efficiency and flexibility by providing for one commission-wide series of appropriations for personal services, materials, and services, capital outlay, and contingency. Requires Council approval for any changes in appropriations adopted by the Council.

6.01.060 Commission Meetings and Form of Action

Subjects MERC to more stringent public accountability standards for meetings. Requires prior notice to Metro elected officials and governments within the Metro region of proposed MERC actions.

6.01.080 Filing and Effective date of Commission Resolutions

(a-d) Enhances MERC's efficiency and autonomy by eliminating the review process for MERC resolutions. Intent is to focus Council's review of MERC actions on larger management and policy issues. Separate provisions ensure expanded opportunities for Council and public input into MERC resolutions prior to final action by the Commission, and enhanced reporting requirements to Council Regional Facilities Committee.

6.01.090 Initial Charge to Commission

Strikes archaic language having to do with the initial formation of the Commission.

6.01.100 Council Convention Center Committee

Updates and strikes archaic language; strengthens reporting requirements by MERC to the Council through the Regional Facilities Committee

Appendix B

Sources of Proposed Metro Code Amendments

City/Metro Facilities Consolidation Committee; Transition Team on Regional Facilities Consolidation

In its final report, the Consolidation Committee recommended that:

"Exposition Recreation facilities should be managed as a flexible financial and operational system... Governance [of the ER facilities] should be structured to allow:

- operation in an independent and entrepreneurial manner
- maintenance of a system of accountabilities to the public entities
- cutting the cost of support services…"
-

-City/Metro Facilities Consolidation Advisory Committee final recommendations, 1/11/96

The Transition Team reexamined and endorsed the recommendations of the Consolidation Committee. In the course of its deliberations, "the Transition Team developed an operational and governance model. The Model called for a modification of the current MERC structure into a …more flexible, autonomous, and entrepreneurial entity operating with an annual global budget… The Transition Team reached a general accord that this model incorporated most, if not all, of the recommendations from the Consolidation Committee."

-Final report of the Transition Team on Regional Facilities Consolidation, 10/15/96

"Metro/Commission would work together to craft a more efficient operating relationship, designed to improve efficiency of operations and reduce costs... To achieve this goal, the new [regional facilities management entity] would be able to purchase outside services (within a legal and ethical framework) from the service supplier offering the lowest bid/most efficient service."

-Transition Team Model Draft 9/12/96, Operational Considerations, No.4.

Portland City Council Resolution and Multnomah County Commission Ordinance

The Portland City Council, on December 19, 1996, adopted a resolution in which the City acknowledged its capital responsibility for the PCPA and Civic Stadium, and agreed to contribute a total of $3 million over the next five years for the operation of the buildings. The resolution stated: "...both commitments [are] subject to the Metro Council taking official action within 90 days from the date of this resolution which:

- Allow MERC enhanced autonomy to run its regional facilities in an independent and entrepreneurial manner;
- Reduce overhead costs by addressing support cost charges and allowing MERC needed flexibility in the provision of support services;
- Grant MERC the ability to provide and/or purchase support services in such a manner as to provide the most efficient, cost effective, flexible and business-like approach to managing the regional facilities"
-

-Portland City Council resolution adopted by the City Council on 12/19/96

The Multnomah County Commission, also on December 19, 1996, adopted a county ordinance enacting changes in the Multnomah County Transient Lodging Tax to allocate annually $1.2 million to PCPA, $200,000 to market the PCPA and support the region's cultural tourism efforts, and $3.8 million for the operation of OCC.

In a separate resolution, the County Commission endorsed the Consolidation Committee's recommendations, as follows: "The Board of County Commissioners requests that the Metro Regional Facilities Committee report within 90 days...on its plan for implementing improvements in the organization of the [MERC], including but not limited to improvements allowing MERC to operate in a more independent and entrepreneurial manner, flexibility in securing support services so as to allow MERC to minimize overhead costs allocation to the regional facilities, and measures designed to hold down the costs for tenants of the regional facilities while maximizing management efficiencies."

-Multnomah County Commission resolution, passed 12/19/96

Agenda Item Number 7.1

Resolution No. 96-2434A, For the Purpose of Approving Change Order No. 7 to the Waste Disposal Services Contract.

Metro Council Meeting
Thursday, January 16, 1997
Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING CHANGE ORDER NO. 7 TO THE WASTE DISPOSAL SERVICES CONTRACT	)))))	RESOLUTION NO 96-2434A Introduced by Mike Burton, Executive Officer, and Councilor Ruth McFarland

WHEREAS, As described in the accompanying staff report, there are a number of items that Metro and the Contractor wish to resolve in the current Contract; and

WHEREAS, Metro will incur substantial financial savings over the life of the Contract, should Change Order No. 7 be executed; and

WHEREAS, Metro will continue to make every effort to maximize the diversion of waste from landfills consistent with the adopted Metro Regional Solid Waste Management Plan; and

WHEREAS, The resolution was submitted to the Executive Officer for consideration and was forwarded to the Council for approval; now, therefore,

BE IT RESOLVED:

1. That the Metro Council authorizes the Executive Officer to execute Change Order No. 7 to the Waste Disposal Services Contract in a form substantially similar to attached Exhibit "A."

2. That Metro shall continue to maximize the diversion of waste from landfills consistent with the adopted Metro Regional Solid Waste Management Plan.

ADOPTED by the Metro Council this _____ day of __________ 1997.

____
Jon Kvistad, Presiding Officer

APPROVED AS TO FORM:

____
Daniel B. Cooper, General Counsel

jep I:\R-O\1300.DOC

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 96-2434 FOR THE PURPOSE OF APPROVING CHANGE ORDER NO. 7 TO THE WASTE DISPOSAL SERVICES CONTRACT

Date: December 3, 1996 Presented by: Jim Watkins

PROPOSED ACTION

Adopt Resolution No. 96-2434 authorizing the Executive Officer to execute Change Order No. 7 to the Waste Disposal Services Contract.

FACTUAL BACKGROUND AND ANALYSIS

The proposed Change Order (Amendment No. 7) contains ten items. These modifications alter the financial terms as set forth in the Waste Disposal Services Contract, as amended. The effects of the Change Order result in substantial savings of approximately $37 million over the original contract as amended, without any contract extensions.

The proposed Change Order No. 7 will:

1. Replace the fixed and variable rates to the Contractor with a variable rate that declines as the tons disposed of increases (see table 1).

TABLE 1
METRO DISPOSAL RATES

Annual Tonnage			Price Per Ton
0	TO	550,000 TONS	$27.25
550,001	TO	592,500 TONS	10.00
592,501	TO	635,000 TONS	9.50
635,001	TO	677,500 TONS	9.00
677,501	TO	720,000 TONS	8.50
720,001	TO	762,500 TONS	8.00
ABOVE 762,501			7.50

2. Assume the annual CPI adjustment remains consistent with the terms of Amendment No. 4.

3. Eliminate the "Supplemental Price Adjustment" payment of $0.342 per ton to the Contractor.

4. Designate Metro as responsible party for all DEQ fees.

5. Require Contractor to waive any claims against Metro for tonnage guarantees from 1991.
6. Terminate the "Most Favorable Rate" provision of the original contract.
7. Allow Contractor to substitute corporate guarantees in lieu of Performance and Labor/Material Bonds.
8. Ratify Amendment No. 4 until the effective date of Change Order No. 7.
9. Commit Metro to continue "good faith efforts" to direct putrescible waste to the landfill.
10. Require Metro and the Contractor to legally defend Change Order No. 7.

ADDITIONAL INFORMATION

Two tonnage scenarios were used to evaluate the financial impacts of the proposed Change Order. The projected tonnage reflects Metro's current projections for transfer station tonnage that assumes the material recovery facilities currently proposed by private industry will decrease the tonnage going to Metro transfer stations. Tonnage forecasts for 1997 project 75,000 fewer tons will be disposed of at Metro transfer stations than in 1996. To analyze the sensitivity of tonnage versus savings, a second high tonnage forecast was analyzed that was 5% higher than the projected tonnage forecast. A 5% increase in tonnage results in over a 23% increase in savings from $37 million to $46 million when comparing Change Order No. 7 to the original contract as amended.

Staff also evaluated the average disposal costs for the original contract, Amendment No. 4 and Change Order No. 7 projected for 1997 assuming a 3% inflation adjustment and the projected tonnage forecast for tonnage. Included in the comparison is the recently negotiated rate for Seattle compared to their old rate.

1997 PER TON DISPOSAL RATE

ORIGINAL CONTRACT	\$ 29.66
AMENDMENT NO. 4	\$ 27.89
CHANGE ORDER NO. 7	\$ 25.15
SEATTLE (old rate)	\$ 28.86
SEATTLE (new rate)	\$ 24.35

As shown in the above table Change Order No. 7 provides a reduction in 1997 of $2.74 per ton compared with Amendment No. 4 and $4.51 per ton when compared to the original contract without amendments. The rate reduction that Metro will receive compared to the original contract is the same reduction that staff estimated Seattle will receive in 1997.

On April 1, 1997, Seattle's rate will drop to $41.47 per ton for transport and disposal. Based on information provided by OWS in a letter written in 1991 and confirmed by Metro staff, Seattle's transportation costs were represented as $15.87 per ton. Staff analysis based on railroad cost of living increases and recently signed railroad contracts, estimated that Seattle's transportation costs will be $17.22 in 1997 leaving $24.35 per ton for disposal. Since Change Order No. 7 is tonnage sensitive, it would only take an additional 34,000 tons (5.2% increase) delivered to Metro transfer stations to lower the above rate for Change Order No. 7 from $25.15 to $24.35.

During the negotiations one of the primary goals of both parties was to provide savings equivalent to what Metro would potentially lose by terminating the Most Favorable Rate (MFR) agreement. Seattle's waste is only guaranteed until 2006 whereas Metro's contract terminates in 2009. In an attempt to evaluate the value of the MFR agreement staff assumed that OWS would successfully rebid the Seattle contract in 2006 and continue to send the waste to Columbia ridge with no rate reduction in 2006. The value of the MFR agreement for the projected tonnage forecast is $67 million and for the high tonnage forecast $69 million compared to the similar $63 million and $73 million respective savings offered by Change Order No. 7 when combined with the previous savings Metro currently enjoys from Amendment No. 4.

Considering all the variables that are involved in the analysis, such as tonnage, inflation rate, transportation costs, and the long term disposition of Seattle's waste, the savings offered by OWS clearly show that by agreeing to Amendment No. 7 they are attempting to compensate Metro for eliminating the MFR Agreement.

The specific items contained in the Change Order are more fully addressed below on an item by item basis.

Item #1 replaces the fixed and variable rate to the Contractor with a variable rate that declines as the number of tons increases. For the first 550,000 tons in each fiscal year the base rate will be $27.25 per ton which is a 64 cent reduction on the first 550,000 tons in comparison to Amendment No. 4. A rate of $10.00 per ton will be charged for the next 42,500 tons. Each additional 42,500 tons will be charged at a rate 50 cents lower than the previous rate with the minimum rate set at $7.50 per ton.

As a part of the negotiated settlement for eliminating the lump sum payment of $ 1,802,950 per year, Metro agreed to a one time lump sum payment of $1,025, 400 to be paid on January 10, 1997, or the effective date of this Amendment, which ever comes latter. Even with the lump sum payment in FY 1996-97 Metro still saves an additional $1.1 million compared to Amendment No. 4.

Metro receives credit for all tons delivered from July 1, 1996, to the effective date of the Change Order toward meeting the first 550,000 tons in FY 1996-97. Given current projections Metro would only pay the base rate on approximately 264,000 tons in the current fiscal year and the remaining tons would be at the reduced rate if the Amendment is signed in December 1996.

Item #2 modifies the annual price adjustment formula. This change was to assure that the annual price adjustment under Change Order No. 7 would be the same as under Amendment No. 4 The item limits increases to 90% of the index less 1/2 percent for all payments. The financial impact is neutral compared to Amendment No. 4 except for changing the timing of future cost of living increases. OWS agreed to delay the next adjustment from April 1997 to July 1997 which offers a small savings to Metro but more importantly (from a budgeting perspective) coincides with Metro's fiscal year.

Item #3 eliminates the "Supplemental Price Adjustment" payment $0.342 per ton to the Contractor. Payments would have continued until 1999 totaling $721,232. The purpose of the payment was made to compensate the Contractor for Metro's failure to deliver waste guaranteed to the Contractor during the initial year (1990) of the Contract.

Item #4 eliminates an existing dispute of a change in law provision in the original contract over payments to the Contractor for DEQ fees enacted by legislation and adopted after execution of the contract.

Item #5 requires the Contractor to waive any claims for additional compensation for violation of the 90% tonnage guarantees from 1991 to the effective date of this Change Order. The Contractor had claimed that, as with 1990, Metro may have violated the guarantees contained in the contract for these years.

Item #6 terminates the Most Favored Rate Agreement. This provision was contained in Amendment No. 4. Metro also waives any claims against the Contractor for any alleged breach of the Most Favorable Rate Agreement.

Item #7 substitutes the Contractor's corporate guarantee for the performance and labor and materials bond requirements of Amendment No. 2, which eliminated the retainage requirements of the contract. The corporate guarantee will now take the place of both the bond and retainage guarantees for performance of the contract.

Item #8 ratifies Amendment No. 4 until the effective date of this Change Order at which time it is terminated

Item #9 commits Metro, in addition to the flow guarantees in the Original Agreement, to make good faith efforts to ensure that putrescible waste destined for a general purpose landfill shall be subject to Metro's authority to deliver waste to the Columbia Ridge Landfill. Good faith efforts are further defined as Metro continuing to comply with the flow control covenants benefiting bond holders and continuing to exercise the same general level of effort now used to enforce Metro's flow control and illegal waste disposal ordinances and regulations.

Item #10 requires both Metro and the Contractor to agree to defend the validity and enforceability of Change Order No. 7.

BUDGET IMPACT

Under the most probable tonnage scenarios, Metro would save approximately $37 million over the current contract considering the effects of Amendment No. 4. Savings are approximately $63 million over the terms of the original contract (i.e., without Amendment No. 4). For this fiscal year each month under Change Order No. 7 will result in savings of over $85,000. However the net savings for this fiscal year will be $1.1 million because of the $1 million lump sum payment that must be paid to OWS upon signing this Change Order.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 96-2434.

JW:CG:ay
S:\SHARE\ENG\OWS#7.RPT

EXHIBIT A

CHANGE ORDER NO. 7
METRO CONTRACT NO. 900607

MODIFICATION TO THE CONTRACT BETWEEN
METRO AND WASTE MANAGEMENT DISPOSAL SERVICES OF OREGON, INC.
(dba OREGON WASTE SYSTEMS, INC.)
ENTITLED
"WASTE DISPOSAL SERVICES"

In exchange for the promises and other considerations set forth in the original agreement, previous change orders and this Change Order No. 7, the parties hereby agree as follows:

A. Purpose

The purpose of this Change Order is to replace the terms and conditions of Contract Amendment No. 4 (Change Order No. 4), dated March 16, 1994.

B. Terms of Change Order

1. Effective for the twelve-month period commencing July 1, 1996, and for each twelve-month period thereafter, Contractor shall be paid a base rate of $27.25 per ton for the initial 550,000 tons of waste delivered to Contractor each period. For each ton of waste delivered to Contractor in excess of 550,000 tons, a declining incremental price will be charged as set forth on the attached Table 1. The base rate shall take effect on the first day of the month that this Amendment is effective and shall be applied to the first 550,000 tons delivered to Contractor, less the amount of tons delivered from July 1, 1996 to the month that this Amendment was executed. Contractor shall receive a declining rate for all additional tons delivered until June 30, 1997.

On January 10, 1997, or the effective date of this Amendment, whichever is later, Metro shall pay Contractor an additional payment of $1,025,400 in exchange for both Contractor's agreement to modify the payment terms of the original Agreement and in lieu of all future annual lump sum payments under the Original Waste Disposal Services Contract and the elimination of the Supplemental Price Adjustment payment as set forth herein.

2. Effective upon execution of this Amendment, the anniversary of the Waste Disposal Services Contract set forth in Article 19.B for Price Adjustments shall be deemed to be July 1 of each year. Beginning on July 1, 1997, for all the rates shown on Table 1, the "percentage price adjustment (AI)" calculated under said Article 19.B, shall be 90% of the Consumer Price Index (CPI) for the previous calendar year, minus one-half of one percentage point of such CPI. Therefore, the formula in Article 19.B used to calculate the price adjustment shall read:

> $AI = (((CI_X - CI_B) / CI_B) \times 0.9) - 0.005)$, with the terms of the formula modified so that CI_X represents the Consumer Price Index for the calendar year ending on the previous December 31, and CI_B represents the Consumer Price Index for the calendar year prior to the year used to calculate CI_X.

3. The "Supplemental Price Adjustment" payment required under Waste Disposal Services Contract Amendment No. 2 (Change Order No. 2) is eliminated. The final monthly Supplemental Price Adjustment payment shall be paid for the full month preceding the date of this Amendment.

4. The Contractor shall pay, and Metro shall reimburse the Contractor in full for, the Oregon Department of Environmental Quality annual solid waste permit fee and 1991 Recycling Act annual fee, including all future increases in the above fees. Contractor hereby waives any claims against Metro for additional payments for such fees from previous years.

5. From 1991 to the effective date of this Amendment, Contractor waives any claims against Metro or for compensation from Metro arising out of Section 1 of the Specifications to the Original Agreement, page VI-1, under the heading "Annual Waste Delivery Guarantees by Metro."

6. The Most Favorable Rate Agreement between the Parties (dated March 24, 1988) is terminated, effective as of March 16, 1994. Metro waives any and all claims past, present and future against Contractor or for compensation from Contractor due under, or for any alleged breach, of the Most Favorable Rate Agreement.

7. The obligation of the Contractor to maintain bonds specified in Section 4 of Amendment No. 2 is terminated, effective March 16, 1994. Notwithstanding this termination, the corporate guarantee provided under said Amendment No. 2 shall remain in full force and effect for the term of the Agreement.

8. ~~Amendment No. 4 to the contract is hereby ratified and~~The provisions contained in schedule A attached hereto shall be given full force and effect for the period from March 16, 1994, until the effective date of this Amendment.

9. Contract Amendment No. 4 is superseded by the provisions of this Change Order No. 7, and Contract Amendment No. 4 is null and void.

10~~9~~. In addition to the flow commitment guarantee contained in Section 1 of the Specifications to the Original Agreement, page VI-1, under the heading "Annual Waste Delivery Guarantees by Metro" (hereinafter, "Flow Guarantee"), Metro shall at all times make good faith efforts to ensure that putrescible waste (other than special waste) generated or disposed of within Metro boundaries and destined for a general purpose landfill (other than incidental quantities), shall be subject to Metro's authority to deliver waste to the Columbia Ridge Landfill. For the purpose of this Paragraph ~~9~~10, Metro's good faith efforts shall be considered to have been met as long as Metro continues to comply with the covenants benefiting bond holders contained in Metro's solid waste revenue bonds and so long as Metro continues to exercise the same general level of effort now used to enforce Metro's flow control and illegal waste disposal ordinances and regulations. This commitment is in addition to the Flow Guarantee and shall not be admissible in any proceeding for purposes of interpreting the intent of the parties under the original Flow Guarantee.

11~~10~~. In the event that any suit, action or other proceeding is commenced challenging the validity or enforceability of this Amendment No. 7, Metro and Contractor agree to defend the validity and enforceability of Amendment No. 7 in such suit, action or proceeding.

Except as modified herein, all other terms and conditions of the Contract and previous change orders shall remain in full force and effect. This Change Order shall be effective beginning with the month of the last signature date below.

OREGON WASTE SYSTEMS, INC.	METRO
By________________________	By________________________
Title______________________	Title______________________
Date______________________	Date______________________

jep I:\DOCS#09.SW\08COLRDG.OWS\07AMDMT.#7\CO#7MCLA.IN

TABLE 1

METRO DISPOSAL RATES

IF ANNUAL TONNAGE IS:				PRICE PER TON SHALL BE:
0	TO	550,000	TONS	$ 27.25
550,001	TO	592,500	TONS	$ 10.00
592,501	TO	635,000	TONS	$ 9.50
635,001	TO	677,500	TONS	$ 9.00
677,501	TO	720,000	TONS	$ 8.50
720,001	TO	762,500	TONS	$ 8.00
ABOVE 762,501				$ 7.50

kaj I:\DOCS#09.SW\08COLRDG.OWS\07AMDMT.#7\CHGORDER.#7

SCHEDULE A

1. Beginning with the first annual price adjustment normally occurring after March 16, 1994 the "percentage price adjustment (AI)" calculated under the Original Agreement, General Conditions, Article 19:B., shall be reduced by 1/2 percent. If the resulting percentage price adjustment is less than zero, the unit prices shall be reduced by the percentage so obtained.

2. Contractor shall provide the following credits to Metro for wastes of comparable type to the waste to be disposed of under the Original Agreement, as modified, other than those generated within Metro boundaries or processed at facilities within Metro boundaries:

   (a) Beginning January 1, 1995, for waste from the city of Seattle or any Partner pursuant to the WWS/Seattle contract:

   - $1.00 per Seattle or Partner ton beginning January 1, 1995, and an additional $0.50 per ton beginning January 1, 1996.

   (b) For waste from non-Metro region sources other than Seattle or Partner, but not including waste generated in Oregon counties, except Deschutes County, located east of the Cascade Mountains:

   - For contracts involving large communities (i.e., communities disposing of greater than 75,000 tons per year at the Columbia Ridge Landfill): $1.00 per ton beginning immediately upon the effective date of this Agreement and an additional $0.50 per ton beginning January 1, 1996.

   - Except as provided in Subsection (a) above, for contracts involving small communities (i.e., communities disposing of up to 75,000 tons per year at the Columbia Ridge Landfill): $0.50 per ton. This credit will begin March 16, 1994 for contracts that took or will take effect on or after January 1, 1993, and will begin on January 1, 1995, for contracts that took effect before January 1, 1993.

   (c) The credits in this Section are escalated annually by the same CPI increase as described in Section 1 above; provided, however, that the additional $0.50 per ton credit shall not escalate until the first annual price adjustment occurring after the effective date of the additional credit.

I:\DOCS#09.SW\08COLRDG.OWS\07AMDMT.#7\CHGORDER.#7

The Oregonian
Founded Dec. 4, 1850. Established as a daily Feb. 4, 1851. The Sunday Oregonian established Dec. 4, 1881.

FRED A. STICKEL, Publisher

PATRICK F. STICKEL, President
SANDRA M. ROWE, Editor
DENNIS L. ATKIN, Advertising Director
PETER K. BHATIA, Managing Editor
GUY L. GILMORE, Circulation Director
ROBERT J. CALDWELL, Editorial Page Editor

Don't waste the opportunity

Renegotiated contract between Metro, Oregon Waste Systems lowers the rates, takes out the trash

Next week, the Metro Council can take the first step toward possible lower garbage rates for the Portland area. Metro's negotiators and Oregon Waste Systems have agreed on changes in their 20-year garbage-disposal contract.

It's a good enough deal that councilors should approve it.

Metro Executive Mike Burton, who spearheaded the negotiations, thinks it could eventually save residential garbage customers 15 to 30 cents a can. But a couple of other things have to happen first. Metro has to decide to reduce the $75-per-ton fee it charges local garbage haulers, and cities have to decide to pass that savings on to customers.

But approving the renegotiated contract is the first step.

Basically, the changes mean Metro gets lower rates and Oregon Waste Systems gets more garbage for its Columbia Ridge landfill near Arlington.

Metro would save about $85,000 a month, or about $37 million over the remaining 13 years of the contract.

The new deal soothes at least a couple of irritants that have been dogging the relationship between Metro and Oregon Waste Systems. The first is a Metro guarantee that the company will get 90 percent of all the region's waste slated for a general-purpose landfill. The company believes Metro hasn't stuck to that guarantee.

Under the new deal, Oregon Waste Systems agrees to quit pursuing that claim and gives Metro an economic incentive to live up to the guarantee in the future.

The second controversy is over a deal signed by former Metro Executive Rena Cusma in 1994. That deal involved a dispute over whether Oregon Waste Systems should give Metro a rate break under a "most favorable rate" clause in the contract because Seattle and other customers negotiated better deals than Metro to dump at Arlington.

Cusma gave up the provision for other concessions, including rebates for non-Metro garbage dumped at Arlington.

But Cusma's dealmaking spawned an argument between her and the Metro Council, and resulted in lawsuits in and out of Metro.

The deal now on the table terminates the most-favorable-rate provision, and says Metro won't pursue related claims against Oregon Waste Systems. As part of the deal, the council also would finally ratify Cusma's action.

We favored the 1994 plan, saying that Cusma "took immediate and certain savings instead of gambling on a better deal that might — or might not happen." And in fact, Metro has saved about $2 million since the deal took effect.

The same principle applies now. A couple of Metro councilors think Metro can get a better deal for ratepayers and should hold out. Presiding Officer Jon Kvistad has made noises about keeping the deal off the council's Dec. 19 agenda.

Other councilors shouldn't allow that. This contract is the result of about a year and a half of hard negotiating between Metro and Oregon Waste Systems, and there's little reason to think it's not the best pact the parties could come up with.

In fact, the only better deal Metro could get, at least until the contract expires in 2009, is from Oregon Waste Systems itself. Competitors can offer all kinds of enticements, but the truth remains that Oregon Waste Systems holds the contract.

Further, the company didn't have to come to the table — although it made sense for it to do so in a growing region with a new competitive climate.

This deal is good for the company, for Metro and for the region. The council shouldn't thumb its nose at it.

> *"A bird in the hand is worth two in the bush, and the two in the bush might be dead birds."*
> — Rod Monroe, Metro councilor

> *"Nobody can give them a better deal. We have the contract."*
> — Art Dudzinski, Waste Management Inc.

Agenda Item Number 7.2

Resolution No. 96-2423A, For the Purpose of Adopting the Capital Improvement Plan for Fiscal Year 1997-98 and 2001-02.

Metro Council Meeting
Thursday January 16, 1997
Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE CAPITAL IMPROVEMENT PLAN FOR FISCAL YEARS 1997-98 THROUGH 2001-02	)))	RESOLUTION NO. 96-2423-A Introduced by Mike Burton, Executive Officer

WHEREAS, Metro recognizes the need to prepare a long-range plan estimating the timing, scale and cost of its major capital assets;

WHEREAS, Metro departments have inventoried existing major capital assets, prepared status reports on current capital projects and assessed future capital needs;

WHEREAS, Metro's Executive Officer has directed the preparation of a Capital Improvement Plan for Fiscal Years 1997-98 through 2001-02 that balances projected available resources with major capital spending needs and assesses the impact of capital projects on operating budgets;

WHEREAS, The Metro Council has reviewed the FY 1997-98 through FY 2001-02 Capital Improvement Plan; and

WHEREAS, The Council has conducted a public hearing on the FY 1997-98 through FY 2001-02 Capital Improvement Plan; and

BE IT RESOLVED,

1. That the Proposed FY 1997-98 through 2001-02 Capital Improvement Plan as amended with capital project changes approved by the Metro Council Finance Committee, which is on file at the Metro offices, is hereby adopted.

2. That the Executive Officer is requested to include the FY 1997-98 capital projects from the FY 1997-98 through 2001-02 Capital Improvement Plan in his proposed FY 1997-98 budget.

ADOPTED by the Metro Council this ____ day of _________, 1996.

____
Jon Kvistad, Presiding Officer

Approved as to Form:

____
Daniel B. Cooper, General Counsel

i:cip\resoluti\96-2423-AA.doc
drs

STAFF REPORT

CONSIDERATION OF RESOLUTION 96-2423 ADOPTING THE CAPITAL IMPROVEMENT PLAN FOR FISCAL YEARS 1997-98 THROUGH 2001-02

Date: November 1, 1996 Presented by: Mike Burton, Executive Officer

FACTUAL BACKGROUND AND ANALYSIS

The Proposed Capital Improvement Plan for Fiscal Years 1997-98 through 2001-02 has been forwarded to Council for consideration. Resolution No. 96-2423, presented to Council on November 4, 1996, is the formal instrument by which the plan will be adopted. Final action to adopt the plan has to occur by December 12, 1996 to allow sufficient time to incorporate the plan's FY 1997-98 capital projects into the Executive Officer's proposed FY 1997-98 budget.

This action will formally adopt Metro's Capital Improvement Plan for Fiscal Years 1997-98 through 2001-02 and request the Executive Officer to include the plan's FY 1997-98 capital projects in his proposed FY 1997-98 budget.

I:cip\doc\resoluti\96staff.doc
drs

Amended 011697C-01

saying that she was curious how that publication might relate to serving on the Solid Waste Review Committee. She moved that the Council confirm the Executive's nomination.

Councilor McFarland acknowledged Mr. Ross Hall's work on the Rate Review Committee. Mr. Hall filled the position very adequately, very well. He was a very conscientious member of the board. She thanked Mr. Hall for all of his hard work.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

9. COUNCILOR COMMUNICATION

Presiding Officer Kvistad asked about holding Finance Committee on Thursday prior to Council meetings so that two of the Councilors would not have to serve on committees four days during the week. He asked Councilor McCaig if that would be appropriate?

Councilor McCaig responded that the issue was consolidating the time effectively for all Councilors. The Finance Committee was a meeting of the whole. Thursday was the only day that all of the members of the Council were at Metro so it did make sense to have the Finance Committee before or after Council.

Presiding Officer Kvistad said he could tentatively schedule the Finance Committee for 1:00 p.m. but Councilor McCaig could set the time for them because many times those meetings were flexible.

Councilor McLain indicated that she couldn't attend until 1:15 p.m. on that day for the Finance Committee so she would like to have the opportunity to attend those Finance Committee meetings as long as they were going to be a committee of seven. She could be at Metro for an early morning meeting or after 1:15 p.m. but she could not be here between 10:30 am and 1:00 p.m.

Councilor McFarland suggested starting the Finance Committee meeting at 1:30 p.m.

Presiding Officer Kvistad said that this would mean that the time for Council would have to be shifted until a bit later. On those days that there was a Finance Committee meeting it was possible to start Finance at 1:30 p.m. and then have Council begin at 3:30 p.m.

Councilor McCaig urged not to change the Council meeting times. If necessary the Finance Committee could be after the Council meeting. She asked that if there were other Councilors available to meet in the morning could this be a consideration?

Presiding Officer Kvistad said that if all three or four of the committee members were available to do a morning meeting and agreed to do a morning meeting, it was possible to have morning meetings. It had been the custom that meetings be held when all members of the committee could attend. He asked the Council to let him know as soon as possible.

0.1697C-02
Updated Version

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO CODE CHAPTERS 2.04 AND 6.01 AND DECLARING AN EMERGENCY	ORDINANCE NO. 97-677 Introduced by Councilor Ruth McFarland

THE METRO COUNCIL ORDAINS AS FOLLOWS:

Section 1. Findings.

1. The Metropolitan Exposition-Recreation Commission (MERC) is a Metro Commission created pursuant to the provisions of Chapter 6 of the Metro Code. MERC is charged by Metro with the operation and management of regional sports, trade, convention, and spectator facilities, including facilities owned by the City of Portland as well as by Metro.

2. The Council finds that the regional facilities operated by MERC make a valuable contribution to the economic health, vitality, and quality of life in the Metro region.

3. The Council finds that it is in the interests of the Metro region to provide a management structure for the regional facilities managed by MERC that is efficient, cost effective, and accountable to public purposes and elected officials.

4. The Council finds that the facilities managed by MERC operate in a competitive, rapidly changing market.

5. The Council finds that the best means to meet the goal of cost effective, efficient, and accountable management of the MERC

facilities in a competitive, market driven business is to enhance MERC's ability to operate in the most flexible, entrepreneurial and autonomous manner possible.

6. The Council further finds that joint management and operation of the regional facilities maximizes economies of scale and other management efficiencies.

7. It is the intention of the Council in this ordinance to amend sections of the Metro code applicable to MERC so as to benefit the residents of the Metro region by enhancing MERC's ability to operate in the most entrepreneurial, efficient, cost effective and autonomous manner possible. Therefore, the provisions of this ordinance shall be liberally construed so as to accomplish the intent of the council.

Section 2. Metro Code Section 2.04.054 is amended as follows:

2.04.054 Competitive Bidding Exemptions

Subject to the policies and provisions of ORS 279.005 and 279.007, and the Metro Code, all Metro and Metropolitan Exposition-Recreation Commission public contracts shall be based upon competitive bids except:

(a) State Law. Classes of public contracts specifically exempted from competitive bidding requirements by state law.

(b) Board Rule. The following classes of public contracts are exempt from the competitive bidding process based on the legislative finding by the board that the exemption will not encourage favoritism or substantially diminish competition for public contracts and that such exemptions will result in substantial cost savings:

(1) All contracts estimated to be not more than $25,000 provided that the procedures required by section 2.04.056 are followed.

(2) Purchase and sale of zoo animals, zoo gift shop retail inventory and resale items, and any sales of food or concession items at Metro facilities.

(3) Contracts for management and operation of food, parking or similar concession services at Metro facilities provided that procedures substantially similar to the procedures

required for formal Request for Proposals used by Metro for personal services contracts are followed.

(4) Emergency contracts provided that written findings are made that document the factual circumstances creating the emergency and establishing why the emergency contract will remedy the emergency. An emergency contract must be awarded within 60 days of the declaration of the emergency unless the board grants an extension.

(5) Purchase of food items for resale at the zoo provided the provisions of section 2.04.060 are followed.

(6) Contracts for warranties in which the supplier of the goods or services covered by the warranty has designated a sole provider for the warranty service.

(7) Contracts for computer hardware and software provided that procedures substantially

similar to the procedures required for formal Request for Proposals used by Metro for personal services contracts are followed.

(8) Contracts under which Metro is to receive revenue by providing a service.

(9) Contracts for the lease or use of the ~~Oregon Convention Center or other~~ convention, trade, and spectator buildings and facilities operated by the Metro Exposition-Recreation Commission.

(10) Public ~~C~~contracts ~~for purchases~~ by the Metro Exposition-Recreation Commission in an amount less than $~~31,000~~100,000, which amount shall be adjusted each year to reflect any changes in the Portland SMSA CPI, provided that any rules adopted by the commission which provide for substitute selection procedures are followed; or

(11) Contracts for equipment repair or overhaul, but only when the service and/or parts

required are unknown before the work begins and the cost cannot be determined without extensive preliminary dismantling or testing.

(12) Contracts in the nature of grants to further a Metro purpose provided a competitive request for proposal process is followed.

(c) Board Resolution. Specific contracts, not within the classes exempted in subsection (a) and (b) above, may be exempted by the board by resolution subject to the requirements of ORS 279.015(2) and ORS 279.015(5). The board shall, where appropriate, direct the use of alternate contracting and purchasing practices that take account of market realities and modern innovative contracting and purchasing methods, which are consistent with the public policy of encouraging competition.

Section 3. Metro Code Chapter 6 is amended as follows:

6.01.010 Purpose

The purpose of this chapter is to establish a metropolitan commission to renovate, maintain, ~~and~~ operate, and manage metropolitan convention, trade and spectator facilities pursuant to ~~ORS 268.395, 268.400, and 268.310(6)~~ the 1992 Metro Charter. The Commission established by this chapter is intended by the Metro Council to operate in a cost effective, independent, and entrepreneurial manner, so as to provide the greatest benefit to the residents of the Metro region. The provisions of this chapter shall therefore be liberally construed so as to achieve these ends.

6.01.020 Definitions

As used herein:

~~(a) "Adversely affected or aggrieved" means a person who appeared orally or in writing before the commission prior to and regarding a final commission action and who:~~

~~(1) Has suffered or will suffer an injury to some substantial interest of the person caused by the final commission action; or~~

~~(2) Had an interest in the final commission action that was recognized by the commission, asserted a position on the merits of the final commission action, and suffered a final commission action contrary to the position asserted by the person. Persons who sign petitions are not considered to have submitted oral or written testimony.~~

(~~b~~a) "Commission" means the Metropolitan Exposition-Recreation Commission established hereunder;

(~~c~~b) "Council" means the Metro council ~~of the Metropolitan Service District~~;

(~~d~~c) "Councilor" means a member of the council;

(~~e~~d) "District" means ~~the~~ Metro~~politan Service District~~;

(~~f~~e) "Executive" means the executive officer of ~~the~~ Metro~~politan Service District~~.

(~~g~~f) "Final action" means an action taken by resolution of the commission that is not a ministerial action and that is not a tentative or preliminary action that:

(1) Precedes final action; or

(2) Does not preclude further consideration of the action.

(h) "Just cause" means habitual absence from meetings of the commission, physical or mental disability that prevents meaningful participation as a commission member, failure to remain a resident of the district, the commission of substantive violation of ORS chapter 244 (Government Ethics) or substantive regulations adopted pursuant thereto, conviction of any felony, or the commission of any action or failure to act of a similar nature that brings into serious question the ethical or legal integrity of the commission member's official actions.

6.01.030 Commission Created

There is hereby created a metropolitan exposition-recreation commission consisting of seven members. All members shall be residents of the district. ~~One of the members shall be appointed by the executive officer to be the initial chairperson of the commission.~~ The commission members shall be appointed as follows:

(a) Members of the commission shall be appointed by the executive officer and confirmed by a majority of the members of the council in accordance with the following procedures:

(1) Nomination Process. The executive officer will accept nominations to the commission as follows:

(A) The County Commissions of Clackamas, Multnomah and Washington counties each shall nominate one candidate. The candidates must be residents of the district and nominating county.

(B) The City Council of the City of Portland shall nominate one candidate for each of two positions. The candidates must be residents of the district and the City of Portland.

(C) Two nominees shall be at the sole discretion of the executive officer. The candidates must be residents of the district.

(2) Appointment Process. The executive officer shall, upon concurring in the nominations received from the County Commissions of Clackamas, Multnomah and Washington counties or the City Council of the City of Portland, transmit the names of the persons so nominated to the Council of the Metropolitan Service District as appointments for confirmation. In addition, the Executive Officer shall transmit two additional names as appointments for confirmation.

For those positions on the commission which are subject to nomination by a local governmental body, the executive officer will receive the nominations from the relevant governing body and review the nomination prior to submitting the nomination to the Metro council for confirmation. If the executive officer fails to concur with any candidate so nominated by a local government, the executive officer shall so notify the jurisdiction which shall then nominate another candidate. This process shall continue until such time as the executive officer agrees to transmit the name of the individual nominated by the local government. If an appointment submitted to the council for confirmation as a result of this process is rejected by the council, the executive officer shall so notify the local government which shall nominate another candidate and the process shall continue until such time as a candidate nominated by a local government has been forwarded by the executive officer to the council for confirmation and has been confirmed.

If the council fails to confirm an appointment made at the sole discretion of the executive officer, the executive officer may submit the name of another person for confirmation by the council.

~~(b) Of the initial appointments, one shall be for a one-year term; two shall be for a two-year term; two shall be for a three-year term; and two including the chairperson shall be for a four-year term. Thereafter appointments shall be for a four-year term.~~

~~(c) Provided further that the initial terms of members shall expire on the 15th day of January closest to the appropriate anniversary of the appointment.~~

~~(d) Of the initial appointments, the executive officer shall designate one member as the initial chairperson to hold that position for a four-year term. If a vacancy occurs before the end of the term, the executive officer~~

~~shall appoint a new chairperson to complete the unexpired term in the same manner as in the case of the member whose term was not completed.~~

(~~e~~b) A vacancy shall occur from the death, resignation, failure to continue residency within the district and in the case of members nominated by a local government residency within the boundaries of the nominating government, or inability to serve of any member or from the removal of a member by the executive for just cause, subject to approval of the removal by a majority of the members of the council.

(~~f~~c) Vacancies shall be filled pursuant to the procedure governing the initial appointment of members. Vacancies in a position originally filled by a member nominated by a local government pursuant to this section ~~or pursuant to Metro Executive Order No. 36~~ shall be filled by the nomination, appointment and confirmation process provided for in this section so that five members of the commission shall be the nominees of the four local government bodies as specified herein.

(~~g~~d) No person who is elected to a public office, or appointed to fill a vacancy in a public office, shall be eligible to serve.

(~~h~~e) The commission may adopt its own rules of organization and procedure and ~~except as provided for the appointment of the initial chairperson in subsection (c) above,~~ may elect its own officers for such terms and with such duties and powers necessary for the performance of the functions of such offices as the commission determines appropriate.

6.01.040 Powers

The commission shall have the following power and authority:

(a) To renovate, equip, maintain and repair any convention, trade, and spectator buildings and facilities for which the commission is responsible, and to advise the public owners of these facilities on financial measures which may be necessary or desirable with respect to initial construction or major capital projects;

(b) To manage, operate and market the use of the ~~Oregon Convention Center and other~~ convention, trade, and spectator buildings and facilities for which the commission is responsible; ~~and to advise the district on operating and marketing matters that relate to the initial construction of facilities;~~

(c) To acquire in the name of the district by purchase, devise, gift, or grant real and personal property or any interest therein as the commission may find necessary for its purposes. The commission may recommend to the council the condemnation of property for use by the commission but may not itself exercise the condemnation power;

(d) To lease and dispose of property in accordance with ORS 271.300 to 271.360;

(e) To maintain and repair any real and personal property acquired for the purposes of the commission;

(f) To lease, rent, and otherwise authorize the use of its buildings, structures and facilities; to fix fees and charges relating to the use of said buildings, structures and facilities~~, provided the Commission pursuant to section 6.01.050 shall obtain the prior approval of all revenue sources by the council~~; to establish any other terms and conditions governing use of its buildings and facilities; and to adopt any regulations deemed necessary or appropriate for the protection of users and for the protection and public use and enjoyment of its buildings and facilities;

(g) To perform planning and feasibility studies for convention, trade, and spectator facilities within the district;

(h) To employ, manage, and terminate such personnel as the commission may find necessary, appropriate, or convenient for its purposes under personnel rules adopted by the commission;

(i) ~~Except as provided in subsection (m) below, t~~To employ professional, technical, and other assistance as the commission may find necessary, appropriate, or convenient for its purposes;

(j) To enter into contracts of such types and in such amounts, including intergovernmental agreements, as the commission may deem necessary, appropriate, or convenient for the renovation, equipment, maintenance, repair, operation, and marketing of the use of buildings and facilities for which it is responsible, and for professional and other services, under contracting rules adopted by the commission;

(k) To enter into intergovernmental agreements for the transfer of convention, trade, or spectator buildings and facilities to the district, or for the transfer of operating and administrative responsibilities for such buildings and facilities to the commission, provided that the council has approved such acquisition or transfer;

(l) To accept gifts and donations and to contract for and receive federal and other aid and assistance;

(m) <u>To determine the type, quality, and scope of services required by the Commission in order to conduct its business in a cost effective, entrepreneurial, and independent manner, as required by this chapter.</u> Services of the district including accounting, legal, personnel, risk management, public affairs, and other services~~, shall~~ <u>may</u> be provided by the district subject to compensation being provided by the Commission to the district as the district and the Commission may ~~require~~ agree upon; The commission may acquire such services by other means, provided that the Commission determines by duly adopted resolution that the provision of such services by other means is cost effective, and results in a net benefit to the residents of the District and the regional facilities managed by the Commission ~~subject to budget approval by the council, provided the employment of legal counsel shall be subject to the approval of the district's general counsel~~;

(n) To recommend to the council and to the other public owners of buildings and facilities managed by the Commission such long-term revenue and general obligation measures and other revenue-raising measures for the benefit of the commission's purposes as the commission may deem appropriate for consideration by the council, by the other public owners of buildings or facilities managed by the Commission, or the electors of the district, but the commission may not adopt such measures itself;

(o) To recommend to the council the adoption of ordinances carrying criminal and civil penalties for their violation, but the commission may not adopt such ordinances itself;

(p) To do all other acts and things necessary, appropriate, or convenient to the exercise of the powers of the commission.

6.01.050 Budget and Accounts

(a) General Requirements. The commission accounts shall be kept in conformity with ~~the~~ generally accepted accounting practices ~~of the district,~~ and in accordance with the local budget law, and the accounts shall be audited yearly at the same time and by the same auditor as are the district's accounts.

(b) Procedure for Commission Approval of Proposed Budget. The commission annually shall prepare a proposed budget and shall approve the proposed budget by duly adopted resolution ~~in accordance with the local budget law and the schedule and requirements of the district and shall submit the budget to the executive officer for inclusion in the executive officer's budget submission to the council~~. The commission's deliberations and actions on its budget, including any work sessions or subcommittee sessions, shall be conducted as public meetings as required by the Oregon statutes governing public meetings. Prior to approving any proposed budget, the commission shall provide a reasonable opportunity for interested persons to testify and make their views known with respect to the proposed budget.

(c) Procedure for Submission of Commission Budget to Metro. Ten working days prior to the date set by the council for the executive officer's budget submission to the council, the commission shall transmit its proposed budget to the Metro executive, and shall simultaneously provide a copy of the proposed budget to the council. The executive shall submit the commission's proposed budget to the council with the executive's general budget submission to the council, together with any recommendations the executive may have for changes in the commission's proposed budget. The commission's budget shall be subject to review and approval by the council.

(d) Content of Commission's Budget. To the maximum extent permitted by law, ~~T~~the commission's ~~proposed~~ budget shall consist of one commission-wide series of appropriations for personal services, materials and services, capital outlay, and contingency, applicable to all buildings, facilities, and programs managed by the commission. ~~include a schedule of the items, services and facilities for which the commission intends to fix fees and charges relating to the use of its buildings, structures and facilities during the budget year together with any other proposed revenue raising measures.~~ Once the commission's budget has been adopted by the council, any changes in the adopted appropriations ~~Any additions to the schedule of items, services and facilities and any other new revenue sources~~ not previously approved by the council must be ratified in advance by the council.

6.01.060 Commission Meetings and Form of Action

(a) Commission Meetings. All meetings of the commission shall be conducted as public meetings as required by Oregon law, except where executive sessions are permitted by law. The commission shall provide adequate notice of its meetings as required by law to the media and all interested persons who have requested in writing that they be provided with notice of commission meetings. In addition to these requirements, five working days prior to each regular meeting, the commission shall send a copy of its agenda for such meeting to all elected Metro officials, and to each city and county in the Metro region. In the event of a special meeting, in addition to complying with any and all requirements applicable to special meetings under Oregon law, the commission shall provide each Metro elected official with:

(i) a copy of the proposed agenda for the special meeting, to be hand delivered or transmitted by facsimile device to the Metro elected official at least 24 hours in advance of the special meeting; and,

(ii) at least 24 hours prior notice by telephone of the time, date, place, and proposed agenda for the special meeting.

(b) Commission Actions. All final actions of the commission shall be by resolution.

6.01.070 Delegation

The commission may delegate to its employees any of the power and authority of the commission subject to those limitations the commission deems appropriate. Any delegation shall be by resolution of the commission.

6.01.080 ~~Review~~Filing and Effective Date of Commission Resolutions

(a) Within five days after the passage of any resolution, the commission shall file a copy of the resolution with the council clerk, or such other officer as the council may designate, who shall maintain a special record of the commission's resolutions which shall be accessible to the public under like terms as the ordinances of the district. ~~Except as provided in subsection (c) of this section, no resolution of the commission shall become effective until 5:00 p.m. on the 10th day following the filing of a copy thereof with the council clerk.~~ The council clerk or such other officer as the council may designate shall immediately notify the executive officer and council of the receipt of the resolution.

(b) ~~Except as provided in subsection (c) of this section, a resolution of the commission shall not become effective if, within 10 days after the filing by the commission of a copy of the resolution with the council clerk, either the executive officer, three members of the council acting jointly, or any person adversely affected or~~

~~aggrieved by a final action of the commission files a request with the council clerk for council review of the commission resolution. All requests for review shall be in writing and shall include (1) a description of the resolution to be reviewed including the resolution number; (2) a clear statement of the specific reasons for the review and the requested council action; and (3) the name and address of the person requesting review. Upon receipt of a request for council review of commission action, the council clerk forthwith shall notify the commission of the request for review and shall deliver to the commission a copy of the request for review. The resolution to be reviewed shall be placed on the agenda for the next regular council meeting, subject to compliance with rules for placing items on the agenda; provided, however, that the council may review the resolution at any meeting under a suspension of the rules. For any review, the executive officer may submit a recommendation as to the action to be taken by the council or review. In conducting the review the council shall hear and consider statements from the person requesting the review, the executive officer, the commission and other interested persons. After hearing the matter, the council shall upon motion act to approve the commission action, modify the action or return the matter to the commission.~~

~~If the council approves or modifies the commission resolution it shall become effective immediately. If the council returns the resolution to the commission it shall not become effective until such time as the commission takes further action on the matter subject to the review procedures of this Code.~~

~~(c)~~ Resolutions of the commission ~~which pertain solely to the following matters~~ shall be effective upon adoption or at such other time as specified by the commission~~:~~

~~(1) Scheduling the use of buildings and facilities, operated by the commission;~~

~~(2) Entering into agreements for the use of buildings and facilities operated by the commission, including all of the terms and conditions of the agreements, provided the agreements do not transfer operation, management, and control of the buildings and facilities;~~

~~(3) Matters of employment, dismissal, or disciplining of employees;~~

~~(4) Purchasing supplies, consumables, services, and equipment, in accordance with a budget approved by the council;~~

~~(d) The council may on its own initiative or at the request of the executive, by regularly adopted ordinance, repeal, amend, or alter any resolutions adopted by the commission. Any repeal, amendment, or alteration may be made retroactive or prospective in effect but shall not invalidate any contract or agreement that has become effective under this section prior to adoption of the ordinance~~.

~~6.01.090 Initial Charge to Commission~~

~~Following appointment of its members and during the time prior to the completion of construction of the convention center, the commission shall do the following:~~

~~(a) Adopt a five-year operating plan which includes but is not limited to staffing requirements, personnel rules and contract rules, rental schedules, marketing programs and expendi-ture and revenue requirements. In preparing the operating plan the commission shall consider Metro policies and services and incorporate those policies and services if they are found to offer advantages for efficient operation. The commission shall propose operating procedures which take into account the unique functions of the commission and the business practices of the convention, trade and spectator industry. Prior to the adoption of the plan the commission shall submit the plan to the council for review and recommendation no later than June 30, 1988.~~

~~(b) Not later than September 1, 1988, report to the council on the progress of, and make recommendations to the council of appropriate action regarding negotiations with local governments within the district for the transfer of appropriate facilities or operations to the commission. The negotiations may include but are not limited to transfer of assets and liabilities and operational responsibilities; transfer of employees; revenue and expenditure requirements; and schedules and charges and methods of determining charges.~~

~~(c) Identify statutory changes needed for the commission to carry out its responsibilities. The commission shall submit proposed statutory changes to the council for review and appropriate action no later than August 15, 1988.~~

~~(d) To facilitate this initial Charge the council shall forthwith upon appointment of the commission adopt a budget for operation of the commission and assign to the commission for implementation any contracts entered into by the district for the operation and marketing of the convention center.~~

6.01.100 Council ~~Convention Center~~ Regional Facilities Committee

The commission regularly shall report to the council regional facilities~~convention center~~ committee for purposes of review and recommendation on ~~the adoption of the five-year plan and on~~ general policy and budget matters. Such reports shall occur as directed by the committee, but in no event less than quarterly.

Section 3. Emergency Clause. This Ordinance being necessary for the health, safety, or welfare of the Metro region, for the reason that the financial and operating condition of the Commission requires the changes and improvements provided for herein without further delay, an emergency is declared to exist and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this____day of ____, 1997.

____
Jon Kvistad
Presiding Officer

ATTEST:

____
Clerk of Council

APPROVED AS TO FORM:

____
Daniel B. Cooper
Metro General Counsel

STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 97-677, AMENDING METRO CODE CHAPTERS 2.04 AND 6.01 WHICH PERTAIN TO THE METROPOLITAN EXPOSITION-RECREATION COMMISSION (MERC)

Date: January 14, 1997

Presented by: Mark B. Williams
MERC Interim General Manager

Introduction:

This staff report accompanies and explains ordinance No. 97-677. Appendix A provides a section-by-section analysis; Appendix B shows the sources of the policy recommendations behind these amendments to the Metro Code, from the reports and studies which called for these changes.

Background and analysis:

The purpose of Metro ordinance No. 97-677 is to enhance MERC's ability to manage the facilities assigned to it by Metro in a manner that is entrepreneurial, cost-effective, efficient, flexible and accountable to elected officials and the public. The ordinance implements the recommendations of the elected officials, leading business representatives and citizens who served on the 1995 City/Metro Facilities Consolidation Committee and the 1996 Metro-appointed Transition Team on Regional Facilities Consolidation, who studied management of the regional sports, trade, convention, and spectator facilities operated by MERC. Councilors Ruth McFarland and Ed Washington and Executive Officer Mike Burton served as members of the Consolidation Committee; Councilor Ed Washington served on the Transition Team.

The Portland City Council and the Multnomah County Commission endorsed these recommendations on December 19, 1996 and requested that the Metro Council act within 90 days to make changes in the Metro Code to accomplish these goals.

Ordinance No. 97-677 would accomplish the goals of entrepreneurial, cost-effective, efficient, autonomous, flexible and accountable management of the regional facilities through:

- changes in procurement of support services and contracting procedures for some contracts to enhance flexibility and cost-effectiveness.

- global, streamlined budgeting, with one MERC-wide series of appropriations, and with a schedule that corresponds more closely to the facilities' business cycle.
- simplification and streamlining of approval and review processes for MERC budget adjustments, resolutions, and other actions.

Changes in the code are designed to ensure that MERC can respond rapidly to business conditions and opportunities in a competitive market, in order to best serve the regional public at minimum cost to the taxpayer.

Accountability

To ensure that the provisions to enhance the autonomy and independence of MERC do not weaken MERC's accountability to elected officials and the public, the ordinance strengthens accountability mechanisms that do not compromise the flexibility, efficiency and streamlined operations that are the intent of this ordinance. The ordinance:

- strengthens reporting by MERC to the Council, with the frequency and format as directed by the Metro Regional Facilities Committee, but in no event less than quarterly
- adds new provisions requiring public input in meetings on MERC budget and expanded public notice for all MERC meetings
- provides for transmission of the MERC budget directly to the Council at the time it is submitted to the Executive Officer
- creates new requirements to ensure that all Metro elected officials are notified in advance of proposed MERC actions

The ordinance leaves intact current accountability mechanisms, some spelled out in the ordinance and others in effect under MERC policy, that are in the public interest and do not dilute the intent of this ordinance, including:

- monthly public meetings to review all aspects of operation and management of the facilities
- citizen advisory committees for each facility
- maintenance of Council's ultimate authority for budget approval
- maintenance of Council as MERC's contract review board

Councilor Ed Washington's proposal to the Transition Team

Councilor Ed Washington submitted a proposal to the Transition Team on September 16, 1996 in response to the Transition Team's Model Draft, which included the following recommendations:

- "Metro/Commission would work together to craft a more efficient operating relationship, designed to improve efficiency of operations and reduce costs... To achieve this goal, the new [regional facilities management entity],as authorized by Metro Council in annual budget, would be able to purchase outside services (within a legal and ethical framework) from the service supplier offering the lowest bid/most efficient service." [Note: this recommendation was also included in the Transition Team Model Draft 9/12/96, Operational Considerations, No. 3]
- "No review of decisions. All Commission actions are final."
- "The [new regional facilities management entity], a management organization, is responsible for management of the system of regional facilities (including the OCC, EXPO Center, the PCPA and Civic Stadium), for management of each of the facilities within the system and for managing all financial aspects of the public funds contributed to the system." [Note: this recommendation was also included in the Transition Team Model Draft 9/12/96, Structural Considerations, No.4]
- "Metro Council approves the [new regional facilities management entity's] annual, global budget, and gives [new regional facilities management entity]authority to operate within that global budget." [Note: this recommendation was also included in the Transition Team Model Draft 9/12/96, Structural Considerations, No.6]
- "Funds [would be] managed system-wide…"
- "Broader exemptions from competitive bidding granted by Metro Council."

Appendix A

Section by Section Analysis

SECTION 1: FINDINGS

This section of the ordinance spells out the rationale for enacting changes in the Metro Code to enhance MERC's ability to operate in an entrepreneurial, efficient, cost-effective, autonomous, and accountable manner, and explicitly states the Council's intent for the ordinance.

SECTION 2: AMENDS METRO CODE SECTION 2.04.054

Paragraph (9) updates existing language to reflect MERC's current role and makes it consistent with other references throughout the ordinance.

Paragraph (10) increases the dollar amount of contracts that are exempt from the formal "sealed bid" competitive bidding process from $31,000 to $100,000. Enhances flexibility, efficiency and cost-effectiveness for these contracts by reducing the time and costs associated with formal bidding. Provides MERC the ability to meet urgent needs (including repairs) on timely basis, without jeopardizing bookings and losing revenue. Permits use of smaller, more cost-effective firms that are unable to meet formal bidding requirements. Informal bidding, including the request for proposal process, remains MERC policy for minor contracts. Major contracts remain subject to formal bidding process.

SECTION 3: AMENDS METRO CODE CHAPTER 6

6.01.010 Purpose

Adds 'housekeeping' language and states intent of the ordinance.

6.01.020 Definitions

Deletes existing (a)(1) and (a)(2), that allow individuals (from the public) to appeal to the Council to request review of MERC resolutions. Note that other avenues for citizen appeal remain available under state law, such as the writ of review.

New (a) strikes archaic language; updates definitions

6.01.030 Commission Created

Strikes archaic language

6.01.040 Powers

(a) Reflects owner's responsibility to meet capital requirements of its buildings, including City of Portland's acceptance of responsibility for financing the capital needs of the buildings that it owns (PCPA and Stadium).
(b) Strikes archaic language and adds new language consistent with ordinance.
(f) Strikes unclear and obsolete language, eliminates layer of approval to enable MERC to act quickly and flexibly
(i) Changed to be consistent with (m)
(m) Enables MERC to procure best services at lowest cost--implements change called for in all recommendations for more cost-effective, efficient and entrepreneurial management of MERC.
(n) Adds language to reflect City of Portland's acceptance of responsibility for financing the capital needs of the buildings that it owns, as well as Metro's obligation to seek regional funding for the capital needs of the facilities.

6.01.050 Budget and Accounts

(a) - (d) Streamlines MERC budget process. Enhances MERC's ability to operate in an entrepreneurial and efficient manner, as recommended by all of the committees examining management of MERC. Takes into account the business needs of the facilities operating in a competitive market. Makes MERC budget process more business-like through elimination of costly, duplicative, and time-consuming MERC budget review. Ensures that process remains in accordance with local budget law and generally accepted accounting principles. Retains Metro Council's ultimate authority to review and approve the MERC budget.

(b) Adds language to enhance MERC's accountability in the budget process to both the public and to the Council. Requires opportunity for public testimony before MERC adopts budget.

(c) Provides budget schedule that corresponds more closely to business cycle within which MERC operates, enabling MERC to incorporate actual performance and revenue results from previous year and make more realistic projections.

(d) Enhances efficiency and flexibility by providing for one commission-wide series of appropriations for personal services, materials, and services, capital outlay, and contingency. Requires Council approval for any changes in appropriations adopted by the Council.

6.01.060 Commission Meetings and Form of Action

Subjects MERC to more stringent public accountability standards for meetings. Requires prior notice to Metro elected officials and governments within the Metro region of proposed MERC actions.

6.01.080 Filing and Effective date of Commission Resolutions

(a-d) Enhances MERC's efficiency and autonomy by eliminating the review process for MERC resolutions. Intent is to focus Council's review of MERC actions on larger management and policy issues. Separate provisions ensure expanded opportunities for Council and public input into MERC resolutions prior to final action by the Commission, and enhanced reporting requirements to Council Regional Facilities Committee.

6.01.090 Initial Charge to Commission

Strikes archaic language having to do with the initial formation of the Commission.

6.01.100 Council Convention Center Committee

Updates and strikes archaic language; strengthens reporting requirements by MERC to the Council through the Regional Facilities Committee

Appendix B

Sources of Proposed Metro Code Amendments

City/Metro Facilities Consolidation Committee; Transition Team on Regional Facilities Consolidation

In its final report, the Consolidation Committee recommended that:

"Exposition Recreation facilities should be managed as a flexible financial and operational system... Governance [of the ER facilities] should be structured to allow:

- operation in an independent and entrepreneurial manner
- maintenance of a system of accountabilities to the public entities
- cutting the cost of support services…"
-

-City/Metro Facilities Consolidation Advisory Committee final recommendations, 1/11/96

The Transition Team reexamined and endorsed the recommendations of the Consolidation Committee. In the course of its deliberations, "the Transition Team developed an operational and governance model. The Model called for a modification of the current MERC structure into a …more flexible, autonomous, and entrepreneurial entity operating with an annual global budget… The Transition Team reached a general accord that this model incorporated most, if not all, of the recommendations from the Consolidation Committee."

-Final report of the Transition Team on Regional Facilities Consolidation, 10/15/96

"Metro/Commission would work together to craft a more efficient operating relationship, designed to improve efficiency of operations and reduce costs... To achieve this goal, the new [regional facilities management entity] would be able to purchase outside services (within a legal and ethical framework) from the service supplier offering the lowest bid/most efficient service."

-Transition Team Model Draft 9/12/96, Operational Considerations, No.4.

Portland City Council Resolution and Multnomah County Commission Ordinance

The Portland City Council, on December 19, 1996, adopted a resolution in which the City acknowledged its capital responsibility for the PCPA and Civic Stadium, and agreed to contribute a total of $3 million over the next five years for the operation of the buildings. The resolution stated: "…both commitments [are] subject to the Metro Council taking official action within 90 days from the date of this resolution which:

- Allow MERC enhanced autonomy to run its regional facilities in an independent and entrepreneurial manner;
- Reduce overhead costs by addressing support cost charges and allowing MERC needed flexibility in the provision of support services;
- Grant MERC the ability to provide and/or purchase support services in such a manner as to provide the most efficient, cost effective, flexible and business-like approach to managing the regional facilities"
-

-Portland City Council resolution adopted by the City Council on 12/19/96

The Multnomah County Commission, also on December 19, 1996, adopted a county ordinance enacting changes in the Multnomah County Transient Lodging Tax to allocate annually $1.2 million to PCPA, $200,000 to market the PCPA and support the region's cultural tourism efforts, and $3.8 million for the operation of OCC.

In a separate resolution, the County Commission endorsed the Consolidation Committee's recommendations, as follows: "The Board of County Commissioners requests that the Metro Regional Facilities Committee report within 90 days…on its plan for implementing improvements in the organization of the [MERC], including but not limited to improvements allowing MERC to operate in a more independent and entrepreneurial manner, flexibility in securing support services so as to allow MERC to minimize overhead costs allocation to the regional facilities, and measures designed to hold down the costs for tenants of the regional facilities while maximizing management efficiencies."

-Multnomah County Commission resolution, passed 12/19/96

011697C-03

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1542 | FAX 503 797 1793

METRO

Agenda - Revised

MEETING: METRO COUNCIL REGULAR MEETING
DATE: January 16, 1997
DAY: Thursday
TIME: 2:00 PM
PLACE: Council Chamber

Approx. Time*			Presenter
2:00 PM		**CALL TO ORDER AND ROLL CALL**	
(5 min.)	1.	**INTRODUCTIONS**	
(5 min.)	2.	**CITIZEN COMMUNICATIONS**	
(15 min.)	3.	**EXECUTIVE OFFICER COMMUNICATIONS**	
(15 min.)	4.	**TRAFFIC RELIEF OPTIONS STUDY UPDATE**	Mr. Hall - Contientous
	5.	**CONSENT AGENDA**	
2:40 PM (5 min)	5.1	Consideration of Minutes for the January 7 and 9, 1997 Metro Council Regular Meetings.	
	6.	**ORDINANCES - FIRST READING**	
2:45 PM (5 min.)	6.1	**Ordinance 97-677,** For the Purpose of Amending the Metro Code Chapters 2.04 and 6.01 and Declaring an Emergency.	referred to letter from Mr. Warner
	7.	**RESOLUTIONS**	
2:50 PM (30 min.)	7.1	**Resolution No. 96-2434A,** For the Purpose of Approving Change Order No. 7 to the Waste Disposal Services Contract. (PUBLIC HEARING and FINAL ACTION)	McFarland — need - Copy of auditors report
3:20 PM (5 min.)	7.2	**Resolution No. 96-2423A,** For the Purpose of Adopting the Capital Improvement Plan for Fiscal Years 1997-98 and 2001-02.	McCaig — Copy of CIP
3:25 PM (10 min)	8.	**COUNCILOR COMMUNICATION**	
		ADJOURN	

CABLE VIEWERS: Council meetings, the second and fourth Thursdays of the month are shown on Channel 30 the first Sunday after the meeting at 8:30 pm. The entire meeting is also shown again on the second Monday after the meeting at 2:00 pm on Channel 30.

All times listed on the agenda are approximate; items may not be considered in the exact order.
For questions about the agenda, call Clerk of the Council, Chris Billington, 797-1542.
For assistance per the American with Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office)

011697c-04

RECYCLING ADVOCATES
2420 S.W. Boundary Street, Portland, Oregon 97201 (503)244-0026

To: Bruce Warner, Metro
From: Betty Patton, Recycling Advocates
Date: 14 January 1997
Pages: 3

Subject: The Oregon Waste System's Arlington Landfill Contract
Recycling Advocates comments on the proposed Change Order #7

Recycling Advocates has concerns about the proposed declining fee structure for disposal at OWS's Arlington Landfill. If implemented, it will inevitably lead Metro to give inadequate consideration and support to alternatives to landfill disposal for the region's wastes. We recognize that the proposed change order is the result of negotiation between two parties and that the portion which concerns us is almost certainly language proposed by OWS rather than Metro. It is unfortunate that we can propose no alternative language that would serve OWS' interests as handily as the existing language, but we feel that the long-term interest of Metro's constituent ratepayers is not well served by Change Order #7, and we urge the Council to reject it in its current form. We believe the proposed disposal fee structure, in which Metro pays an increasingly discounted rate once its disposed tonnage exceeds 550,000 tons per year, distorts the true economics of landfilling in a way that will encourage Metro to weaken its promotion of recycling and composting programs. We foresee this weakened commitment being manifested in two significant ways.

First, for waste that is received at Metro-operated transfer stations, Metro's incentive to encourage recovery by transfer station operators will be halved.

Currently, each ton of recyclable material recovered from waste at Metro Central Station or Metro South Station saves Metro around $42, the cost of sending a ton of waste to Columbia Ridge landfill by truck. Metro's current contract encourages the transfer station operator at Metro Central to recover material from the incoming waste by passing this saving to him as a payment for "avoided cost of disposal" for each ton recovered. It costs Metro nothing to provide this recovery incentive: if the operator was somehow able to recover two hundred thousand tons or recyclables, compost, and fuel per year it would hurt Metro's balance sheet not at all to pay him eight million dollars in recovery incentives, since the same amount would have been spent to dispose of the material in the landfill had he not done so.

With the fee schedule in Change Order #7, the economics change significantly. While Metro's average cost of sending a ton of waste from a transfer station to the landfill drops about ten percent, to around $38, their actual saving for each ton not sent drops by about fifty percent. Each ton recovered by the transfer station operator would save Metro only transportation cost plus the discounted rate of $7.50 - $9.00 charged for the last, cheapest tons disposed: $21 - $22/ton at most. Metro's avoided cost of disposal would no longer reflect its average cost of disposal.

If Metro were to pay the operator a recovery incentive of $38/ton, based on its lowered average disposal cost, it would have to begin subsidizing that incentive from the tip fee. Metro has already begun moving away from paying transfer station operators its full "avoided cost" for the tons they recover from Metro trash. The current RFP for operation of both Metro transfer stations specifies a lower "recovery credit" of $30/ton, which it describes as Metro "sharing a portion" of its avoided cost of disposal with the transfer station operator. After adoption of Change Order #7, a similar three-quarters "share" of Metro's marginal avoided cost would be a recovery credit of only $15/ton: far less incentive to recover lower-value items like wood and waste paper from the waste-stream. The cost of disposal would drop a little; the incentive to recover would drop a lot. Even if Metro keeps to the higher number in its RFP for "policy reasons", its economic basis will have been lost - and when economics argue with policies, policies change . . . over time.

Second, and more importantly, this skewing of the disposal fee structure (loading the fixed overhead costs onto the first half-million tons per year and then charging about one-third as much for the rest of Metro's tonnage) will translate into a "reverse incentive" at odds with Metro's waste reduction goals.

Too much of Metro's potential cost savings under Change Order #7 depend on high disposal volume: the skim milk goes up to 550,000 tons and then the cream starts - and there's no top limit to the cream. Metro of necessity sets its tip fee to cover its costs of operation and disposal with minimum tonnages of waste. If Change Order #7 is approved, its customers will demand that the tip fee be lowered to reflect savings in Metro's disposal costs - its average disposal costs, with those minimum projected tonnages.

If disposal drops below projections, for any reason, Metro faces a bit worse financial squeeze than it would presently, because its average per-ton cost of transfer and disposal goes up a little more steeply as the volume falls, albeit from a lower base rate. But if disposal rises, or simply comes in higher than projected, Metro's windfall is stupendous: those additional tons, received at the same tip fee and landfilled at those low marginal fees, turn in to additional twenty-dollar bills flowing into Metro's coffers.

Declines in disposal would produce not only reduced tip-fee revenues, but also higher average per-ton disposal costs; increases in disposal would produce both more gross revenues and per-ton savings that might be shared back to the rate-payer or used for other purposes. The regional cost of more total tons going to the landfill is spread over a growing population and is invisible to Metro's customers: Metro's per-ton tip fee is not.

Given these changed circumstances, we would fear for Metro's commitment to pursuing aggressive waste reduction strategies such as commercial food-waste composting. With a fixed transfer-station tip fee, this radically regressive fee structure at the landfill, and the comparatively high startup cost of such composting programs, it would be almost as if Metro were paying a fixed rate for unlimited disposal - and then paying extra for each ton of recycling. The true costs of landfilling would tend to be concealed by the fee structure, while the startup costs of new facilities would tend to inflate the cost of composting.

Recycling Advocates urges Metro to ask for a better offer from Oregon Waste Systems: one with a lower, constant per-ton fee.

Thank you for your consideration of our comments.

Betty Patton

011697c - 05.

RESOLUTION NO. 96-2434A

Kvistad Amendment

January 16, 1997

My Motion is to amend Change Order No. 7 to provide a flat rate of $24.34 for all tons and all other Terms and Conditions would remain the same consistent with a flat rate.

011697C-06

BEFORE METRO COUNCIL January 16, 1997

TESTIMONY of Duane C. Woods
Counsel for USA Waste Services, Inc.

SUBJECT: PROPOSED CHANGE ORDER NO. 7 TO OWS DISPOSAL CONTRACT

There has been much discussion concerning Proposed Change Order No. 7. Is it the best deal? Is it as good as Seattle? Is it as good as Pierce County? In truth the answer is no. On the other hand, as a company that has expended considerable effort to ensure Oregon Waste Systems would offer something better than was offered to this Council two years ago, we are pleased that Metro will realize substantial additional savings. We know that was important to the Executive and we know that is important to you. And while we may believe you can do better, we understand your inclination to take what you have.

But while the cost issue has been important, we must tell you that it is not by any means, the most important issue facing you in this proposal.

I think it is self evident that OWS has engaged in these negotiations with three objectives.

> First, they want to eliminate the risk of having a court invalidate Amendment No. 4, reinstating the MFRA.
>
> Second, they wish to find a way to reduce Metro's diversion of waste which is not required to go to Columbia Ridge. This would include OWS's desire to affect the proposed RFP for the two transfer stations.
>
> Third, they want to minimize their cost of giving you a tip fee reduction by structuring a deal that gets them all of Metro's waste. In other words, they can use the profits on additional volumes to make up for the reduction in profit on the waste that they are already getting.

The first objective is acheived in Change Order No. 7 by correcting the procedural defect inherent in Rena Cusma's unilateral execution of Amendment No. 4. This will make the lawsuit go away.

The second and third objectives are acheived by including a tiered disposal fee in the agreement. To get all of Metro's waste and stop Metro's diversion of dry waste to landfills other than Columbia Ridge, OWS needed to create a scheme whereby it would appear that the marginal cost of taking that waste to any other landfill but Columbia Ridge would be significantly higher. They knew they could have Metro simply direct this waste to Columbia Ridge, but this would risk a potential flow control challenge. So, they created an artificial tiered pricing schedule that if followed by Metro staff, would absolutely assure that the diversion waste at the transfer stations and at Riverbend Landfill would come to Columbia Ridge. I presume this same scheme can also be used with large commercial dry waste accounts, since they could also offer extremely low rates without affecting their Metro contract.

I mentioned that the tiered scheme has no rationale basis other than achieving these goals. As all of Metro's reports and analysis estimate, Metro volumes will never dip as low as 550,000 tons per year. The 63% drop in the disposal fee, from $27.25 to $10.00 per ton, has no bearing to savings in operations at the Columbia Ridge Landfill. The landfill currently receives well over 1.5 million tons per year. Neither is this scenario included in any disposal contracts that I have seen in the country. It is not prevalent in the Seattle or Pierce County proposals or any other contract at OWS. Volume based adjustments are in fact common in the industry and exist in many of our contracts as well as in the original contract Waste Management had with Seattle. However, the adjustments in price reflect substantially less incremental adjustments as waste volumes grow (witness the $3-$4/ton adjustment in Seattle) versus the $17/ton adjustment here.

So, as is quite evident to all of us the tiered rate is in fact a very transparent scheme to get all of Metro's waste and eliminate competition for that waste that either is not now going to Columbia Ridge or which can be diverted to lower cost alternatives. With the additional volumes generated to its landfill, OWS will not in fact give up the $37 Million. With the loss of competition, other competitors will be effectively taken out of the market. Furthermore, with the tiered rate, incentives will be against recycling. If a commercial customer has dry waste, why would they recycle it when they can dispose of it for $7.50 to $10.00 per ton.

All of this is in direct contravention of established Metro policies to encourage the health and competition in the disposal sector and to encourage recycling.

We can live with the fact that Metro got a better deal but not the best deal. We can not live with a scheme to eliminate competition and destroy the incentives for recycling. We urge the Council to approve a change order with a fixed disposal rate as opposed to the tiered rate.

011697C-07

ANNOUNCEMENT FOLLOWING BURTON'S BRIEFING ON THE USB:

As many of you may know, no formal action was taken by the Growth Management Committee on Ordinance No. 96-665 and Resolution No. 96-2426. I am announcing that the ordinance and resolution will be on next week's council agenda for consideration.

A background memo was created by Michael Morrissey and Jeff Stone regarding the Urban Services Boundary issue and you should find the memo in your box.

011697c-08

TRAFFIC RELIEF OPTIONS (TRO) STUDY COUNCIL UPDATE
1/16/97

Background

- two year study commenced in July 1996
- examining the advisability of undertaking congestion pricing in the Portland Metropolitan region and whether to undertake a pilot project
- funded under a federal grant program as part of ISTEA
- Council and JPACT approved grant application, contracting process and task force
- 15 member, independent task force oversees the project (see fact sheet and newsletter)

Status of Study

- identified the types of congestion pricing to be evaluated
- researched "lessons learned" from congestion pricing activities elsewhere
- undertaken initial focus groups to establish baseline public opinion
- preliminarily matched types of congestion pricing with locations
- proposed evaluation criteria

Request for Council Review and Comment

1) matching of types (spot, partial facility, whole facility, corridor and area) and locations to establish the initial field of possibilities.
    - looking for largest, most inclusive group of possible options (40)
    - locations selected based on characteristics which make it suitable for the various types, e.g. congestion, number of access points, parallel routes, etc.
    - the 40 will be reviewed to select a more manageable group of 10 alternatives for detailed modeling. Based on those results 3-5 will be selected for conceptual design and public review.
    - want Council input on whether initial group includes all possible locations

2) proposed evaluation criteria
    - implementation issues
    - performance of transportation system
    - compatibility with land use and transportation plans
    - societal effects
    - equity
    - political feasibility/public acceptance

Findings are summarized in attached materials. Complete details are contained in: Working Paper #3: Preliminary Review of Congested Locations and Types of Peak Period Pricing Applications and Working Paper #4: Evaluation Criteria and Methods, distributed to Councilors prior to meeting.

0116970-09

MetroNews

Jan. 14, 1997
For immediate release
For more information, call Gina Whitehill-Baziuk, (503) 797-1746

Citizens offer insight on regional traffic congestion

A 13-member independent task force of community and business leaders is overseeing a two-year study of peak period pricing, a possible means of reducing traffic congestion and increasing mobility in the metropolitan area.

At the conclusion of the study in June 1998, the task force will make a recommendation to the Metro Council and the Oregon Transportation Commission about whether a pilot project should take place somewhere in the region.

Representatives from a broad spectrum of the community recently participated in a series of workshops to introduce the concept of peak period pricing and the different ways it can be applied. Participants from social, environmental, business and civic groups, as well as jurisdictions from throughout the region, helped identify key issues and concerns that will lead to a larger, more extensive outreach effort to support locations to be studied further as possible peak period pricing project alternatives.

Standards that should be applied to congested areas will be reviewed by the Metro Council on Jan. 16. Among the locations identified during the workshops as consistently having congestion problems at peak travel periods include the Sunset corridor, Highway 217, Interstate 5, Interstate 84 and Interstate 205.

###

METRO

600 NE Grand Ave.
Portland, OR
97232-2736

Tel (503) 797-1700
Fax (503) 797-1797

Recycled paper

Traffic congestion defined

For transportation planning purposes, a particular roadway is considered congested if there are excessive delays in traffic movement at least one hour a day.

Peak period pricing differs from traditional toll roads

The purpose of peak period pricing is to manage the flow of traffic more efficiently and effectively; traditional tolling is a way to generate revenue to pay for a facility.

Peak period pricing is variable – drivers are charged less or nothing during off-peak hours and more during peak hours; tolls are a flat rate, no matter what time of the day.

Peak period pricing is used at specific congested locations; tolls are not necessarily placed on heavily traveled facilities.

Alternatives for reducing congestion

The Traffic Relief Options study will consider how other alternatives, such as flex time, shuttles, roadway expansion, transit improvements, express lanes and carpooling relate to various peak period pricing alternatives. The study will also examine options, such as reduced payments or vouchers, for those who do not have a choice of when or where to travel or cannot afford to pay.

Environmental benefits from peak period pricing

Peak period pricing could significantly improve air quality by reducing stop-and-go traffic. Its effects on air quality and land use will be examined in more detail for each alternative proposed by the study.

Using revenues from a project

The study will consider a range of uses for the fees received. In other areas, peak period pricing is used to finance road improvements, transit alternatives along the corridor or for general transportation improvements.

Making the final decision

After an extensive process that includes public outreach and technical studies, review and comments from the public and local jurisdictions in the region, the Traffic Relief Options task force will make a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT), Metro Council and the Oregon Transportation Commission about the advisability of a pilot project.

Automatic vehicle identification technology is used on State Route 91 in Southern California.

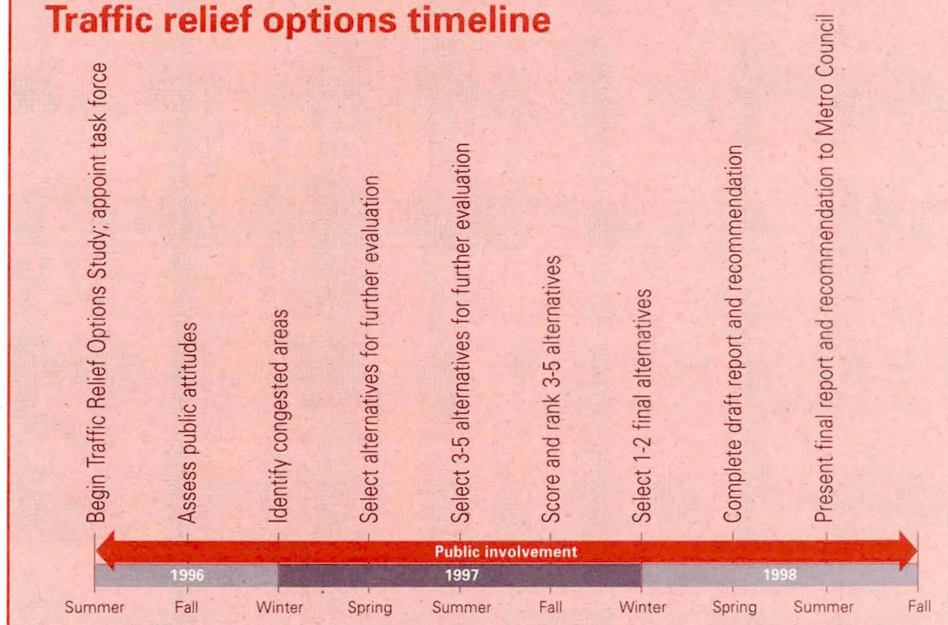
Non-stop toll collection

In communities testing congestion pricing, electronic tolling or automatic vehicle identification is the most common technology used to collect tolls. A transponder or smart card is placed in the windshield of the vehicle. Electronic sensors mounted above express lanes "read" each car's transponder in 1/30th of a second. A computer deducts the appropriate toll from that customer's prepaid account. Charges vary by time of day – less in off-peak periods and more during congested periods. Payment is enforced by photographing the license plates of fare evaders.

Pioneers paid tolls

The Barlow Road, the famous passage over the Cascades used by thousands of early settlers in Oregon, was a private road originally built and operated by Sam Barlow and his sons. From their meager coffers, users paid $5 per wagon, $1 for each man and woman and 10 cents for each animal.

Traffic relief options timeline



Different peak period pricing concepts

Peak period pricing concepts can be broadly categorized by the geographical area and types of facility included. Each category has different characteristics that affect travel and traffic impacts, as well as revenue and cost implications. The five general categories being studied are:

Category	Description	Effect	Collection method
Spot	Pricing of a **single point** across all lanes, usually a bottle-neck such as a **bridge or tunnel**	Costs are small; works best with no alternatives nearby; revenues could be modest (depending on amount of traffic)	Manual or electronic tolls
Partial facility	Pricing of **express lane** one lane each direction of congested section of roadway	Drivers have choice of paying to drive on less congested lane or using existing lane(s) free; revenues and costs likely to be moderate	Manual or electronic tolls
Whole facility	Pricing of **all lanes** in a congested section of a roadway	Significant reduction in congestion; works best with few parallel roads; revenues likely to exceed costs unless traffic moves to other routes	Manual or electronic tolls
Corridor	Pricing of **major highways** and all parallel roads along a route	Significant reduction in congestion; revenues and costs high	Manual or electronic tolls
Area	Pricing of specific congested **major regional** destination area	Many travelers affected; significant reduction in auto trips possible; may be perceived as a disincentive to development if not properly implemented; minimal costs, revenues likely to be high	Special license, electronic cordon or parking pricing program

0116976-10

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Where peak period pricing is working

In Southern California, a privately financed, fully automated variable toll facility (State Route 91) opened in December 1995. San Diego and Lee County, Fla., plan to implement variable tolls in the near future. In Paris and Singapore, commuters are showing favor toward variable pricing systems that give them express access to popular areas.

Orange County, Calif.
State Route 91

Converted median into four express lanes; automated variable tolls

Fee: 25¢ to $2.50 various times of day, free to carpools of three or more

Results: Guarantees 50 percent (20 minutes) time savings on tolled road; traffic on adjacent freeway smoother; duration of peak period congestion reduced by one hour

Comments: Only U.S. example; public/private partnership (100 percent private financing)

France
Autoroute A1 in north from Lille to Paris

Six-lane toll road since 1992; variable toll introduced in 1995.

Fee: 25 to 50 percent higher than normal during peak periods and weekends

Results: Significant shift in traffic to times when tolls are less

Comments: Revenue neutral; spreads weekend traffic

Singapore

Downtown area restricted to cars with permits; shifting soon to electronic tolls

Fee: $1.50 - $2.50/day

Results: Reduced peak traffic 40 percent; 20 percent shift to carpools and transit

Comments: Little or no impact on business; only model of area licensing

The two-year study is being conducted by Metro and the Oregon Department of Transportation through a grant from the Federal Highway Administration. Seven agencies have contributed matching funds and are helping with the study: Clackamas, Multnomah and Washington counties, city of Portland, Port of Portland, Oregon Department of Environmental Quality and Tri-Met.

METRO

Printed on 100% recycled-content paper. 96545kd

Want more information?

Call the Metro transportation hotline 797-1900

or visit our website at http://www.multnomah.lib.or.us/metro

Fall/winter 1996-97

Traffic RELIEF Options Study News

Regional task force studies peak period pricing to reduce traffic congestion

Peak period pricing is being considered throughout the United States as a way to manage traffic and reduce congestion. With today's technology, it could be applied in highly congested locations to save drivers substantial time while relieving the stress of congestion. It is used in many aspects of our lives, such as air travel, long-distance telephone calls and movie theater tickets. In some parts of the country, people pay lower utility rates if they run major appliances in the evening or on weekends. It is a proven market technique to manage the demand for service during times of high use.

The study of peak period pricing in the Portland area

Today it is still relatively easy to get around the Portland metropolitan area. However, delays and bottlenecks are beginning to appear on major thoroughfares. With the certainty that population growth will continue, these already trying situations will worsen. To address the problem, strategic investments in roads have been identified and the use of mass transit, carpooling and employer-based commuting incentives have been encouraged. These measures alone are not likely to resolve the growing congestion problem. That is the challenge of a two-year Traffic Relief Options study commissioned by Metro, in collaboration with the Oregon Department of Transportation (ODOT) and the Federal Highway Administration. The study will evaluate the possibilities of using peak period pricing incentives to reduce traffic congestion in the region.

How peak period pricing works

When applied to transportation, peak period pricing is a way to spread the load of travelers over a longer period to increase access to and through congested areas; reduce the negative effects of congestion, such as time delays, road construction costs, accidents and pollution; and lessen the need to build more roads. Some people are likely to choose to drive at a different time, take other forms of transportation or take a different route. Those who choose to drive during peak periods will benefit from substantial time savings.

Study Task Force

A 13-member task force of community and business leaders is providing an independent perspective on the 24-month study and will report its recommendations to the Metro Council and the Oregon Transportation Commission at the conclusion of the study. Task force meetings are held monthly and are open to the public.

Traffic RELIEF Options Study

"The importance of managing congestion to enhance our quality of life is critical."

– Mike Burton, Metro Executive Officer

Summer 1996

Region looks for traffic congestion relief

More and more people are drawn to the Portland metropolitan area to experience its natural beauty and outstanding quality of life. It stands to reason that along with growth comes an increase in the number of vehicles of all kinds traveling on the roadways. The result? Increased traffic congestion.

In recent surveys, area residents rank traffic congestion among the region's most pressing issues.

Traffic congestion can have a negative effect on everything we do, according to Metro Executive Officer Mike Burton.

"With projections that the region will grow by 50 percent over the next 20 years, the importance of managing congestion to enhance our quality of life is critical," Burton said. "We need to explore new ways of dealing with congestion and related problems."

Traffic Relief Options Study explores peak period pricing

The region has an aggressive set of policies that encourages the use of mass transit, carpooling and employer-based commuting incentives to better manage the flow of traffic in our community.

However, these measures alone are not anticipated to eliminate a growing congestion problem.

That is why Metro is leading a two-year Traffic Relief Options Study in conjunction with the Oregon Department of Transportation (ODOT). The study will evaluate the possibilities of using peak period pricing incentives to reduce traffic congestion.

Peak period pricing is a promising traffic management tool designed to utilize existing capacity by linking road prices with actual costs.

Here's how it works: If drivers are charged a variable price, which is higher during congested periods, some may choose to take alternate routes or other modes of transportation.

Although it is a relatively new concept in transportation, other industries have used variable pricing for years to better manage peak period usage.

For example, telephone rates rise during business hours and fall in the evenings and on weekends. Hotels charge higher rates during peak tourist season, and theaters discount matinee tickets.

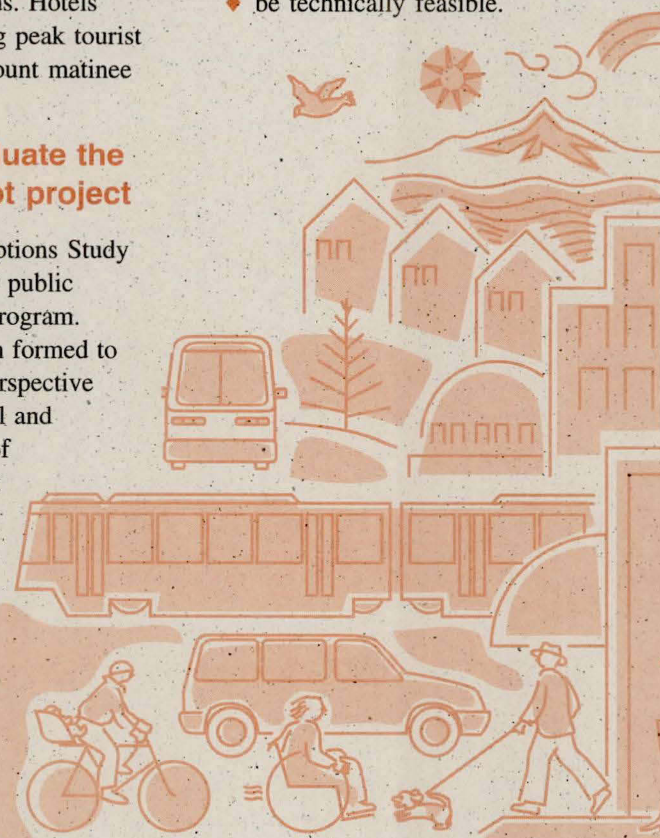
Task Force to evaluate the feasibility of a pilot project

The Traffic Relief Options Study incorporates an extensive public outreach and education program.

A task force has been formed to provide a broad-based perspective and to ensure a thoughtful and comprehensive analysis of the issues associated with the study. This, along with extensive public input, will help Metro determine the feasibility of implementing a test of peak period pricing, and, if appropriate, recommend a pilot project.

Although peak period pricing has been recommended by transportation economists for many years, actual applications are limited. Many issues still need to be explored. This study will look at a number of peak period pricing options. Any option selected for a possible test will need to:

- reduce traffic congestion
- have minimal effect on the environment and surrounding communities
- support existing land use goals and objectives
- have public acceptance and understanding
- be technically feasible.



The two-year study is being conducted by Metro and the Oregon Department of Transportation (ODOT) through a grant from the Federal Highway Administration. In addition, seven agencies have contributed matching funds and will help with the study. These agencies include Clackamas, Multnomah and Washington counties; the city of Portland; the Port of Portland; the Department of Environmental Quality; and Tri-Met.

METRO

Task Force will Guide Study

A 13-member task force of business and community leaders has been appointed by the Metro Council to oversee the study. Traffic Relief Options Study Task Force members include:

Carl Hosticka, Chair; associate vice president, Statewide Education Services for the University of Oregon, and former state legislator

Karen Baird, director of Products, US West

Ken Baker, state senator and attorney

Steve Clark, publisher, Community Newspapers, Inc.

Lawrence Dark, president/CEO, The Urban League of Portland

Jon Egge, president, MP Plumbing

Delna Jones, project director, The Capital Center, and former state legislator

Matt Klein, senior vice president, Ashforth Pacific, Inc.

Tom Mesher, president, Mesher Supply

Anitra Rasmussen, state representative

Mike Salsgiver, government affairs manager, Intel

Robert Scanlan, president, Scanlan, Kemper, Bard Company

Ethan Seltzer, director, PSU Institute of Metropolitan Studies, School of Urban Affairs.

Also participating as ex-officio committee members are Metro Executive Officer Mike Burton and Oregon Transportation Commission Chair Henry Hewitt. The Task Force meetings are held monthly and are open to the public throughout the 24-month study.

At the conclusion of the study and an extensive public outreach effort, the Task Force will report to the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council, and the Oregon Transportation Commission about whether an appropriate peak period pricing demonstration project should be developed and tested within the Portland metropolitan area.

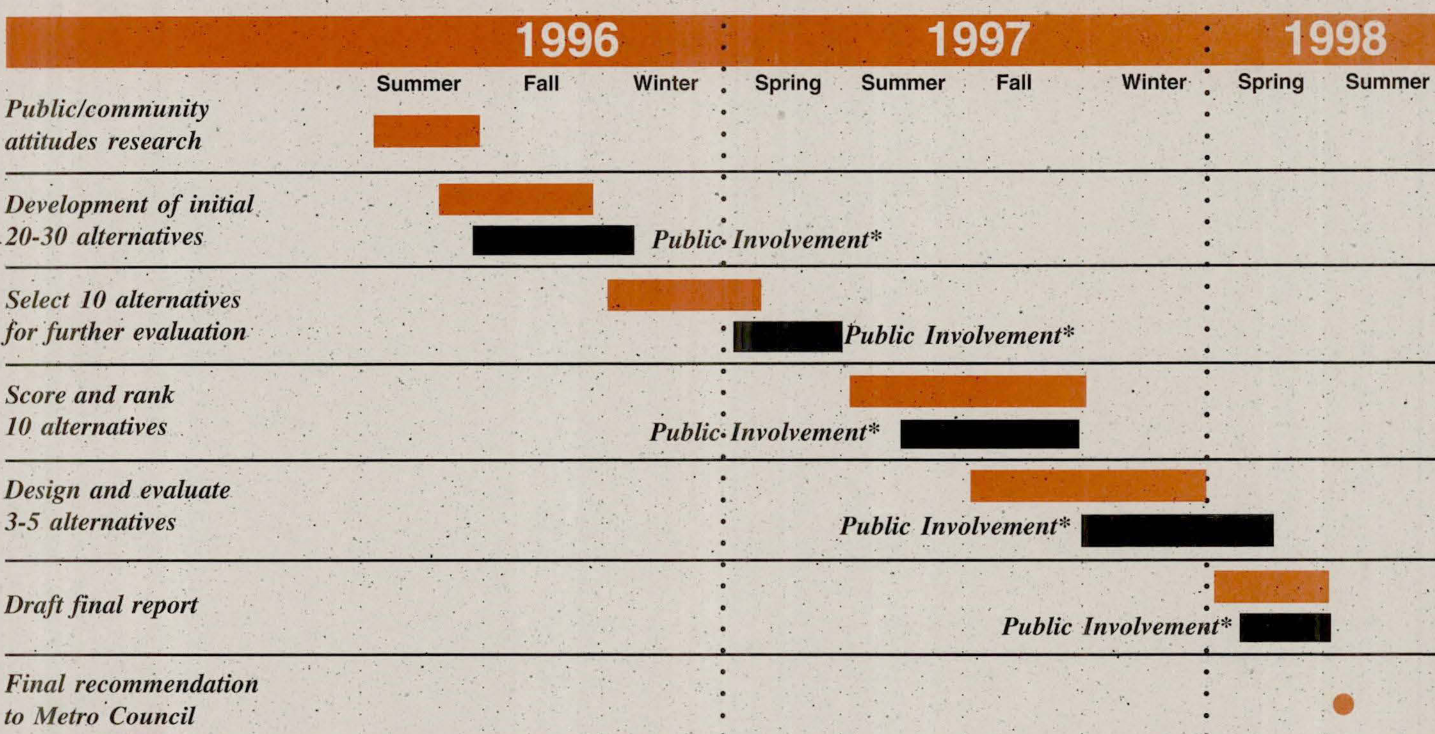
How You Can Participate

There are a variety of ways the public can get information and provide input to Metro and the study Task Force. There will be regular newsletters, monthly Task Force meetings, periodic workshops and open houses, and other communication with groups and individuals interested in the study.

Public open houses will be scheduled at key decision points. Information about proposed alternatives and criteria will be presented with opportunities to provide comment and input.

To be added to the mailing list, request information, or be notified of meetings of the Traffic Relief Options Study Task Force, call the Metro Transportation Hotline at 503-797-1900.

Traffic Relief Options Study Timeline



**Public Involvement activities will vary depending on the stage of the study and serve to provide information and solicit input*

Printed on 100 percent recycled paper; 100 percent post-consumer waste

0116920-12

WHAT IS PEAK PERIOD PRICING?

- Market pricing of roadway use

- Specific to time of day and location

- Proven effectiveness in telephone, travel and utility industries

- Manages peak period demand on limited infrastructure

- Price is set to reflect cost on the system (e.g. level of congestion, delays, need for more capacity, etc.)

WHERE PEAK PERIOD PRICING IS WORKING

State Road 91, Orange County, California

France, Autoroute A-1, from Paris to Lille

Singapore

I-15, San Diego, California (High Occupancy Toll Lanes)

Maine Turnpike

Other regions are studying concept:

San Francisco, Boulder, Minneapolis, Houston, Southern California Council of Governments,

WHY ARE WE CONSIDERING IT?

- Increasing congestion levels

  ⇒Portland metropolitan area has ranked among top 15 most congested in nation since 1990

- Projected growth; anticipated increases in congestion

  ⇒Region expected to gain 600,000 in population over next twenty years

- Limited resources to construct new capacity

  ⇒would require $3.5 billion beyond current funding projections

- Elsewhere, building new roads <u>alone</u> has not proven successful at eliminating congestion

  ⇒can lead to further congestion

- Concern about negative environmental impacts of new road construction

- Congestion pricing may be a way, in combination with other alternatives, to use roadway capacity more efficiently

STUDY GOALS

- Undertake a technical evaluation of congestion pricing as a tool to manage transportation demand and congestion in the Portland area.

- Develop a process for increasing public and political understanding of the concept.

- Determine whether congestion pricing is a desirable traffic management tool to reduce peak period congestion in the Portland area in the context of other existing or proposed traffic management programs.

- Determine whether support can be generated for a demonstration project and, if so, the parameters of a pilot project.

OVERALL GUIDELINES

Congestion 1994? (preferred)

Congestion 2015? (yes)

Capacity Improvements in RTP? (if yes, review facility both with and without)

Diversity in:

- **location**
- **technology (electronic and manual tolling, area licensing and parking pricing)**
- **type of application (e.g. spot, partial and whole facility, corridor and area)**

SPOT

Pricing a single congestion point across all lanes of a road or highway at a choke point (e.g. bridge or tunnel).

- Lowest cost, since tolling single location

- Price based on location and time of day, but not miles traveled

- Effective if no alternative routes; if additional bridges/tunnels in close proximity may need to price multiple spots

SPOT

Guidelines to determine suitability of location for further review for spot type of application:

Is there a choke point (e.g. bridge, tunnel or long stretch of road with no parallels)? (yes)

Identified congested locations with characteristics for further review:

Sunset Tunnel - Without new capacity and with added lane from Sylvan to 185th

I-205S @ Willamette River Bridge (Oregon City) - Without new capacity

Sellwood Bridge - Without new capacity

Highway 43 - Between Sellwood Bridge and Taylors Ferry Road without new capacity

PARTIAL FACILITY

Pricing of only some of the lanes on a roadway to create an "express" lane or lanes.

- Drivers can choose to travel faster in express lane or remain in regular lane

- Assesses price based on location, time of day and miles traveled

- Can only be used where there are at least three lanes in each direction; limited application in this region without new capacity

- May have one or more intermediate entrances and exits

PARTIAL FACILITY

Guidelines to determine preliminary suitability of location for partial facility application:

Limited or partially limited access? (yes)

Can separate a lane? (yes)

Three lanes now or in future? (yes)

Identified congested locations with characteristics for further review:

Sunset Hwy. - West of downtown with added lane from Sylvan to 185th

I-84 - East of downtown with additional lane at I-205.

Hwy. 217 - With additional lane from I-5 to Sunset Hwy

I-5 - South of downtown with and without climbing lane from downtown to Terwilliger

I-5N - North of downtown to Jantzen Beach with additional lane from Lombard to Delta Park

I-205 - South from I-84 with additional lane from Oregon City to I-5.

McLoughlin Blvd. - South of Ross Island Bridge with added lane north of Tacoma Blvd.

WHOLE FACILITY

Pricing of all lanes of a roadway between logical termini.

- Price assessed by location, time of day and miles traveled

- Manages entire flow of traffic

- Most effective if few parallels

WHOLE FACILITY

Guidelines to determine preliminary suitability of location for whole facility application:

Partially Limited Access? (yes)

Strong Network of Parallels? (prefer no)

Identified congested locations with characteristics for further review:

Hwy. 217 - With and without additional lane from I-5 to Hwy. 26

I-5 - South of downtown with and without climbing lane from downtown to Terwilliger.

I-205 - From I-5 going north; terminus depends on spillover effects

Tualatin/Sherwood Expwy. - Examine proposed new highway

Sunrise Corridor - Examine proposed new highway

Mt. Hood Pkwy. - Examine proposed new highway

Hwy. 43 - South of Sellwood Bridge

Tualatin Valley Hwy. - Beaverton to Hillsboro

McLoughlin Blvd/Milw. Expwy. - South of Ross Island Bridge

CORRIDOR

Pricing of a major highway and major parallel arterials along a route from an origin to a destination

- Can manage location, time of day and miles traveled.

- Manages congestion comprehensively.

- Involves extensive equipment; only consider if strong network of parallels.

- May be cost prohibitive if there are numerous, unlimited access parallels.

CORRIDOR

Guidelines to determine preliminary suitability of location for corridor type of application:

Strong network of parallels? (yes)

Manageable number of access points on parallels? (yes)

Identified congested locations with characteristics for further review:

Sunset Hwy. - West of downtown with and without additional lane from Sylvan to 185th plus Cornell, Barnes and Burnside.

I-84 - East of downtown with cordon line at parallel I-205 crossings

Hwy. 217 - Analyze Hall and Murray as potential parallels

I-5 - South of downtown with and without climbing lane from downtown to Terwilliger plus Macadam and Barbur.

I-5 - North of downtown with and without additional lane between Delta Park and Lombard with cordon line at Columbia Slough.

I-205 - South of I-84 with and without additional lane between Oregon City to I-5. Cordon line at Sunnyside and I-84 to capture parallels.

AREA

Pricing of an entire area via AVI cordon, area license or parking pricing.

Propose further research

- Review of literature to identify full range of pricing strategies
- Research of several areas to understand how pricing might fit into on-going efforts

Initial guidelines to determine suitability for research review:

- Distinct location, with well understood boundaries?
- Small enough to be manageable and so that all trips are not internal?
- Major regional destination?
- Reduction in traffic levels have broader impact?
- Realistic alternatives to SOV on line or in development?

REGIONAL

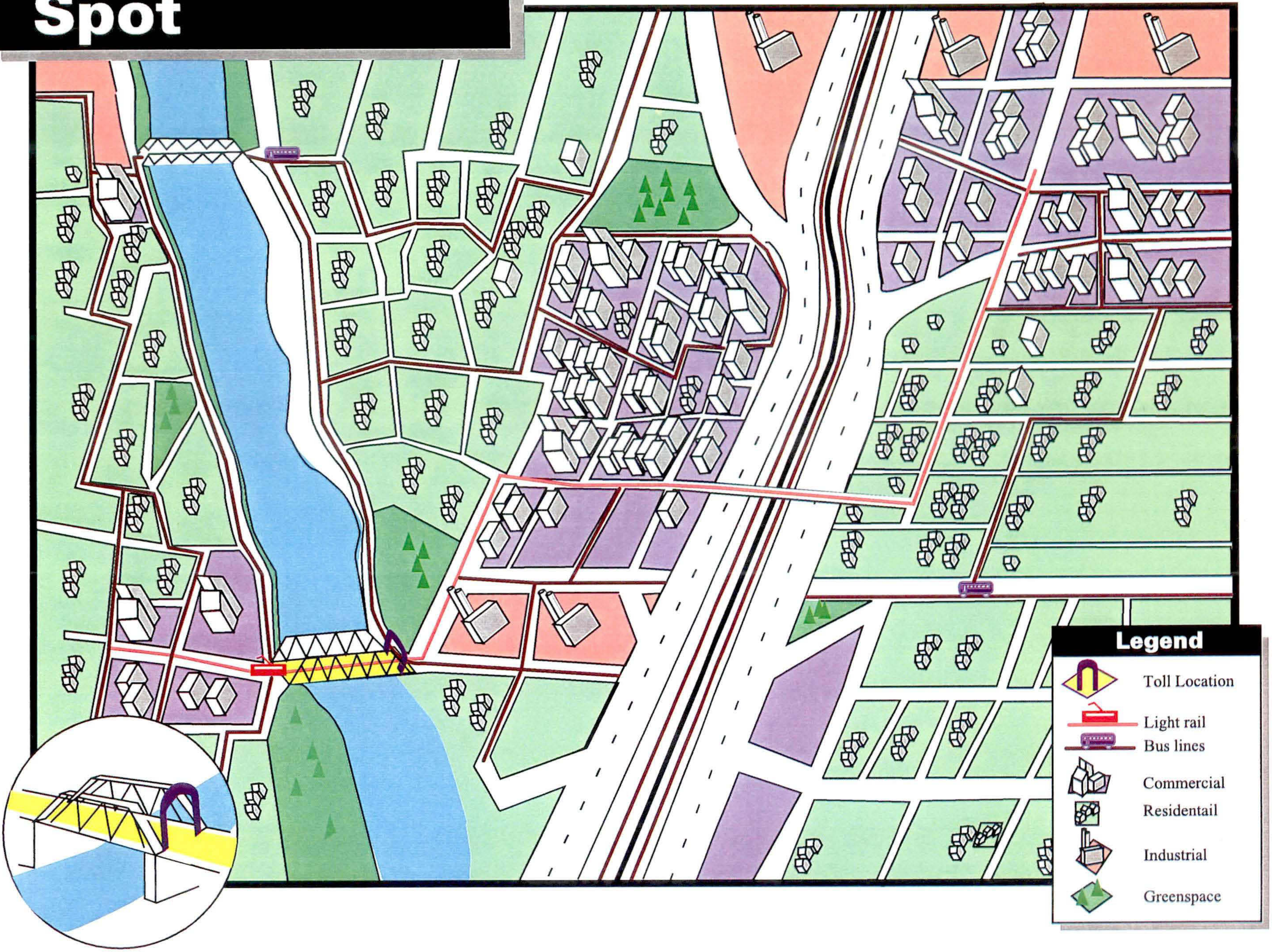
Pricing of an entire area via AVI tolling by a series of cordons or pricing of all major highways

For analytic purposes only; not proposed for implementation

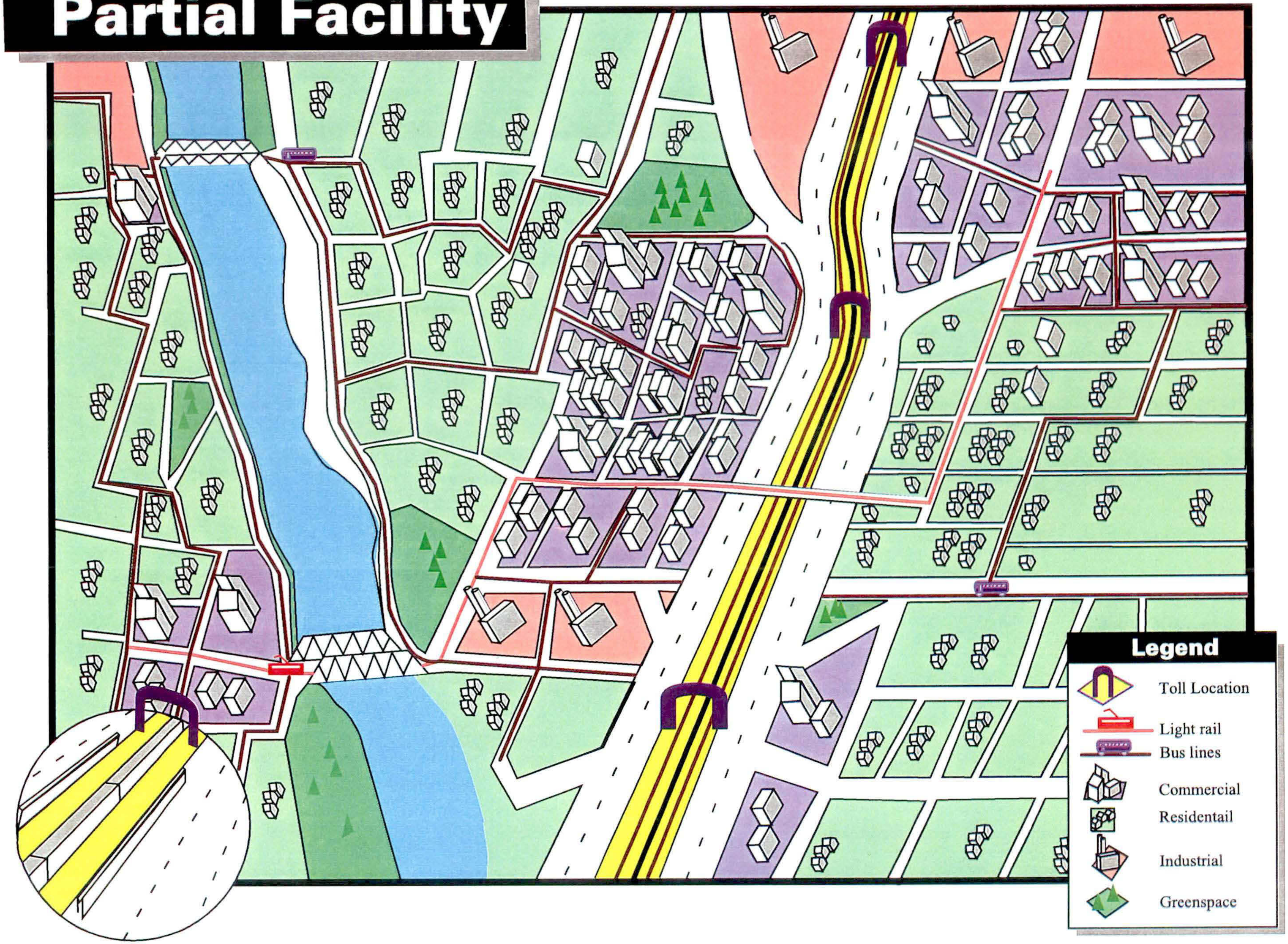
- Pricing of all major highways within region
- Establishing several cordon lines to effectuate simple regional pricing system (e.g. Willamette Crossings from St. Johns to I-205 and along Hwy. 217, I-205, Sunset Hwy. and I-84)

0116972-13

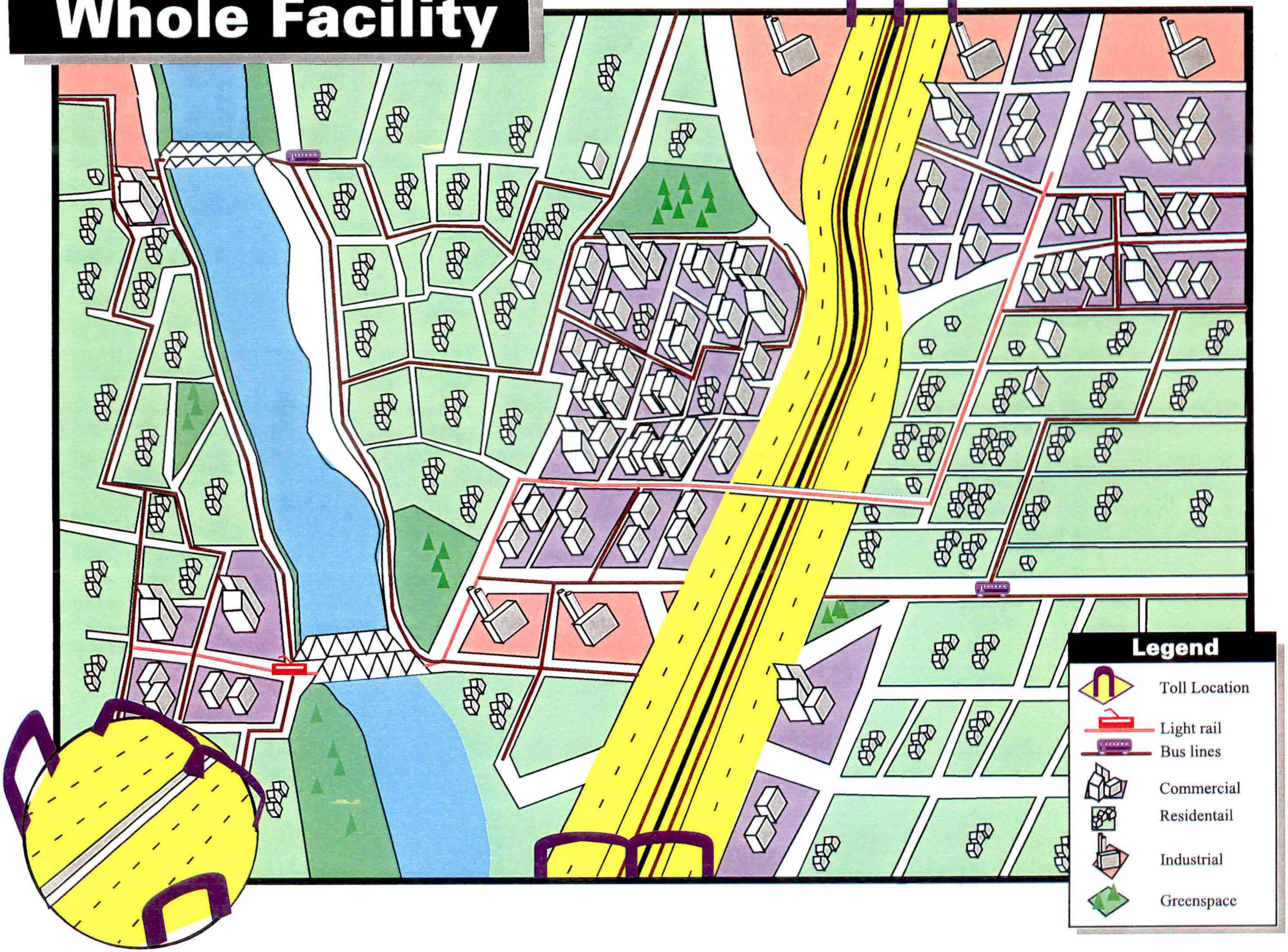
Spot



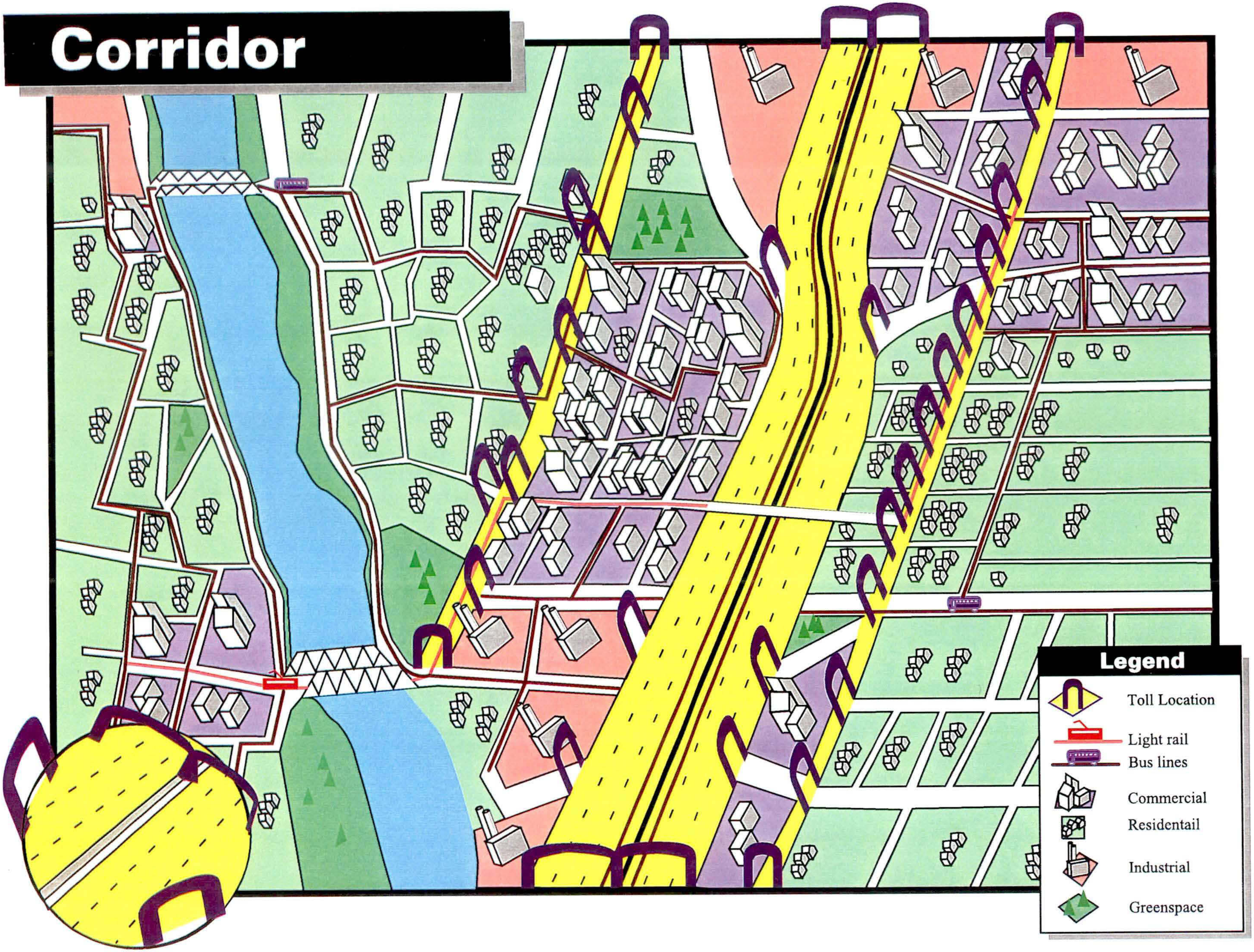
Partial Facility



Whole Facility

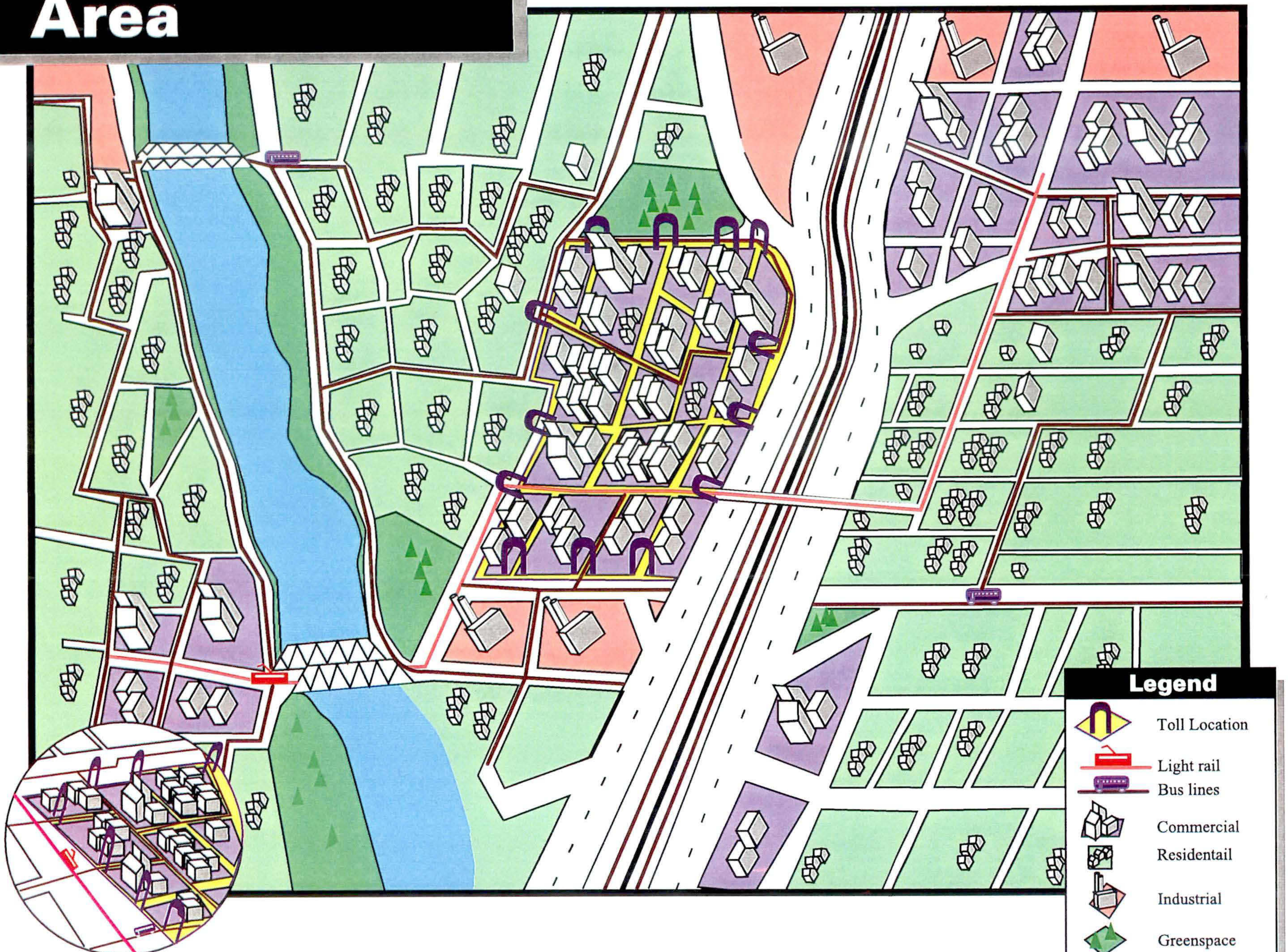


Corridor



Legend
Toll Location
Light rail
Bus lines
Commercial
Residentail
Industrial
Greenspace

Area


Legend
Toll Location
Light rail
Bus lines
Commercial
Residentail
Industrial
Greenspace

OH6970-14

TRAFFIC RELIEF OPTIONS STUDY
PROPOSED EVALUATION CRITERIA (revised 1/7/97)

IMPLEMENTATION

This category covers issues related to the feasibility of implementation: legal, technological or financial hurdles or the advisability of undertaking the particular demonstration due to privacy concerns or information value. In some cases, they apply across the board to all alternatives.

- Legal issues
- Technological issues
- Privacy issues
- *Impacts on local governments/institutions/jurisdictional coordination (including management issues of the proposed alternative and responsibility for costs of local road maintenance and improvements)*
- *Finance issues*
- *Use of revenues*
- Demonstration value

TRANSPORTATION SYSTEM

This category covers the overall effects on the performance of the transportation system through a comparison of the aggregate costs and benefits of a "base case" system with the system under the proposed pricing alternative. It includes the effects of improvements to the system and the costs of new road construction and any improvements to alternative modes.

- Direct costs to develop and maintain, *including equipment and road construction.*
- Costs to users
- *Benefits to users* - Impacts on travel time *(congestion) in aggregate with breakdown by trip type and mode (business, commuters, household maintenance, SOV, HOV, etc.)*
- Safety

CONFORMITY WITH LAND USE AND TRANSPORTATION PLANS AND POLICIES

This category measures all land use and transportation plans and policies such as the 2040 Growth Concept and the Regional Transportation Plan.

- *Growth and land use, including impacts on development patterns and compatibility with projected future land uses*
- *Regional Transportation Plan measures such as:*
    - *use of alternative modes*
    - *vehicle miles traveled per capita*
    - *congested lane miles*
    - *average speeds*

SOCIETAL AND MARKET EFFECTS

This category encompasses effects of an alternative outside of changes to the transportation system performance and includes effects on the environment, the economy and the neighborhood. Most environmental effects relate to the degree of need for new road construction.

- Air quality
- Noise
- Energy
- *Comprehensive economic impacts on employment, freight and commerce*
- Community/neighborhood effects *consisting of traffic on local streets and visual impacts*

EQUITY

This category examines the distribution of costs and benefits among various demographic, geographic and mode user groups.

- Ability to pay *for individuals*
- *Availability of transportation options and choices for individuals*
- *Fairness to various areas*

PUBLIC ACCEPTANCE/POLITICAL FEASIBILITY

This category will be used as a final screen for each alternative at each stage of the evaluation. It covers the range of public acceptance issues.

- *Public/Political acceptability, including general public, interest groups and decision makers.*

- - -97C-15

Summary
Working Paper #3: Preliminary Review of Congested Locations and Types of Peak Period Pricing Applications

Study Overview:
The Traffic Relief Options Study involves a two-year examination of the possibilities for peak period pricing to reduce traffic congestion in the region. The primary study goals are to learn about peak period pricing and how it effects traffic congestion and travelers in the region, and to determine whether an appropriate demonstration project should be developed and tested.

The study will integrate a comprehensive public research and outreach program with a technical evaluation of peak period pricing options. The first phase of the technical program will be conducted over the next 18 months and will involve a sequence of activities:

- Determine types of pricing applications within scope of study
- Preliminary assessment of congested locations for compatibility with pricing applications
- Determine evaluation criteria and apply to initial range of possible options
- Narrow review of alternatives for further study and public input
- Further narrow to most promising alternatives for further technical review and public input

Context of Working Paper #3:
The task force and advisory committees have determined the scope of the study will focus on peak period pricing options that are both time of day sensitive and location specific. Working Paper #3 describes the five types of applications of peak period pricing that will be examined for their feasibility in this region. They include:

- spot - pricing of a single point across all lanes of a road (usually a choke point like a bridge or tunnel)
- facility - pricing of either one or all lanes along the length of a roadway between logical endpoints
- corridor - pricing of a major highway and all major parallel arterials along a route.
- area - pricing of a destination point of regional significance, like a downtown or major institution by electronic cordon, license or parking pricing.
- region - pricing throughout a region either by a series of cordons or tolling of all major highways

The purpose of Working Paper #3 is to identify possible congested locations where these types of applications may be compatible. It includes a series of guidelines that will help determine if a location has the characteristics that would be suitable for a peak period pricing application.

An initial group of possible peak period pricing options will then be assessed for potential as candidates for further evaluation. The next stage will involve further definition of these potential options and evaluation to determine an option's viability for further study as an alternative.

PRELIMINARY REVIEW OF CONGESTED LOCATIONS AND TYPES OF PEAK PERIOD PRICING APPLICATIONS

WORKING PAPER #3

NOVEMBER 1996

Prepared by ECONorthwest

99 W. Tenth, Suite 400

Eugene OR 97401

(541) 687-0051

pricing, provide a base case against which to evaluate other options, and suggest ways those options might be adjusted to be improved. As another example, choosing to evaluate variations of options would allow clearer answers to questions like, How much more diversion actually occurs when parallel routes are available?

The TAC agreed to move forward with a regional analysis as a base case as well as several variations of options for analytic purposes.

- *Methodological issues.* It is not likely to be the case that options that facilitate the rigor of the evaluation will be the designs and locations that have the best opportunity of being selected and implemented as a demonstration project. Nonetheless, it is useful to at least describe the characteristics of an option that, from a purely technical perspective only, would do the most to allow the evaluation to estimate the likely effects of peak period pricing:

  - Pricing is introduced without the confounding effects of adding new capacity. This reduces confounding effects of adding capacity, giving incentives for TDM, or imposing regulations.
  - Options are designed so that people react to it *as if it were applied region wide* (or so that the implications for region-wide application can be extended easily through modeling).
  - The price level is meaningful and set to an appropriate level to reflect actual costs (both the implicit cost of current congestion and the explicit prices that will be charged in response to that congestion).
  - The pricing is not be easily evaded by shifting to other facilities.
  - There are carpool and transit opportunities, especially where bus transit traverses the same facility that is being priced.

  Consideration of these methodological issues will need to be balanced with other issues of a more practical nature. For example, getting agreement on a region-wide demonstration project is very unlikely, so we will have to find ways to extrapolate to impacts on travel behavior under full regional pricing.

  More important, recent focus groups conducted by Davis & Hibbitts suggest that people are much more willing to consider pricing if (1) they are paying for additional capacity (as opposed to paying for existing facilities), and (2) if they retain a choice to take an unpriced route rather than paying more for premium service. Thus, we must consider implementation where drivers get new service and have choice. From a technical perspective, the evaluation of this type of option will have to undertake a more elaborate analysis to allow it to correctly allocate the changes in travel performance to the change in price as opposed to the change in capacity.

- *Technical versus policy issues*. The initial screening by the consulting team should be based on technical, not policy, issues. Policy considerations are clearly important, but if good technical alternatives are to be eliminated for policy reasons, that task should fall to the Task Force (a conclusion the TAC endorsed)

In summary, after review of the options, the consultants, Metro staff, and the TAC agreed : (1) that the initial group of possible options should include a diversity of application types (spot, facility, corridor, area, and regional) and locations; (2) that those locations will be in corridors or areas with high volumes and congestion; and (3) that there should still be a diversity of types when the preliminary evaluation that occurs in the next several months narrows the options to a specific group of alternatives. A more detailed evaluation of the final alternatives should

- *Partial facility. Partial* means that only one lane of a facility is priced. It would become, in effect, an express lane (with possible express bus and HOV use also). Must work from a technical/operational standpoint (i.e., does the flow of traffic, interchanges, entrances and exits, appear to allow the separation of an existing lane of traffic?) In order to toll an existing lane, the road should have three lanes in each direction. If only one lane remains untolled in a given direction, drivers in the untolled lane would experience substantial (probably increased) congestion.

- *Whole Facility:* Facilities without a good network of parallel arterial or local streets in residential areas will be favored. However, some cases where significant diversion to unpriced streets might occur will be studied to determine level of diversion and whether it can be mitigated.

- *Corridor.* Must be technically feasible given AVI technology. Other things being equal, a corridor with numerous arterials parallel to the main limited access highway is less desirable than a corridor with those parallel arterials: the costs of either diversion or of installing additional AVI equipment makes the first corridor more expensive. One must use this rule cautiously, however, because "other things" are rarely equal. [1]

In applying the decision rules for the various types or peak period pricing, the first step involved a review regional congestion maps to determine which highways were experiencing significant congestion. Using this grouping of congested areas, four charts were created, one for each major type of application for which we have completed our analysis: spot, partial facility, whole facility and corridor (labeled Appendix A through D, respectively). Each chart sets the decision rules for that type of application along the left axis and applies them to the principal congested facilities in the region which are laid out along the top axis.

For each congested facility that is proposed for capacity improvement in the Regional Transportation Plan (RTP), the facility is reviewed both with and without the capacity improvement. In some cases, like the Sellwood Bridge, it is proposed for further review partly to see whether a potential capacity improvement can be avoided. In other cases, the capacity improvement is incorporated in an option proposed for further review to see whether it would still be needed. In the case of a few partial facility/express lanes (217, 205 and a short section of 84), the capacity improvement would be needed prior to implementation of that pricing scheme.

In developing the recommended group of applications for further review, we have attempted to apply the above rules as consistently as possible. Professional judgment was used in many cases and variations are possible. However, at this point, the Appendix contains the recommendation of the consultant, staff, and the TAC.

---

[1] The real issue is whether the *net* benefits of a particular pricing implementation are greater for one alternative than for another. Obviously, then, some estimate of potential benefits is important. At this stage, the proxy for benefits is volume and congestion: the greater they are, the more likely are the benefits of pricing. Thus, a corridor with high volumes and congestion and parallel arterials might be prove, when evaluated in more detail, to have higher net benefits than a slightly less congested corridor that has no parallel routes.

specific parameters of existing programs so that any pricing proposal developed minimizes conflict with on-going efforts. One or all of these areas may end up not being appropriate candidates, but in the process we may identify strategies that could work elsewhere.

• *Regional.* Regional pricing is the implementation of a road or area pricing scheme that is intended to be effective throughout the region. While it is unlikely that region-wide pricing would be implemented as a demonstration project, we are proposing to carry at least one regional pricing alternative all the way through the evaluation for analytic purposes. Clearly, an underlying question to an evaluation of whether to undertake a demonstration project is what the costs and benefits of broader implementation would be. Analysis of a regional pricing scenario is critical to answering such fundamental questions as well as to providing information on the possible efficiencies of scale that could be achieved through a larger congestion pricing project or applicability elsewhere under similar circumstances.

At this point, there are two regional options under consideration:

- facility pricing (AVI) of all major highways within the region
- establishing several major cordon lines to effectuate a simple regional pricing system. This could be comprised of all Willamette River Crossings from the St. Johns Bridge to the I-5 bridge at Wilsonville and cordon lines along Hwy. 217, I-205 and, possibly, Sunset Hwy. and I-84.

PRELIMINARY REVIEW OF CONGESTED LOCATIONS AND TYPES OF PEAK PERIOD PRICING APPLICATIONS

SPOT (E.G. ALL LANES AT ONE LOCATION ON A BRIDGE, TUNNEL OR LENGTH OF HIGHWAY WITH NO PARALLEL ROUTES)

Key: In reading the chart, please note that the "decision rules" set forth in the working paper are applied along the left axis for each congested facility listed on the top axis. For a spot application, the only rules are (1) is there congestion? and (2) is there a choke point (bridge or tunnel)? If there is a proposed capacity improvement for that facility in the Regional Transportation Plan, we have described it briefly and indicated the project # and approximate price tag. For each facility with a proposed RTP improvement, we consider two potential options for each facility - with and without the proposed capacity improvement. The new capacity is generally recommended for review in each case where an alternative meets the other rules and there is a project in the RTP.

SPOT	26	84	217	I-5 S.	205 SOUTH	TUALATIN/SHERWOOD	SUNRISE CORRIDOR	MT. HOOD PKWY.	SELLWOOD	43	MCLOUGHLIN
CONGESTION 1994?	Yes	Yes	Yes	Yes	In sections	Yes	In sections	In parts	Yes	Yes	Yes
CONGESTION 2015?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
CHOKE POINT?	Yes	No	No	No	Yes	No	No	No	Yes	Yes, just before Sellwood Bridge. There are very few points of egress past Terwilliger.	No
CAPACITY IMPROV. IN RTP?	Yes, construct new lane between 217 and Sylvan and, possibly, Murray and 185th. Current TIP plus RTP = $102 M	Yes	Yes	Yes	Yes. Additional lane south of Oregon City includes RTP projects 25, 30, 31, 33 and 34 = $168M.	Yes	Yes	Yes	No. However, adding an additional 2 lanes has been proposed and is under study separately.	No	Yes
REVIEW FURTHER W/O CAPACITY IMPROV?	**Yes, study toll at tunnel. This could capture most of the traffic on corridor. However, there may be some spillover onto parallels. This would be covered as part of analysis.**	No	No	No	**Yes, analyze toll at Willamette Bridge. Since there are no nearby alternatives to this bridge, it could capture all traffic going on 205.**	No	No	No	**Yes, toll existing bridge and reconstruct with toll $. While additional capacity needs are being studied separately, pricing may defer need.**	**Yes, review possible toll just before Sellwood Bridge.**	No
REVIEW FURTHER WITH CAP. IMPROV?	**Yes, construct improvements above. Set up toll at some point between Sylvan and tunnel.**	No	No	No	**No, although this option meets criteria, a similar scenario is proposed as corridor alternative.**	No	No	No	**No. The toll would be studied in order to manage demand within existing capacity.**	No	No

PRELIMINARY REVIEW OF CONGESTED LOCATIONS AND TYPES OF PEAK PERIOD PRICING APPLICATIONS

PARTIAL FACILITY (E.G. PRICING OF A SINGLE LANE OF A HIGHWAY AS AN EXPRESS LANE)

Key: In reading this chart, please reference the decision rules set forth in the preceding text. The rules along the left axis are applied to the congested facilities listed across the top axis. The basic rule, whether a facility is congested, is then followed with whether there is limited access and whether a lane could be technically separated from the rest of the highway. Finally, the facility must have three lanes in each direction now to be proposed for further study without capacity improvements. If an RTP project proposes capacity improvements, then the facility with those improvements is also considered following the same rules.

PARTIAL FACILITY	26	84	217	I-5 (from downtown south)	I-5 (from downtown north)	205 SOUTH	43	MCLOUGHLIN/ MILW. EXPWY.
CONGESTION 1994?	Yes	Yes	Yes	Yes	Yes	In sections	Yes	Yes
CONGESTION 2015?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
LIMITED OR PARTIALLY LIMITED ACCESS?	Yes	Yes	Yes	Yes	Yes	Yes	Yes?	Yes?
CAN SEPARATE LANE?	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
3 LANES EACH DIRECTION NOW?	Only for portions of length east of Sylvan and west of 217.	For most of length, except 2 lane section by 205.	No	Yes	No, only two lanes each way between Lombard and Delta Park.	No, only two lanes south of Oregon City.	No	No, not between Ross Island Bridge and Tacoma.
3 LANES EACH DIRECTION FUTURE?	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
CAPACITY IMPROVEMENT IN RTP?	Yes, construct new lane between 217 and Sylvan and, possibly, Murray and 185th. Current TIP plus RTP = $102 M.	Yes. Repave and restripe short section by 205 ($5M).	Yes, construct new lane from 26 to I-5. TIP + RTP =$156M	Yes. Construct climbing lane from downtown to Terwilliger. RTP projects 13 and 14 = $58M.	Yes, construct additional lane between Lombard and Swift/Delta and improve Columbia Interchange. RTP projects 18 and 19 = $40M.	Yes. Construct additional lane south of Oregon City. Includes RTP projects 25, 30, 31, 33 and 34 = $168M.	No and not technically feasible.	Yes, add new lane Ross Island Bridge to Tacoma (RTP project #91) = $25 M.
REVIEW FURTHER W/O CAP. IMPROV?	No, not feasible without three lanes each direction.	No, not feasible w/o three lanes each direction.	No, not feasible w/o three lanes each direction.	Yes. Create express lane from Wilsonville to 405.	No, not feasible without three lanes in each direction.	No, not feasible without three lanes each direction.	No, not enough lanes	No, not enough lanes to separate out one.

PARTIAL FACILITY-EXPRESS LANE	26	84	217	I-5 SOUTH	I-5	205 SOUTH*	43	MCLOUGHLIN/ MILW. EXPWY.
REVIEW FURTHER WITH CAP. IMPROV?	Yes, construct improvement per above. Create express lane from 185th to tunnel.	Yes, construct improvement per above. Create express lane from 207th or just before I-205 S. ramp to NE 20th.	Yes, construct improv. above. Create express lane from I-5 to 26.	Yes, create express lane from Wilsonville to 405.	Yes. Construct additional lane from Lombard to Delta Park (above) and create tolled express lane from downtown to Delta Park.	Yes. Construct capacity improvement (above) and create express lane from I-5 to 84.	No, not enough lanes.	Yes. Construct improvement (above) and create express lane from 224 north.

PRELIMINARY REVIEW OF CONGESTED LOCATIONS AND TYPES OF PEAK PERIOD PRICING APPLICATIONS

WHOLE FACILITY (E.G. ALL LANES)

Key: In reading this chart please refer to the decision rules set forth in the working paper. For whole facility applications, one first looks at whether the facility is congested. In addition, because the electRonic (AVI) tolling technology becomes more expensive to install if there are more entrances and exits, an unlimited access arterial might become cost prohibitive. However, we have proposed further study of three heavily congested arterials, 43, TV Highway and McLoughlin to examine the cost/benefit feasibility in more detail. Finally, if there is a good network of parallel arterials, tolling a facility may cause spillover onto those parallels. In cases where it appears that spillover onto residential arterials may be high, pricing the entire corridor is generally chosen. As with the other options, where a capacity improvement is in the RTP, the facility is examined as a potential alternative for further review both without new capacity and with it.

WHOLE FACILITY (ALL LANES)	26	84	217	5	205
CONGESTION 1994?	Yes	Yes	Yes	Yes	In sections
CONGESTION 2015?	Yes	Yes	Yes	Yes	Yes
PARTIALLY LIMITED ACCESS	Yes	Yes	Yes	Yes	Yes
STRONG NETWORK OF PARALLELS?	Yes	Yes	Tentatively, no. Hall is only a parallel for portion.	Partial, in area of downtown Portland.	Partial (in northern section).
CAPACITY IMPROV. IN RTP?	Yes, construct new lane between 217 and Sylvan and, possibly, Murray and 185th. Current TIP plus RTP = $102 M	Yes. Repave and restripe short section by 205 ($5M).	Yes, construct new lane from 26 to I-5. TIP + RTP =$156M	Yes. Construct climbing lane from downtown to Terwilliger and widen between Greeley and N. Banfield. RTP projects 13, 14 and 16 = $160M.	Yes. Additional lane south of Oregon City includes RTP projects 25, 30, 31, 33 and 34 = $168M.
REVIEW FURTHER W/O CAPACITY IMPROV?	No, too many parallel arterials.	No, too many parallel arterials.	Yes, from 26 to just past I-5.	Yes, from Wilsonville to Tigard.	Yes, from I-5 or West Linn to Oregon City. Consider tolling closer into Portland, depending on spillover effects.
REVIEW FURTHER WITH CAP. IMPROV?	No, to many parallel arterials.	No, too many parallel arterials.	Yes, construct capacity improvement, above. Toll from 26 to I-5.	Yes, complete improvements above. Toll from Wilsonville to Terwilliger, or even further if capacity improvement improves flow significantly enough to prevent spillover.	No. Proposed improvements are not in vicinity of where parallels commence. Adds nothing beyond other options being reviewed.

WHOLE FACILITY (ALL LANES)	TUALITIN/SHERWOOD EXPWY.	SUNRISE CORRIDOR	MT. HOOD PKWY.	43	TUALATIN VALLEY HIGHWAY	MCLOUGHLIN/MILW. EXPWY.
CONGESTION 1994?	Yes	In sections	In sections	Yes	Yes	Yes
CONGESTION 2015?	Yes	Yes	Yes	Yes	Yes	Yes
LIMITED OR PARTIALLY LIMITED ACCESS	Yes	Yes	Yes	Lots of access pts. in certain sections, but need to examine more closely to determine feasibility for AVI technology.	Some section have limited access, but others have many entrances and exits. Need to analyze further to determine whether this is feasible from a technical perspective for AVI technology.	On portions, yes - other sections have unlimited access. Need to analyze further to determine feasibility for AVI technology.
STRONG NETWORK OF PARALLELS	Yes, but this new capacity would significantly relieve congestion on 99W.	Yes, but this new facility would significantly relieve existing congestion on 212/224.	Yes, but this new facility would significantly relieve existing congestion.	No. Because it really has NO nearby parallels, 43 is of particular interest for further study.	Not for much of distance.	Yes
CAPACITY IMPROV. IN RTP?	Yes, construction of new road is expected to cost betw/$75 and $140 M.	Yes, projects 106-108 in preferred RT P= $89M.	Yes, in RTP for $190M.	No	No	Yes, add new lane Ross Island Bridge to Tacoma (RTP project #91) = $25 M.
REVIEW FURTHER W/O CAPACITY IMPROV?	N/A (this is a proposed new road)	N/A (this is a proposed new road)	N/A (this is a proposed new road)	Yes, from I-205 to Sellwood Bridge.	Yes, from Hillsborough to Beaverton.	Yes, from I-205 to Ross Island Bridge.
REVIEW FURTHER WITH CAP. IMPROV?	Yes, examine construction of proposed new road. Revenues could be used to finance part or all of cost.	Yes, examine construction of proposed new road. Revenues could be used to finance part or all of cost.	Yes, examine construction of proposed new road. Revenues could be used to finance part or all of cost.	No, not in plan and not feasible.	No	No. Although it has the characteristics, further study would not add information beyond other options proposed for further review.

PRELIMINARY REVIEW OF CONGESTED LOCATIONS AND TYPES OF PEAK PERIOD PRICING APPLICATIONS

CORRIDOR (ALL MAJOR ROADS ALONG A ROUTE)

Key: In reading this chart, please refer to decision rules in text of working paper. For corridor applications, the determination as to whether there is a congestion problem is followed by a series of rules which assess its suitability for further study. A corridor implementation should only be considered if there is a strong network of parallel roads, otherwise a facility implementation is sufficient. If there is a strong network, then one should consider whether these have a manageable number of entrance and exit points to be efficiently handled by electronic tolling. A large number of unlimited access arterials as parallels is likely to make the potential option infeasible, and certainly less competitive than other options. As with all implementation types, if the RTP proposes a capacity improvement, we have examine the facility both with and without that improvement as separate potential options.

CORRIDOR (ALL MAJOR PARALLEL ROADS ON ROUTE)	26	84	217	I-5 (from downtown south)	205
CONGESTION 1994?	Yes	Yes	Yes	Yes	In sections
CONGESTION 2015?	Yes	Yes	Yes	Yes	Yes
STRONG NETWORK OF PARALLELS?	Yes	Yes	No?	Partial	Partial
MANAGEABLE # OF ACCESS PTS. ON PARALLELS?	Yes, because the parallels only span a short portion and there are only a few.	No, but can do cordon line at 205 crossings (see below)	Yes	Yes, because the unlimited access parallels span only a short distance (close in to downtown Portland)	No, but they span only the portion in Portland and can look at a cordon line (see below).
CAPACITY IMPROV. IN RTP?	Yes, construct new lane between 217 and Sylvan and, possibly, Murray and 185th. Current TIP plus RTP = $102 M	Yes. Repave and restripe short section by 205 ($5M).	Yes, construct new lane from 26 to I-5. TIP + RTP =$156M	Yes. Construct climbing lane from downtown to Terwilliger and widen between Greeley and N. Banfield. RTP projects 13, 14 and 16 = $160M.	Yes. Additional lane south of Oregon City includes RTP projects 25, 30, 31, 33 and 34 = $168M.

CORRIDOR (ALL MAJOR PARALLEL ROADS ON ROUTE)	26	84	217	5	205
REVIEW FURTHER W/O CAPACITY IMPROVEMENTS?	Yes, this scenario involves pricing 26 from 185th to tunnel. Parallels to be examined for pricing include Burnside, Barnes Road, BH Highway, Cornell Road and Broadway Drive.	Yes. Pricing in this alternative would be applied to 84 from 207th in Gresham to NE 20th. Although there are too many unlimited access parallels to price them individually, consider cordon line at I-205 crossings.	Yes, depending on what is justified by demand, analyze corridor along 217 between 26 and I-5 (including Hall and Murray) with or without capacity improvement described above.	Yes, this alternative would be comprised of I-5 from Wilsonville to I-405 and would include portions of 99W, Macadam, Corbett and Terwilliger which serve as alternate routes.	Yes, from West Linn to I-84. While parallel arterials are too numerous and have unlimited entrances and exits, examine a cordon line across all parallels at 84 and at Sunnyside. Determine whether this will prevent diversion to 82nd and 122nd.
REVIEW FURTHER WITH CAPACITY IMPROVEMENTS?	Yes. Construct capacity improvements, above. Examine Burnside, BH Highway, Barnes and Cornell Roads and Broadway Drive as part of option.	No	No	Yes. Examine option which includes complete construction of capacity improvements, above. Pricing would cover I-5 from Wilsonville to I-405 and alternate routes of 99W, Terwilliger, Macadam and Corbett.	Yes. Look at multiple cordon lines along I-205 corridor from West Linn to I-84.

CORRIDOR (ALL MAJOR ROADS ON ROUTE)	I-5 (from downtown north)	TUALATIN/SHERWOOD EXPWY.	SUNRISE CORRIDOR	MT. HOOD PKWY.	43	MCLOUGHLIN/MILW. EXPWY.
CONGESTION 1994?	Yes	Yes	In sections	In sections	Yes	Yes
CONGESTION 2015?	Yes	Yes	Yes	Yes	Yes	Yes
STRONG NETWORK OF PARALLELS	Yes, Interstate and MLK are parallels.	Yes, but this new capacity is expected to significantly relieve existing congestion on 99W.	Yes, but this new facility would significantly relieve existing congestion on 212/224.	Yes, but this new facility would significantly relieve existing congestion.	No	No
MANAGEABLE # OF ACCESS PTS. ON PARALLELS?	No. However a cordon line could be created at the Columbia Slough crossings.	Yes	Yes	Yes	N/A	N/A (there are no parallels)
CAPACITY IMPROV. IN RTP?	Yes. Added lane from Lombard to Delta Park and interchange improvements at Columbia Blvd. (RTP= $40 M)	Yes, construction of new road is expected to cost betw/$75 and $140 M.	Yes, projects 106-108 in preferred RT P= $89M.	Yes, in RTP for $190M.	No	Yes, add new lane Ross Island Bridge to Tacoma (RTP project #91) = $25 M.
REVIEW FURTHER W/O CAPACITY IMPROV?	Yes. Examine possible toll of facility from downtown to Delta Park and cordon for parallels at Columbia Slough.	N/A	N/A	N/A	No, no parallels.	No, not a sufficient number of parallels.
REVIEW FURTHER WITH CAP. IMPROV?	Yes. Examine possible toll from downtown to Delta Park with cordon line at Columbia Slough with new capacity (above) if needed.	No. Proposed project would relieve existing congestion problems.	No. Proposed project would reduce existing congestion.	No. Proposed project would relieve existing congestion problems.	No.	No.

011697C-16

EVALUATION CRITERIA AND METHODS

Working Paper # 4

November 1996

By

ECONorthwest
99 W. Tenth, Suite 400
Eugene, OR 97401
(541) 687-0051

Evaluation Criteria and Methods

BACKGROUND

Working Paper 1 (*Congestion Pricing Implementations to be Addressed in the Traffic Relief Options Study)* defined congestion pricing for the purposes of this study and the range of pricing options that this project will investigate. Working Paper 2 (*Framework for Considering Possible Effects of Congestion Pricing Implementations*) proposed an initial framework for considering pricing options and their effects. The framework proposed a way of organizing effects by type, noting that a categorization of effects implied a categorization of criteria (because one typically evaluates policy alternatives by their relative performance—that is, by their effects—on dimensions one cares about).

Working Paper 4, summarized here, builds on the first two to develop criteria and methods that will be used later in the project to evaluate possible congestion pricing options and alternatives. This summary starts with general principles, moves to categories of criteria and their measurement, and ends with methods for consolidating measurements into an overall ranking of alternatives. For more detail, see the technical appendix to this working paper.

FRAMEWORK FOR EVALUATING POTENTIAL PRICING OPTIONS

Central to the idea of evaluating public policy are the beliefs that:

- Policy alternatives (in this project, those policy alternatives are referred to as pricing options) can be described in a way that allows their effects (good and bad, benefits and costs) to be identified
- Those effects can be measured or, at least, described
- Policymakers, analysts, and the public can describe the criteria they would use to rank their preferences for those effects
- Effects, weighted by criterion, can be summed (or at least displayed) so that the best alternative (the one where the total value of the net effects is the greatest) can be identified.

If all those positive and negative effects could be identified, estimated, and converted to a dollar equivalent (e.g., this effect has this much value), *then* analysts could talk about the net effect (net benefits) of a policy alternative, and could compare those net benefits across alternatives to select the one with the greatest net benefits. For several good reasons, no analyst believes that every effect can be estimated: the task of this project is to develop an acceptable approximation of the biggest effects.

The first round of the evaluation (getting to a small number of possible peak period pricing options for later detailed evaluation using the enhanced Metro model) will use information readily available from Metro sources, other studies that the consultants are familiar with and the professional literature to describe how different pricing options might perform. The consultants will present that descriptive analysis to the Task Force in February or March and will assist the Task Force in its deliberations about the relative advantages of the different options. A selection of the top 10 alternatives for further review will be made at that time.

PRINCIPLES FOR ANY EVALUATION PROCESS

Although this working paper is about evaluation criteria, the criteria one chooses to evaluate a pricing alternative depend on one's view of the proper way to handle many issues about theory, measurement, and methods that inevitably arise during such evaluations. The principles used in this project include:

- *Get the changes in transportation performance measured first.* The biggest and most direct benefits and costs of any pricing alternative are on the performance of the transportation system. Most of those effects are measurable using travel demand models (e.g., changes in travel time by route and mode, changes in operating cost of cars and transit, changes in accidents).
- *Evaluate all significant benefits and costs.* At the most general level, this admonition is self-evident. In detail and in practice, however, it becomes very messy. The advice here is (1) quantify and monetize measurements of transportation performance first; (2) quantify and monetize to the extent possible the direct consequences of changes in transportation performance: e.g., changes in air quality and noise; (3) describe and quantify to the extent possible whatever other effects are left; and (4) after a preliminary evaluation of distributional effects, redesign the pricing options to redistribute benefits (including collected revenues) to effectively eliminate (or reduce to the extent possible) negative effects on any particular group.
- *Pay attention to double-counts.* It is easy to count the same benefits or costs more than once. One way to reduce double counts is to distinguish between means and ends objectives. The ends are the fundamental objectives (e.g., net social welfare, which might be subdivided into objectives about economic effects, environmental effects, social effects, and political effects, each of which could be further subdivided by type of effect and type of group effected). Means objectives are more detailed and describe the ways in which fundamental objectives can be achieved (e.g., control of sprawl, consistency with 2040, reduction of VMT). As one moves from fundamental to means objectives, one introduces double counting that can distort the evaluation.
- *Discount to present value.* Because benefits and costs are unevenly distributed over time, and because future benefits and costs are worth less than present ones, one needs a method to summarize all those benefits and costs. Discounting to a present value at a social discounting rate (e.g., like an interest rate) is the method accepted by transportation economists.
- *Marginal analysis: focus on differences among alternatives.* For many effects it may not be necessary to measure them in total; it may be

- *Privacy.* The best way to handle the issue of privacy is to note that for any AVI system privacy is potentially an issue because information could potentially be collected about the travel patterns of individual automobiles. However, there are ways that AVI-based systems of monitoring and billing could be designed to reduce or eliminate confidentiality problems, such as setting up pre-paid "blind" accounts. Finally, no matter what assurances government gives that information is not being collected or confidentiality is protected, there may be some people who will not believe the safeguards are adequate. In short, any AVI-based alternative must be designed to effectively eliminate potential invasion of privacy, and must be discounted to some extent because part of the public will find such alternative less desirable because of the *potential* misuse of the information.
- *Informational/demonstration value.* Pricing options may differ in how consistent they are with a full regional pricing scheme, or in how much information they provide about how those schemes would be designed and implemented. This sub-criterion probably applies only to the subsequent evaluation of demonstration projects, not to the initial evaluation of regional pricing systems.

RECOMMENDATION

This category and its four sub-criteria (legality, technology, privacy, informational value) should be retained for subsequent evaluations of possible options, but be a secondary criterion. If weighting is done it should have a low weight. If weighting is not done, it should be considered as a qualitative offset to the estimated net benefits of any potential pricing option that is riskier, has more legal obstacles than the others or raises concerns about privacy.

CRITERION CATEGORY 2: PERFORMANCE OF THE TRANSPORTATION SYSTEM

QUESTION ADDRESSED

Does the pricing alternative work efficiently toward congestion relief?

TYPES OF EFFECTS ADDRESSED, AND POSSIBLE MEASUREMENTS

The measures of transportation performance have been introduced in previous working papers. To summarize some of the general points:

- Improvements in transportation should be a primary goal of any transportation improvement. In other words, a necessary condition for making any transportation investment or adopting any transportation policy is that the performance of the transportation system be *better* than it would have been without the improvement.

enough to measure how they perform relative to some base case. Where alternatives cannot be distinguished from one another on a particular criterion, that criterion is irrelevant to policy choice and can be ignored.

- *Perspective: benefits and costs from whose point of view?* The distribution of effects is important and must be considered in addition to the aggregate benefits and costs.

SUGGESTED CRITERIA FOR EVALUATING PRICING OPTIONS: CATEGORIES AND MEASUREMENTS

Though most projects that try to rigorously evaluate transportation projects use similar criteria, there is no universally accepted organization for these criteria. That conclusion leads us back to the framework described in Working Paper 2. While admittedly not the only way to organize criteria, the framework organizes effects in a way that is logical, explainable and reduces or clarifies double-counts. It would also lend itself to the weighting of criteria farther along in the process, if the Task Force were to favor a scoring-and-weighting approach to evaluation.

CRITERION CATEGORY 1: TECHNICAL FEASIBILITY OF IMPLEMENTATION

QUESTION ADDRESSED

Are there legal or technical obstacles that are unlikely to be overcome at any reasonable cost?

TYPES OF EFFECTS ADDRESSED, AND POSSIBLE MEASUREMENTS

Most of the issues here have been resolved as part of the initial specification of 40 pricing options. The issues here served as *screening criteria*: they helped decide on the initial list of potential options, but after that they have little effect on the selection of a preferred option.

- *Legality.* Most of the legal issues are overarching ones that apply to *any* congestion pricing alternative. If *all* pricing options have the same legal obstacles, legal considerations are irrelevant to selecting the best pricing alternative for a demonstration project.
- *Technology.* Technical feasibility can be useful for an initial screening. In essence, this criterion allows a preliminary judgment about likely cost before an actual cost analysis is undertaken. After the initial screening, however, the issue of the feasibility of technology is best dealt with as an issue of cost: the more exotic or extensive the technology, the greater the direct cost of the project (and, potentially, the risk of costs associated with system failure). These costs can get dealt with under Criterion Category 2, Transportation Performance.

- Measuring what *better* means requires an evaluation of both performance benefits and the costs of achieving those benefits.
- Cost reductions to drivers (in terms of travel time and vehicle operation) are the most important direct benefits of a transportation improvement. The costs of building and operating the improvement (and the vehicles that ride on it) are its most significant costs.
- Most of the measures of expected system performance are estimated via travel demand models like the one Metro operates and is improving for this project. The specific measurements of travel performance that could be used in this evaluation include changes in:

Direct Effects

- *Direct costs of developing and maintaining the new improvements*
- *Travel time*
- *Costs of operation for users and services providers*
- *Safety*

Secondary Effects

- *Revenues and system finance*
- *Amount of travel by type (VMT and mode split)*
- *Transportation options and choice*

Not all of these measurements merit the same attention; some are probably double counts. The Technical Appendix to this working paper describes the issues in more detail.

RECOMMENDATION

The measures under Travel Performance will be limited to the first group described above: direct costs of developing and maintaining the new improvements, changes in travel time, changes in operating cost, and changes in safety. All of these measures will be quantified (the last three with output from the travel demand model), monetized, converted to present value, and summarized as a measure of net benefits.

Measures of changes in the amount of travel by type (which directly reflects changes and differences in modal attractiveness) will be evaluated under Criterion Category 5, Political Feasibility, under the sub-criterion "Consistency with other public policy." Measures of revenue generation will also be discussed here. "Choice" will be built into the pricing options themselves and effects on choice will be discussed as a distributional issue under Criterion Category 4, Distributional (Equity) Effects.

CRITERION CATEGORY 3: SECONDARY AND INDIRECT EFFECTS

QUESTION ADDRESSED

Are the other effects of the pricing alternative on net and in the aggregate, positive?

TYPES OF EFFECTS ADDRESSED, AND POSSIBLE MEASUREMENTS

Some general points:

- Although transportation performance should be a primary goal of any transportation improvement, it is clear that such improvements have effects on more than transportation performance.
- Some of these effects are significant.
- Although some of these effects are clearly in addition to the effects on transportation performance (e.g., changes in air quality from changes in emissions), others are potentially double counts of those changes in transportation performance (e.g., changes in land prices and land use as a result of changes in travel time).
- Not only are the magnitudes of some of the double counts difficult to sort out analytically, but the evidence from years of experience with EISs and public decisionmaking on public facilities and policies is that the public and decisionmakers are less concerned about what economists might consider a pure analytical framework than ensuring that all of the possible effects that people care about are accounted for.
- For this project, the criteria and the analysis should include measurements of effects that the Task Force thinks are important, but be clear as to whether some of these are double counts and make sure that the weighting process does not result in strong preference given to certain effects because they happen to be measured in more than one way.
- The specific categories of additional primary and secondary (indirect) effects that could be used in this evaluation include changes in:
    - *Environmental quality*
        - *Air quality*
        - *Noise*
        - *Other environmental effects*
    - *Land use*
    - *Economic activity and development*
    - *Social/neighborhood effects*

RECOMMENDATION

Air pollution and noise can be estimated as a function of output from the travel-demand model. The other main environmental effect stems from the amount of construction (if any) that the pricing option entails over the base case. For land use, we will describe general effects on density and location patterns (suburbanization), and whether those effects are consistent with other state and regional policies and plans as part of Criterion Category 5. For economic development, we will comment on general external effects (i.e., ones in addition to the economic efficiency effects already measured in Criterion Category 2). For social effects, there will be a qualitative assessment of the amount of disruption to a neighborhood creted by any predicted spillover.

CRITERION CATEGORY 4: DISTRIBUTIONAL (EQUITY) EFFECTS

QUESTION ADDRESSED

Is the distribution of the effects of the pricing alternative fair?

TYPES OF EFFECTS ADDRESSED, AND POSSIBLE MEASUREMENTS

The main reason that a distributional criterion is needed is because alternatives that generate net benefits in the aggregate may not benefit everyone equally, and, more importantly, may cause some groups to be worse off. The key sub-categories and measurements in this category are the effects on:

- Auto tripmakers compared to other tripmakers.
- Low income compared to other incomes.
- Denser urban areas compared to suburban areas.

For each of these categories, the focus will be on measurements of transportation performance described under Category 2. Does one group get better transportation performance that either (1) another group pays for but does not receive (e.g., a central city alternative costs central city residents but primarily benefits suburban commuters), or (2) comes at the expense of the travel performance of another group (e.g., auto drivers get reduced travel time while transit riders get increased travel time)? Where other types of effects are expected to be substantial and varied across alternatives, measurements in those categories will be made.

Note that a description of the distribution of effects is something that a technical analysis can achieve; a description of the fairness of an alternative is not. Fairness is a value judgment: ten people could look at the same distribution of effects and have ten different opinions about fairness.

RECOMMENDATION

Under this category the evaluation will discuss how measures in Criterion Category 2, Travel Performance, and Criterion Category 3, Secondary Effects, are distributed among key groups as distinguished by travel mode, income, and location.

CRITERION CATEGORY 5: POLITICAL FEASIBILITY

QUESTION ADDRESSED

Is there enough support to implement the pricing alternative?

TYPES OF EFFECTS ADDRESSED, AND POSSIBLE MEASUREMENTS

To a large extent, political feasibility is (or should be) a function of the results of the measurements in Criterion Categories 2–4: if a pricing alternative—relative to other alternatives, to building more capacity, or to doing nothing—is more efficient and more fair, then it should have greater political feasibility as well. In practice, however, there is more to political feasibility than just finding the best policies on the basis of Criterion Categories 2–4. Our recommendation is that it not be part of the initial technical evaluation and weighting of criteria, but that it be a final screen on alternatives that perform well with respect to efficiency and equity. There are four subcriteria for this class:

- Compatibility with other public policy (e.g. Transportation Planning rule, 2040, etc.)
- Public acceptance
- Effects on institutions
- Acceptability to decision-makers

RECOMMENDATION

All four sub-criteria will be addressed in the evaluation. Compatibility with other public policy will draw from both Criterion Category 2, Travel Performance (to discuss changes in VMT), from Criterion Category 3, Secondary Effects (to discuss land use issues like the effect of a pricing option on decentralization and density, and the compatibility of those effects with state, regional, and local land use policy) and from Criterion Category 4 (to discuss distribution of effects).

WEIGHTING CRITERIA AND MEASUREMENTS

If criteria are established and measures of performance made, one still must decide on the relative importance of each criterion (its *weight*). There are at least two important questions that must be answered about weighting.

- *When should weighting occur?* Obviously, weighting cannot occur until after criteria are listed. But once listed, should it occur immediately (even as part of the process that develops the criteria), or later, after some, most, or all measurement of the criteria has been completed? There are arguments for either timing.

  The strongest argument for early (*ex ante*) weighting is that participants in the weighting can be more objective because they do not yet know how their preferred projects (if any) will perform. The strongest argument for later (*ex post*) weighting is that it is more realistic: (1) it is hard to know how important a criterion should be without having some notion of how big are the effects that it comprises, and (2) decisionmakers do and must consider more than the things that lend themselves to measurement when they make their decisions about preferred alternatives.

- *How formal should the process be (will there be any math on the test)?* It could be implicit; where decisionmakers look at measures of performance, debate them, and then vote on the alternatives that seem best without ever assigning weights to the criteria. It could be informal; consisting of a discussion and single vote from stakeholders on the relative importance of different criteria. Finally, it could be formal and use math-based techniques that try to identify underlying weights statistically.

RECOMMENDATIONS FOR APPLYING THE METHODS IN THIS STUDY

GENERAL RECOMMENDATIONS FOR CRITERIA AND WEIGHTING

- Use the five categories of criteria described above, which are con- sistent with the way effects have been described in Working Paper 2.
- Start with the measurements described above for each category, but be prepared to add different measurements if research later in the study suggests they are desirable.
- In any weighting scheme, avoid giving weight to criteria or measurements that are largely counted elsewhere.
- Having evaluated the inherent tradeoffs between *ex ante* and *ex post* weighting, and the problems of scoring for many criteria and of applying weights to criteria not easily scored, our recommendation is to (1) have the technical staff gather the best information available about each criterion at a given point in the decision process, and (2) for the Task Force to evaluate that technical information in a structured work session, during which it would discuss the importance of individual measurements as it came to conclusions about the best alternatives to take forward to the next level of analysis. How that would work is described in more detail in the next section, which discusses how the 40 possible options might be reduced to 10 alternatives.

GETTING FROM 40 PRELIMINARY OPTIONS TO 10 ALTERNATIVES FOR DETAILED EVALUATION

- Get a preliminary indication from the Task Force at its meeting in November (1) whether the categories and measurements of the criteria are acceptable, and (2) their relative importance.
- Using the professional literature and available local data, describe general how the 40 possible options, or classes of those options, are likely to perform on the criteria. If appropriate, describe how individual implementations might be combined into a larger demonstration project.[1] Summarize the evaluation in a matrix format.
- Meet with the Task Force in an extended work session that will include (1) a discussion of how the implementations perform on the criteria, (2) an illustration of how different weightings of the criteria influences rankings, and (3) a decision on the 10 alternatives to take to the next level of evaluation.

GETTING FROM 10 IMPLEMENTATIONS TO A PREFERRED DEMONSTRATION PROJECT

The same categories of criteria and measurements, and the same general process, would apply. The main difference is in the level of data and analysis that would be used to evaluate the 10 alternatives.

[1]It is possible that upon further evaluation larger projects than the component projects will make sense. The reasons for this speculation are (1) for an AVI-based project there are relatively large fixed costs and relatively small marginal costs: thus, the more vehicles an implementation covers the more cost-effective it can be; and (2) a major political obstacle to implementation can be the feeling of any particular jurisdiction or subarea that it is being singled out—if all areas or jurisdictions in similar circumstances face the same pricing, then it may be more acceptable (e.g., pricing all freeways into downtown Portland may be more effective and more acceptable than pricing only, say, Highway 26).

011697C-17

M E M O R A N D U M

METRO

OFFICE OF THE AUDITOR

To: Councilor Jon Kvistad, Presiding Officer
Councilor Patricia McCaig
Councilor Ruth McFarland
Councilor Susan McLain
Councilor Don Morissette
Councilor Lisa Naito
Councilor Ed Washington
Mike Burton, Executive Officer
Bruce Warner, Director, Regional Environmental Management Department
John Houser, Senior Council Analyst

From: Alexis Dow, CPA

Date: January 15, 1997

Re: Analysis of issues surrounding Change Order No. 7 to Metro's contract with Oregon Waste Systems, Inc. (Waste Management)

Enclosed is an analysis of issues raised by those opposed to the Oregon Waste contract amendment.

Major findings appear on the first page of the report. Background and detail are presented on subsequent pages.

If you have any questions or comments, please contact me.

Change Order No. 7 for Waste Disposal Services Contract

Analysis of Issues by the Office of the Auditor

Major Findings

- Allegations raised by those opposed to Council adoption of Amendment 7 are largely unsupported by our review of the data.
- Adoption of Amendment 7 will provide substantial savings to Metro.
- Under Amendment 7, Metro will continue to pay above-market rates for waste disposal. However, Metro has an existing contract with Waste Management and has not been able to negotiate a better deal.
- Savings can be passed on to rate payers and we recommend the Metro Council take action to start that process if Amendment 7 is approved.
- Recycling may not be affected by reduced tip fees, particularly if the tip fees are kept within ten percent of the current rates and are based on the average annual waste tonnage rather than incrementally reduced for Amendment 7 tiers.

Background

Metro recently announced the results of lengthy negotiations with Oregon Waste Systems, Inc. to reduce the costs of disposing waste at the Columbia Ridge Landfill. The results of negotiations, as well as a resolution to approve proposed Change Order No. 7 to the Waste Disposal Services Contract, were presented to Metro's Regional Environmental Management and Finance Committees on December 4, 1996, and later to the Metro Council on December 19, 1996. (*Note*: In this analysis, we will refer to Oregon Waste Systems, Inc. and its affiliate, Waste Management of Washington, as Waste Management.)

Competitors of Waste Management, as well as counsel for plaintiffs in a lawsuit against Metro and Waste Management, complained to the Council committees that the negotiations had not been public and that the Council should not hasten to adopt the change order before adequate public input and scrutiny could occur. The complainants asked for at least a 30-day delay in Council action. In its December

19 meeting, the Metro Council discussed the resolution and decided to delay its decision until January 16, 1997.

Individuals and groups opposed to the proposed amendment stated their views in a December 18, 1996, *Reader Feedback* editorial and in a full-page advertisement in the December 19, 1996, issue of The Oregonian. Their principal allegations included:

- The City of Seattle receives lower garbage disposal rates than Metro receives from the same company for disposal at the same Oregon landfill.
- The proposed pricing schedule would give Waste Management a competitive advantage when competing for business with other communities outside the Metro area.
- Metro had not promised to pass on any savings realized by the change order to rate payers.
- The tiered pricing system, with reduced disposal rates for increasing tonnage, will discourage recycling.
- The public did not receive adequate notice of the change order to allow thorough review and comment.

We analyzed each of these issues and describe our findings below.

Contention: Seattle Will Receive Lower Garbage Disposal Rates Than Metro

---

Conclusion: Metro's total annual cost per ton for waste transportation and disposal should be lower than Seattle's. Metro disposes of considerably more waste at Columbia Ridge Landfill than Seattle, and this will allow Metro to take advantage of the tiered pricing in Amendment 7. Seattle disposes of approximately 430,000 tons of waste at Columbia Ridge Landfill each year, and its rates *for that tonnage* are lower than Metro's. However, Metro's reduced rates at higher tonnage bring the total yearly cost per ton near or below Seattle's rate.

Transportation Cost Issue

The complainants allege that Seattle's total transportation and disposal costs are \$23.00 and \$18.57 per ton, respectively. Metro Regional Environmental Management Department staff estimated Metro's transportation costs would be \$17.22 per ton in 1997 (staff report dated December 3, 1996). They calculated their estimate of \$17.22 by updating transportation costs first reported to Metro by Waste Management in 1990 (\$15.87) for inflation and making further adjustments after reviewing current railroad industry pricing information.

We could not verify or refute the complainants' figures for the transportation and disposal components of the Seattle combined base rate. Waste Management was not required to disclose the amounts of each component, either when it originally bid the Seattle contract or when the company and city recently re-negotiated the rates. Because Waste Management is not required to disclose these amounts and Metro has no authority to make such a requirement, it may not be possible to verify the true amounts. At a Metro Councilor's request, Waste Management provided him, the Regional Environmental Management Department Director and the Metro Auditor with material describing the transportation costs included in the Seattle contract. The material consisted of two pages of railroad per-ton shipping rates, container costs, intermodal transportation costs and overhead (labor costs). It contained limited documentation that we could verify. The Metro participants were required to sign confidentiality agreements promising not to divulge the information to unauthorized parties because it was proprietary. Finally, the Metro participants could not retain the documents, copy the data or make notes of proprietary information.

Total Cost Issue

Regardless of the above costs' validity, we question whether this breakdown is necessary to compare Seattle's and Metro's costs. We believe it is instructive to compare the total costs of disposal and transportation. We compiled the following facts and projections.

<u>Seattle' s Total Cost per Ton</u>

Seattle's combined base transportation and disposal rates for the next seven years are:

$ 44.87	April 1, 1996 through March 31, 1997 (1997 dollars)
41.57	April 1, 1997 through March 31, 2002 (adjusted annually for CPI)
43.73	April 1, 2002, through March 31, 2003.

The base price in the original Seattle contract decreased as tonnage increased above 450,000 tons, but the recent amendment eliminated that provision. The amendment did allow Seattle to combine its waste with others and Waste Management would provide credits to Seattle for each ton of partner waste disposed. However, these credits would only be granted on transportation costs and are limited to $3.00 per ton for the first 100,000 tons of partner waste. For each ton of partner waste thereafter, the credits are limited to $1.50 per ton. The Seattle rate includes DEQ costs paid by Waste Management and the City does not reimburse the company separately for this cost.

Metro's Total Cost per Ton

Metro's current cost of $43.76 per ton is more than $2.00 per ton higher than Seattle's $41.57 cost per ton. Metro's approximate current disposal cost includes charges for transportation (for Jack Gray) and DEQ fees. The DEQ fees are either paid directly by Metro or reimbursed to Waste Management. As of November 30, 1996, Metro's cost was:

$ 43.76	Total per-ton transport and disposal cost, including:	
	$25.51	Base rate
	2.51	Approx. per-ton share of Waste Management fixed costs
	14.50	Jack Gray's transport costs
	1.24	DEQ fees

This total cost does not include the supplemental price adjustment of $0.342 per ton for Metro's failure to deliver waste guaranteed to the contractor during the initial year of the contract (1990).

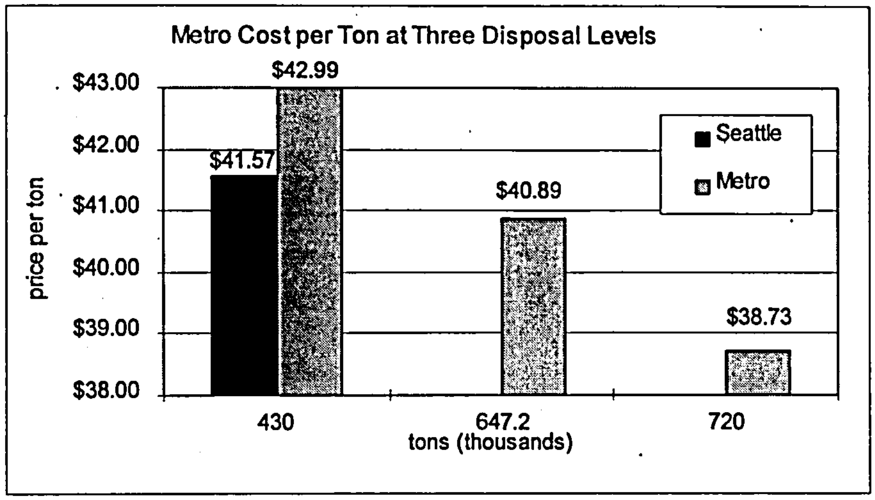
Metro's Approximate Total Cost per Ton under Amendment 7

We looked at cost per ton under three levels. The highest cost, for the first 550,000 tons, is greater than Metro's anticipated annual average cost per ton. Yet it is still lower than the current rate of $43.76. The average cost per ton for 647,200 tons is based on expected annual tonnage estimated in a REM staff report. The cost per ton for 720,000 tons represents another likely scenario, given current disposal and recycling levels.

$ 42.99	First 550,000 tons (disposal = $27.25)
40.89	Average cost for 647,200 tons (disposal = $25.15)
38.73	Average cost for 720,000 tons (disposal = $22.99)

Direct Comparison of Metro and Seattle Total Costs

The following table compares Metro's disposal rates at the three tonnage tiers described in the previous paragraph with Seattle's rate.



We believe the best comparison of Seattle and Metro costs is obtained by comparing current conditions. The City of Seattle's tonnage at Columbia Ridge Landfill decreased from 447,221 tons in 1993 to 428,221 tons in 1995. Seattle's waste tonnage for fiscal 1997 is expected to approximate 430,000 tons.

As discussed previously, Seattle could reduce the transportation component of its disposal cost by combining with partners. We do not know whether Seattle will obtain partner waste or the effect of partner waste on Seattle's total waste disposal cost. The credits may be shared with partners providing the waste, however, any statements regarding the amount, if any, of the credits Seattle would pass along to partners would be speculative at best. Likely partners are probably limited to communities near Seattle, because they would need to transport their waste to the same site Seattle uses for pick-up by Waste Management.

If Seattle found partners to provide enough waste to increase the 430,000 tons now disposed to 647,000 or 720,000 tons and were to take maximum advantage of the partner credits, Metro could pay about $38,800 more than Seattle under the first volume and $1,454,400 less under the second.

Contention: Waste Management Will Have an Unfair Advantage Over Competitors

Conclusion: Amendment 7 may give Waste Management a competitive advantage over its competitors. Eliminating the most favorable rate agreement (MFRA) would allow Waste Management to offer lower disposal rates to other governments than it offers Metro without rebates to Metro. Further, Metro will continue to pay more than market rate under Amendment 7. This could allow Waste Management to bid below-market rates to other governments, subsidizing fixed costs with profits from their Metro contract.

MFRA

The complainants are currently in litigation to reinstate the most favorable rate agreement (MFRA) between Waste Management and Metro. They believe Waste Management will gain a competitive advantage over them if the MFRA is eliminated. Without the MFRA, Waste Management could offer to dispose of other government's waste at lower rates than Metro's.

We are not convinced Metro could benefit from reinstating MFRA without expensive litigation with uncertain results. Metro obtained little benefit from the MFRA in the past, amounting to about $60,000 for one violation. Waste Management eventually shipped the waste to another landfill to avoid further payments to Metro under the MFRA.

Since Amendment 4 was signed by the previous executive officer in 1994, Metro has not attempted to enforce the MFRA. Metro receives a credit from Waste Management in lieu of a most favored rate. We called officials at several of the smaller governments now disposing of waste at Columbia Ridge and they reported lower disposal rates than Metro's.

Thurston County

The complainants allege Metro has paid for Waste Management's "...fixed operating and maintenance costs of the Arlington landfill..."(*Reader Feedback*, The Oregonian, 12/18/96) through profits received from the Metro disposal contract. (The Columbia Ridge Landfill is located at Arlington.) They believe Waste Management is able to offer lower rates to other disposers because it must only recover its variable costs.

The complainants stated Waste Management is building a monopoly and ". . . is already taking advantage of its position and has offered to dispose of garbage from Washington's Thurston County for $7 less per ton than it is offering Metro ratepayers." (*Reader Feedback*, Oregonian, 12/18/96) Complainants also recommended Metro review the bids for waste transport and disposal when the County opened them on January 10, 1997. The complainants later claimed Waste Management had asked Thurston County for a delay in the bid date, presumably to insure that Change Order No. 7 had been adopted by Metro prior to bid opening.

We contacted a Thurston County official who told us the bids will be opened on January 24, 1997. He said several potential proposers had asked for a delay because the request for proposal is very complicated. It calls for (1) construction, operation and maintenance of a transfer station; (2) transportation of the waste; and (3) disposal of the waste in a landfill. He said the county asked for individual bids on each component but anticipated a single operator for transportation and disposal.

Pierce County

The complainants cited an alleged Waste Management offer to Pierce County, Washington, of a total transportation and disposal rate of $27.60 per ton for disposal at the Columbia Ridge Landfill. We talked to a Pierce County official who stated they asked for but did not receive a formal proposal from Waste Management. Pierce County estimated its transportation cost from Tacoma to Roosevelt Landfill in Klickitat County has been $24.19 per ton since April, 1995. They further estimated a reasonable total (transportation and disposal) cost at that landfill currently ranges from $43.36 to $45.62 per ton. This range exceeds Metro's current and proposed costs.

Waste Management evidently introduced the $27.60 rate discussed above in response to proposals for a Pierce County landfill. The Pierce County official stated the county prepared an environmental impact statement supporting construction of an in-county landfill. Waste Management apparently intended to prove long-haul transportation and disposal was a better deal for the county than building a landfill. Pierce County officials contended that the "...$27.60 is just a number on a piece of paper. It's not an evaluated bid. It's not a contract. The long haul cost estimates included in the County's [environmental impact statement] were based on actual, legally binding contracts." (letter from Pierce County Executive to Seattle District Corps of Engineers, 2/27/96).

Tiered Pricing Schedule

The complainants expressed concern the pricing schedule in Amendment 7 will adversely affect competing landfills' ability to contract for disposing waste generated in communities outside the Metro area. Metro will pay above-market rates, as it does now, under Amendment 7. This could have a negative effect on competition if Waste Management offers below-market rates to others, using its profits from the Metro contract to subsidize the other work. Metro has used a different contractor to dispose of ten percent of its waste to prevent a single company from establishing a monopoly over Metro's waste disposal. Any consideration of the Waste Management contract's effect on competition should emphasize Metro's position rather than that of other jurisdictions, landfills or other businesses.

Contention: Metro has not Promised to Pass Savings On to Rate Payers

The complainants urged Metro to pass on its savings to rate payers. In addition, the mayor and commissioners of the City of Portland wrote Metro a letter stating that they "...believed that any amendment to the contract with Waste Management should contain provisions for Metro to work with the local jurisdictions to pass through any savings to rate payers" (letter dated December 17, 1996). They further stated they "strongly believe rate payers should benefit from any disposal savings."

Metro has not committed to pass the cost savings on to rate payers. However, the Director of the Regional Environmental Management Department wrote letters (dated 12/24/96) to City of Portland elected officials as well as those of other local jurisdictions in the Metro area, interested citizens and members of the local solid waste industry stating:

> "Metro will have the benefit of a waste disposal rate that approaches market conditions and the potential for real savings . . . It is our expectation that these savings will be passed on as lower tip fees that result in lowered costs to the ultimate rate payers."

Contention: Reduced Disposal Rates May Discourage Recycling

Regional Environmental Management Department staff analyzed the probable impacts of small reductions in Metro's tip fee on recycling activity. Their analysis showed:

- Recycling has become less price-sensitive over time, reflecting institutionalization of source-separated waste reduction (e.g., curbside recycling).
- The tip fee could be reduced to about $70 per ton with minimal impact on private investment decisions regarding material recovery facilities.
- The impact on recycling would be minimized by basing tip fees on the average cost per ton rather than the tiered schedule in the change order.

We did not conduct independent analyses to verify these conclusions. However, general marketing guidelines indicate price changes up to ten per cent usually have little effect on purchasing decisions. This suggests changes in the tip fee of as much as $7.00 per ton at transfer stations would probably not affect recycling levels.

Contention: Public did not Receive Adequate Notice for Review and Comment

The original schedule to approve the change order was short — only 15 days. The Council's December 19, 1996, decision to delay approval until January 16, 1997, provided more than 40 days for public review and comment. Although the delay may have cost Metro as much as $85,000 in waste disposal costs, it provided all members of the Council an opportunity to more thoroughly study the change order. The delay also provided an opportunity for citizen review in the Solid Waste Advisory Committee but not the Rate Review Committee.

Conclusion

It appears to us Change Order No. 7 will give Metro substantial savings on disposal costs at Columbia Ridge Landfill, as well as any other competing landfills. These savings can be passed on to rate payers. We believe the rates in the change order are still probably several dollars above market price. However, because Metro has a long-term, competitively bid contract with Waste Management, Amendment 7 appears to be the best arrangement Metro management is able to negotiate.

Both complainants and others expressed concerns regarding the change order's effect on recycling and industry competition. We believe the concerns about recycling can be resolved if tip fees resulting from the amendment are based on average cost per ton for the year and are not incrementally reduced for Amendment 7 tiers. By maintaining steady tip fees, recycling levels would likely remain steady. The Council may want to assure another contractor receives ten percent of the Metro-generated waste to prevent Waste Management from monopolizing waste disposal in the Metro region. However, any contract priced above the marginal rate under Amendment 7 would eliminate the economic benefit of Amendment 7 for Metro on that ten percent.

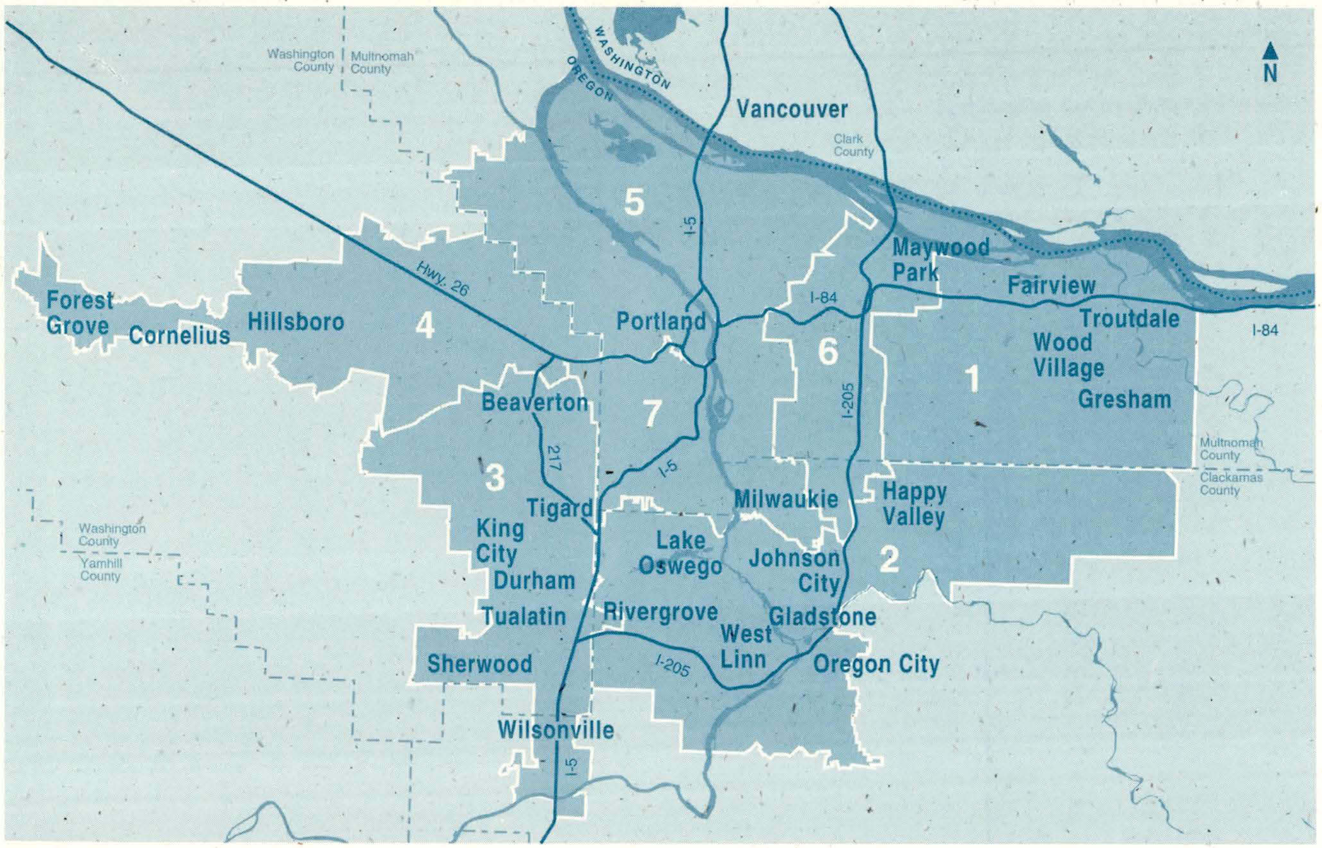
Metro CIP

Proposed

Capital Improvement Plan

FY 1997-98 through 2001-02

METRO



Executive Officer
Mike Burton

Council

Presiding Officer
District 3
Jon Kvistad

Deputy Presiding Officer
District 4
Susan McLain

District 1
Ruth McFarland

District 2
Don Morissette

District 5
Ed Washington

District 6
Rod Monroe

District 7
Patricia McCaig

Auditor
Alexis Dow, CPA

Metro is the directly elected regional government that serves more than 1.3 million residents in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area.

Metro is responsible for growth management, transportation and land-use planning; solid waste management; operation of the Metro Washington Park Zoo; regional parks and greenspaces programs; and technical services to local governments. Through the Metropolitan Exposition-Recreation Commission, Metro manages the Oregon Convention Center, Civic Stadium, the Portland Center for the Performing Arts and the Expo Center.

Metro is governed by an executive officer, elected regionwide, and a seven-member council elected by districts. Metro also has an auditor who is elected regionwide.

For more information about Metro or to schedule a speaker for a community group, call 797-1510 (public affairs) or 797-1540 (council).

For more information about job opportunities at Metro, call 797-1777.

Metro's web site: http://www.multnomah.lib.or.us/metro

Printed on recycled paper.
Cover is 100 percent recycled content, 100 post-consumer waste
Text is 50 percent recycled content, 10 percent post-consumer waste
96499mdw

METRO

Proposed
Capital Improvement Plan

FY 1997-98 through 2001-02

prepared by

Administrative Services Department

Doug Butler, Director
Jennifer Sims, Chief Financial Officer

Financial Planning Division

Craig Prosser, Manager
Dennis Strachota, Capital Improvement Plan Coordinator
Kathy Rutkowski, Budget Coordinator
Bob Ricks, Associate Analyst
Cherie Yasami, Associate Analyst
Rooney Strom, Administrative Assistant

Property Services Division

Berit Stevenson, Project Manager
Glenn Taylor, Construction Services Manager

Creative Services Division

Janice Larson, Manager
Marlon Warren, Graphic Designer

Metro Print Shop

John Willworth, Printer
Ron Sarver, Printer

Table of Contents

Message from the Executive Officer 1

Guide to Process and Document 5

CIP Overview and Summary 9

Project Detail 13

- Administrative Services 15
- Growth Management Services 19
- Metro Exposition-Recreation Commission (MERC) 21
- Metro Washington Park Zoo 43
- Regional Environmental Management 57
- Regional Parks and Greenspaces 85
- Transportation 103

Lists of Unfunded Projects 107

Current Projects Status Reports 117

Major Assets Inventories 129

Executive Officer's Message

This Capital Improvement Plan (CIP) marks a milestone for Metro. It represents the culmination of the agency's first comprehensive, long-range planning process for major capital assets. The plan compiles all of Metro's capital project needs for the next five years into one document.

The CIP offers numerous advantages. Among the most important are:

- Agency-wide capital needs are identified in advance of their implementation
- Metro's financial capacity to fund these long-term needs is assessed
- Projects competing for the same funding source(s) are readily identified
- Related projects and issues are identified and addressed concurrently

These advantages have not taken long to manifest themselves in Metro's own CIP process. In this first year, Metro has attained some tangible benefits from this work.

CIP balances spending proposals with available resources

Creating A Framework

Until now Metro has made decisions about its capital projects as part of the annual operating budget or as projects have been brought before the Metro Council for approval. As a result, Metro typically has worked with a short-term outlook on projects the year before implementation. This plan includes a forecast of major capital needs for the next five years. Departments have inventoried existing facilities and major equipment, reviewed current projects and assessed future needs to arrive at their best estimate of capital asset requirements. Where possible, they also have quantified the impact of capital projects on operating budgets.

The end result of this process will be better informed resource decisions. Although changes to the plan will be needed as it is implemented, the plan offers us our first, long-range comprehensive look at Metro's largest expenditures. This should allow more time to refine projects, adjust to changing conditions and consider the links among projects as well as between operating and capital needs.

Balancing Resources and Spending Needs

A plan for capital project needs would be incomplete without a plan for financing those needs. The plan includes five-year financial forecasts for the major funds from which most of the capital projects would be financed. These forecasts project operating revenues and expenditures, fund balances and reserves over the timeframe covered by the CIP to determine how much is available for capital projects. In addition, Metro's debt capacity has been analyzed to ensure that it is adequate for any new projects to be financed with borrowed monies.

The bottom line is a CIP that balances resources with spending needs. When the forecasts were prepared, conservative assumptions were used and it was presumed operating and reserve needs would take precedence over capital needs. To make certain that resources and needs are balanced, I have had to cull from the five-year plan some otherwise very worthy projects.

Forecasts assumed no new revenue restrictions. If any ballot measures are adopted that affect Metro resources, further cuts to this plan will be necessary.

Making Difficult Choices

Funding priorities are set for excise tax funded projects

Through the CIP it is possible to identify projects that compete for the same resources and to set funding priorities. Priorities were set at both the department and agency levels.

Departments identify and rank projects to be financed from sources restricted to functions they administer. If resources are inadequate to meet all needs, departments eliminate their lowest ranked projects from consideration. Some projects also compete for funding that is not restricted to use by one department. Among Metro departments, projects compete primarily for debt financing or excise tax funding.

Competition for general obligation debt centers on competition for bond referendum election dates.

Because only one project, Convention Center Expansion, within this plan sought G.O. debt financing, it was not necessary to set priorities this time.

Competition, however, is strong for excise tax funding. Four departments submitted a total of nine project requests to be financed in part or in whole with excise tax funds. Ultimately, the number of projects that can be financed with excise tax funds will be determined in the operating budget when excise tax forecasts are prepared and operating needs are identified. Although capital projects will have to compete with operating needs for excise tax funds, funding priorities for capital projects can and should be set now.

I have recommended four projects for priority consideration:

- Sun system computer replacement
- Metro Regional Center office space conversion
- HP computer replacement
- Print Shop copier replacement

Because these projects are needed to maintain current service levels within more than one department, I concluded they should be earmarked for excise tax funding.

The CIP shifts the focus in the annual budget to operating needs

Seeing the Big Picture

Long-range capital improvement planning provides a comprehensive look at all of Metro's capital needs. This includes looking at how projects interrelate and how they affect and are affected by similar issues and problems.

Some projects affect the timing, scope and viability of other projects. Because projects are considered together, it is possible to see connections between projects and identify in advance the spillover effects of any decisions. It would be much more difficult, if not impossible, to identify these "big picture" issues if projects were examined on a case-by-case basis.

Similarly, the process makes it possible to look at issues that cut across projects and departments and to deal with those issues more consistently. Such an organization-wide approach to problem-solving results in better and longer lasting solutions.

As this plan was being put together, two issues repeatedly surfaced as we examined more than 100 capital requests:

- how will Metro afford in the future to replace the new facilities and equipment included in this plan
- which projects should be subject to 1 percent for the arts

I will address the renewal and replacement issue as part of my proposed budget. On the 1 Percent for Arts, I have directed staff to examine how the current Metro code might be modified.

Meeting the Next Challenge

Metro's first CIP represents a good first effort. Through it, the timing, scope and financing of all our major capital needs has been identified for the next several years. As a result, Metro should be better equipped to address policy issues and focus on operating needs in the annual budget.

Whether this CIP is a success or not will be measured in large part by how well it helps decision-making and establishes a roadmap for project implementation. The CIP will be updated annually. Before the next planning cycle is initiated, the process will be evaluated to make improvements. If the cooperation of departments and interest of the Council in this first CIP is any indication, I believe it should be a guaranteed success. My congratulations and thanks to department directors and staff whose efforts made this plan a reality and to the Financial Planning and Property Services division staff who crafted a workable and prudent final product.

Mike Burton
Metro Executive Officer

Guide to Process and Document

This is the first year of Metro's first CIP. Because organization-wide capital improvement planning had not been done previously, a process with accompanying procedures and forms had to be established. This section of the document describes that process as well as the make-up of this document. It is followed by the calendar established to prepare and adopt the agency's first capital improvement plan.

Overview of Process

Metro's CIP Process involves the four phases described below and detailed in the accompanying CIP Calendar.

Phase 1: Departmental Submissions. The foundation for the CIP is the departments' capital project requests. To develop these requests, departments inventoried existing capital assets, prepared a status report on current capital projects, and assessed future capital needs. The capital project requests, status report, list of unfunded projects and major assets inventory comprised a department's CIP submission.

Phase 2: Executive Office Review and CIP Development. This phase of the CIP Process involved a technical review of departmental submissions and preparation of the proposed CIP document following the Executive Officer's review and decisions. The key participants in this phase included:

Administrative Services Department – The Department conducted a technical review of CIP submissions, assessed Metro's financial capacity to fund department requests and made recommendations to the Executive Officer and cabinet.

Executive Officer's Cabinet – The cabinet reviewed departmental requests competing for the same funding sources (e.g., excise taxes) and recommended funding priorities to the Executive Officer.

Executive Officer – Based upon input from the departments, Administrative Services Department and cabinet, the Executive Officer decided which capital project requests to include in the proposed CIP document.

Phase 3: Council Review and CIP Adoption. The Council reviews the proposed CIP document, holds a public hearing and adopts the Plan. The first year of the plan is incorporated into the operating budget for the ensuing fiscal year.

Phase 4: CIP Implementation. Once the CIP is adopted, departments prepare implementation plans for approved projects, assign project managers and refine project milestones and cost schedules as the first steps in CIP implementation.

Overview of Document

The CIP document contains Metro's plan for fiscal years 1997-98 through 2001-02. The document is divided into the following sections:

Executive Officer Message. The Executive Officer describes his goals for the CIP and makes recommendations on policy issues which affect many of the capital projects presented in the Plan.

CIP Overview and Summary. This section presents summary information on capital project funding sources and uses and analysis of debt capacity for Metro as a whole.

Project Detail. This section includes detailed descriptions of each proposed capital project grouped by department. Project details are preceded by a departmental summary and analysis of funding sources for those departments that rely on fund balance to finance their projects.

Lists of Unfunded Projects. Those projects that were not included in the Plan for lack of funding, insufficient details or further needs assessment are presented in this section. Departments may request that these projects be included in future plans as funding becomes available or project scope is further defined.

Current Projects Status Reports. By department, this section presents information on the status of capital projects which were authorized in the FY 1995-96 budget or after.

Major Capital Assets Inventories. This section presents a department by department inventory of capital assets which have a useful life of 5 years or more and whose replacement value is greater than $50,000.

Metro CIP Calendar

Key Tasks	Task Completion
♦ Financial Planning Issues CIP Manual	June 26, 1996
♦ Departments Submit Major Assets Inventory	July 19
♦ Departments Submit Capital Projects Status Report	July 26
♦ Departments Submit Capital Project Requests and List of Unfunded Projects	August 23
♦ Financial Planning and Property Services Complete Evaluation of Departmental Submissions and Financial Analysis	September 20
♦ Executive Officer Meets With Departments Regarding Requests	September 30
♦ Executive Officer's Cabinet Recommends on Competing Projects' Priorities	October 2
♦ Executive Officer Makes Capital Project Decisions	October 9
♦ Proposed CIP Document Forwarded to Council	November 1
♦ Council Adopts CIP	December 12
♦ First Year Projects Incorporated into FY 1997-98 Proposed Budget	January 10, 1997

Overview and Summary

Three projects account for 88 percent of total capital project costs

Capital projects are defined in this Capital Improvement Plan (CIP) as any physical asset acquired, constructed or financed by Metro with a total capital cost of $50,000 or more and a useful life of at least five years. Metro's proposed CIP for FY 1997-98 through FY 2001-02 includes 72 capital projects at a total cost of over $309 million. Of this amount, nearly $69 million or 22 percent will have been spent by the end of FY 1996-97 on 13 continuing projects. The total number of projects proposed by Metro departments and associated capital costs by fiscal year are presented in the summary table below.

Three capital projects – Oregon Convention Center Expansion, Oregon Project and Open Space Acquisitions – account for over $271 million or 88 percent of Metro's total capital expenditures. All three projects are or would be financed through general obligation bonds. Bond measures for the Zoo's Oregon Project and Regional Parks and Greenspaces' Open Space Acquisitions have already been approved by voters.

Of the 72 projects, 37 are new constructions or acquisitions, 5 are expansion or remodeling projects and 30 are replacement projects. The largest portion of capital project dollars, over $177 million or over 57 percent of total dollars, will be spent on new construction or acquisitions. Open Space Acquisitions represent $151 million of this $177 million. Fifty-nine of the 72 projects are continuation projects; projects which were approved in FY 1996-97 or in a prior fiscal year. The thirteen projects that represent initial requests account for $120 million or 39 percent of total capital project dollars.

Capital Projects Summary

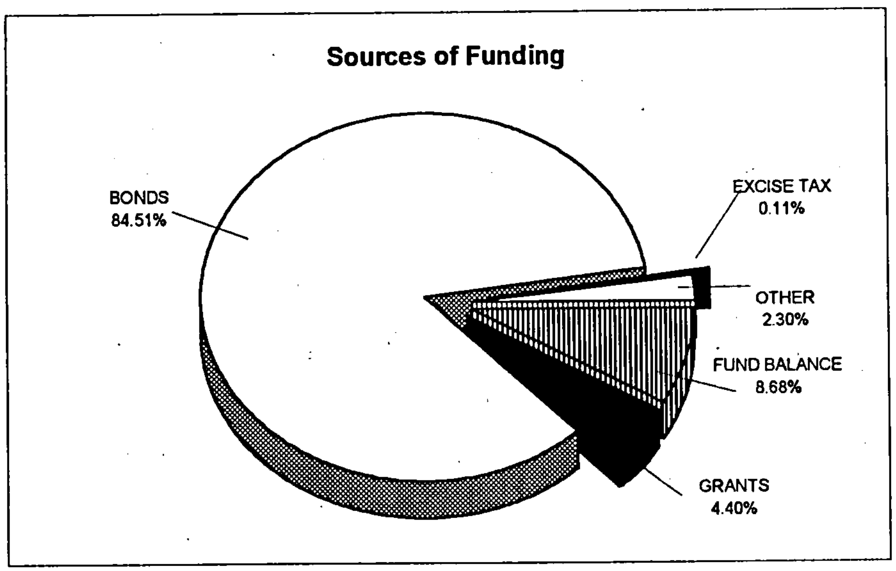
Department	Prior Years	97-98	98-99	99-00	00-01	01-02	Total
Administrative Services	$1,909,500	$480,200	$96,000	$68,000	$68,000	$59,000	$2,680,700
Growth Management Services	0	250,000	60,000	60,000	250,000	60,000	680,000
MERC	788,000	31,675,000	57,841,200	5,742,500	320,900	0	96,367,600
Regional Parks and Greenspaces	56,843,800	32,552,700	28,375,400	25,050,000	12,827,300	0	155,649,200
Regional Environmental Mgmt.	3,174,500	5,512,800	1,739,800	1,855,800	1,857,800	600,000	14,740,700
Transportation	2,675,000	160,000	160,000	160,000	1,966,000	166,000	5,287,000
Metro Washington Park Zoo	3,600,000	15,225,000	9,081,300	3,100,000	2,532,300	283,000	33,821,600
Totals	**$68,990,800**	**$85,855,700**	**$97,353,700**	**$36,036,300**	**$19,822,300**	**$1,168,000**	**$309,226,800**

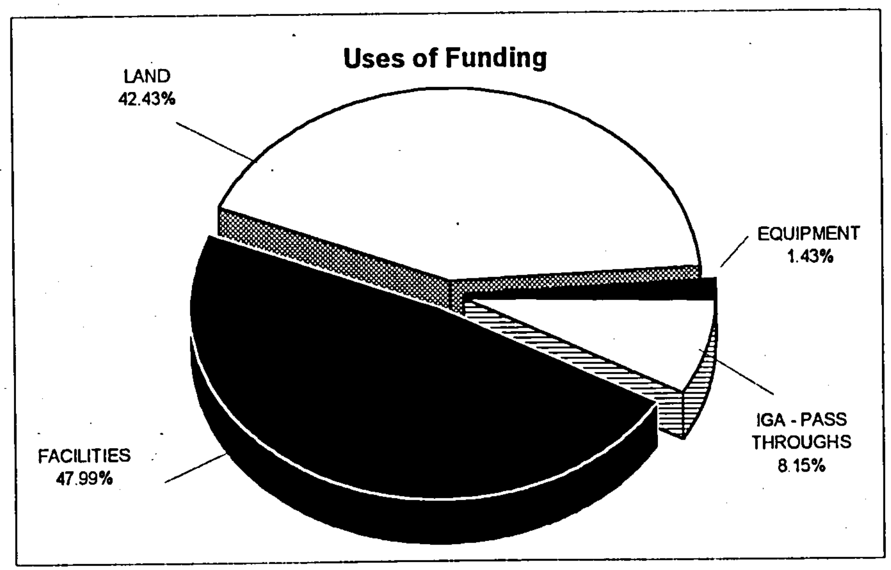
The Convention Center Expansion is the only new project proposed to be financed with G.O. Bonds

Sources of Funds

The financing sources for these capital projects vary from project to project and department to department. With few exceptions, projects typically rely on a single source of funds for financing. Three Metro departments – MERC, Metro Washington Park Zoo and Regional Environmental Management – rely on fund balance for all their capital projects except major new initiatives, such as the Zoo's Oregon Project and MERC's proposed Convention Center Expansion. The three departments that rely heaviest on excise tax funding – Administrative Services, Growth Management Services and Transportation – are also the three departments with the most diverse sources of funding for their projects. For example, Growth Management Services will rely on a mix of grants, excise tax and subscriber charges to finance its HP Computer System Replacement. A synopsis of major funding sources and funding capacity is presented below.

General Obligation Bonds. General obligation bonds (G.O. Bonds) are debt repaid through dedicated property tax levies. Under Oregon law, all G.O. Bonds must be approved by voters through a referendum. Eighty-four percent of the total funding for capital projects in the CIP is derived from G.O. Bonds. The three projects financed through this debt





are MERC's Convention Center Expansion, Zoo's Oregon Project and Park's Open Space Acquisitions. The Convention Center Expansion is the sole new project that has yet to be approved by voters. If this project is approved, Metro will have issued less than 4.5 percent of its allowable debt limit ($6,874,642,125 as of October 1, 1996). The resulting net direct debt ratio of .428% and net direct and overlapping debt ratio of 2.22% (as of June 30, 1996) are also well within credit rating guidelines for similar-sized governmental jurisdictions.

Projections of available fund balance have been made for the period spanning the CIP

Fund Balance. The second largest source of funds for capital projects, nearly 9 percent of total funds, is fund balance. Fund balance, in the form of reserves or unrestricted funds, represents Metro's major source of pay-as-you go financing. This financing technique is particularly well-suited for small to medium-sized projects with a useful life of less than 15 to 20 years.

Because fund balance is used for operating as well as capital purposes and can be affected by fluctuations in operating revenues and expenditures, Financial Planning staff and departments prepared projections of fund balance available for capital projects for the five years spanning the CIP. In the *Project Detail* departmental summaries, these projections are shown for those operating funds which will be used to finance proposed capital projects in whole or in part.

Grants. Grants comprise about 4.5 percent of total funding for capital projects. The single largest grant is a pending $2.4 million federal transportation grant that will fund Transportation's Transit Oriented Development (TOD) Revolving Program. The TOD project was approved by the Council in FY 1996-97. Also included in this category are grants from other local governments and private contributions.

Excise Taxes. Metro's only source of general-purpose revenue represents merely a fraction (.11 percent) of total funding for CIP projects. Like other general-purpose sources for other governments, however, competition for excise tax funding is considerable. Because excise tax is a critical source of funding for operating needs as well, the Executive Officer has earmarked just four capital projects for priority funding consideration.

Other. Other financing sources represents $8.5 million or just over 2 percent of total funds allocated to capital projects. Five million dollars or more than half of these funds are other financing sources for MERC's Oregon Convention Expansion.

Uses of Funds

Capital projects in the proposed CIP consist of facilities, land acquisitions, equipment purchases and

The largest portion of funds (48 percent) are allocated to facility projects

intergovernmental pass-throughs of $50,000 or more. A brief review of each use is presented below.

Facilities. More than $148 million or about 48 percent of total funds are allocated to a variety of facility projects. These projects include the replacement, renovation, expansion or new construction of buildings, exhibits, roadways, trails, other infrastructure or parts thereof. As with other capital projects, these capital assets must have a minimum useful life of 5 years to be considered within the CIP. This eliminates routine maintenance and repair which are treated as an operating expense.

Two facility projects, MERC's Convention Center Expansion and Zoo's Oregon Project, comprise 81 percent of total costs within this CIP for facility projects. Another $14 million or 9 percent of total costs are allocated to Regional Environmental Management facility projects.

Land. Over $131 million or 42 percent of total funds in the CIP are allocated to land acquisition. Nearly $126 million or 96 percent of this total is allocated to one project – Regional Parks and Greenspaces' Open Space Acquisitions. This program financed with general obligation bonds was approved by the Council and voters in FY 1994-95. Not included in this category are land acquisitions or improvements required for the construction of facilities.

Intergovernmental Pass-Throughs. More than $25 million or 8.8 percent of total funds are allocated to intergovernmental pass-throughs. These pass-throughs represent either Metro funds passed-through to local governments or assets acquired or constructed by Metro for other governmental entities. All but $200,000 of these pass-throughs in this plan are allocated to the Local Share of the Opens Spaces Acquisitions. In this case, Metro used its bonding authority to raise monies for other local governments within the region to finance park and open spaces projects.

Equipment. The remaining $4.4 million or 1.4 percent of funds for capital projects are allocated to stand-alone equipment. As with other capital projects, equipment can only qualify for CIP consideration if it costs $50,000 or more and has a useful life of 5 years or more. Equipment required for new facilities are reflected in the costs of those facilities. Computer systems are included only if they meet dollar and useful-life thresholds and are expected to be replaced or purchased in their entirety, not as separate units.

Project Detail

Every capital project included in the proposed CIP is described on a Project Detail form. Only those projects recommended by the Executive Officer are included in the Plan and shown on these forms. Projects are grouped by department and preceded by a departmental summary which includes a financial analysis for those projects that rely on fund balance as a source of funding.

Key to Project Detail

Department Priority. The department original ranking of the project among all of the capital project requests that it submitted for consideration. Rankings may not be in sequence if one or more of the original project requests was dropped or placed on the *List of Unfunded Projects*.

Project Estimates. Estimated capital costs and recommended funding source(s) for the project in the fiscal years in which funds will be spent or raised. For "continuation" projects, amount of funds expended in the prior years is provided. Project expenditures in years following FY 2001-02 are listed in the column "Beyond FY 2002."

Capital costs: Proposed facilities or other structures show costs in each of the relevant cost categories. Projects that only involve the purchase of equipment should be shown under the "equipment/ furnishings" category. Capital costs are expressed in 1996 dollars, regardless of fiscal year.

Funding source(s): Funding source(s) proposed for the project show dollar amounts in the years corresponding to the fiscal years in which monies will be spent.

Project Description/Justification. Descriptions typically include use or purpose of proposed project (including relationship to other capital assets or projects) and any unique specifications. The narrative also briefly identifies the problems the project will address and the benefits it will produce. If the project is contingent on other projects or decisions, that is stated in this section.

Operating budget impact. The increase or decrease in operating costs or revenue generated from the operation and maintenance of a capital project is estimated in this section. It does not include costs related to the acquisition or construction of a capital project, including debt service costs. Costs and revenues for the first full year of operation for the project are estimated and expressed in 1996 dollars. If the project will increase operating costs (e.g., operating costs of a new facility), costs are shown as a <u>positive</u>. If the project will reduce operating costs (e.g., installation of a new, energy-efficient heating system), savings are shown as a negative number. Revenues generated as a result of a project (e.g., parking fees at a new parking facility) are also shown as a negative. Annual renewal and replacement contribution is an estimate of the amount that would have to be contributed to set aside monies to replace component parts of new facilities or replace equipment which is normally purchased outright.

Fund(s). Identifes the fund(s) from which capital costs will be appropriated and operating costs will be incurred for the project.

Administrative Services Department

InfoLink accounts for 85 percent of the department's total capital expenditures

The Administrative Services Department proposed nine capital projects for Fiscal Years 1997-98 through 2001-02. The Executive Officer included the three projects listed in the table below in his proposed Capital Improvement Plan. Capital costs for these three projects total about $2.7 million, 69 percent of which will be spent in FY 1996-97.

The single largest project, Metro's new automated financial and human resource system called InfoLink, was approved by Council in the FY 1996-97 budget. Eighty-eight percent of proposed capital costs for the department are allocated to this project. All but $190,000 of the project's costs will be financed through the existing fund balance for the Support Services Fund.

The remaining two projects would be financed in part or in whole with excise tax. These projects must compete with several other capital projects as well as with operating budget needs which require excise tax funding.

The six additional projects requested by the department, that are not included in the five-year plan, are identified in the *List of Unfunded Projects* section of this document. The Executive Officer chose not to include these projects in the Plan at this time for one of three reasons: 1) need for the project was not firmly established; 2) a funding source was not identified; or 3) scope of the project was not adequately defined. The department may decide to include any of these projects in subsequent CIP requests.

Capital Projects Summary

Support Services Fund	Prior Years	97-98	98-99	99-00	00-01	01-02	Total	Funding Source
InfoLink	$1,909,500	$363,200	$91,000				$2,363,700	$2,173,700 Fund Balance $190,000 Internal Serv. Charges
Print Shop Copier Replacement			5,000	68,000	68,000	59,000	200,000	$100,000 Internal Serv. Charges $100,000 50% from Excise Tax
Totals	**$1,909,500**	**$363,200**	**$96,000**	**$68,000**	**$68,000**	**$59,000**	**$2,563,700**	

General Fund	Prior Years	97-98	98-99	99-00	00-01	01-02	Total	Funding Source
Metro Regional Center – Office Space Conversion		$117,000					$117,000	$117,000 Fund Balance 100% From Excise Tax

Administrative Services Dept. Totals	**$1,909,500**	**$480,200**	**$96,000**	**$68,000**	**$68,000**	**$59,000**	**$2,680,700**

PROJECT DETAIL

PROJECT TITLE: INFOLINK PROJECT

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION ADMINISTRATIVE SERVICES DEPARTMENT INFORMATION MANAGEMENT SERVICES DIVISION		TYPE OF REQUEST: ☐ INITIAL ☑ CONTINUATION	DATE OCT. 9, 1996
SOURCE OF ESTIMATE: ☐ PRELIMINARY ☐ BASED ON DESIGN ☑ ACTUAL BID DOCUMENTS	PROJECT START DATE JULY 1, 1996	PROJECT COMPLETION DATE JUNE 30, 1999	DEPARTMENT PRIORITY 1	PREPARED BY JEFF BOOTH

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION								
EQUIPMENT/FURNISHINGS	$1,735,900	$330,200	$82,700					$2,148,800
PROJECT CONTINGENCY	173,600	33,000	8,300					214,900
1% FOR ART								
OTHER								
TOTAL	$1,909,500	$363,200	$91,000					$2,363,700
FUNDING SOURCE:								
FUND BALANCE	$1,909,500	$363,200						$2,272,700
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER			$91,000					$91,000
TOTAL	$1,909,500	$363,200	$91,000					$2,363,700

PROJECT DESCRIPTION/JUSTIFICATION:

This project replaces Metro's automated financial and human resource systems. Replacement is required by loss of vendor support and anticipated failure of the current system in FY 1999-2000. This project includes: software purchases, hardware, training and travel expenses, implementation services and contingency. General ledger, accounts payable, accounts receivable, billing and purchasing will be in production July 1, 1997. Human resource and payroll systems will be in production July 1, 1997. The remaining systems will be implemented in FY 1998-99.

Renewal and replacement is based upon a projected 8-year useful life. Operating costs show an increase for maintenance contracts on hardware and software.

Funding Source: Support Services fund balance in FY 96-97 & FY 97-98 and in FY 98-99 internal service charges.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	$101,300
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$101,300
RENEWAL & REPLACEMENT CONTRIBUTION	$295,500
FIRST FULL FISCAL YEAR OF OPERATION:	1999-2000
FUND(S): SUPPORT SERVICES FUND	

PROJECT DETAIL

PROJECT TITLE: METRO REGIONAL CENTER –OFFICE SPACE CONVERSION

TYPE OF PROJECT: ☐ NEW ☑ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION ADMINISTRATIVE SERVICES DEPARTMENT PROPERTY SERVICES DIVISION	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE OCT. 16, 1996

SOURCE OF ESTIMATE: ☐ PRELIMINARY ☑ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE JULY 1997	PROJECT COMPLETION DATE AUG. 1997	DEPARTMENT PRIORITY 2	PREPARED BY BILL POTTER

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING		$4,500						$4,500
CONSTRUCTION		80,000						80,000
EQUIPMENT/FURNISHINGS		31,500						31,500
PROJECT CONTINGENCY		1,000						1,000
1% FOR ART								
OTHER								
TOTAL		$117,000						$117,000
FUNDING SOURCE:								
FUND BALANCE		$117,000						$117,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL		$117,000						$117,000

PROJECT DESCRIPTION/JUSTIFICATION:

Convert former lease space occupied by the American Advertising Museum into usable office space. Provide enclosed office space for attorneys involved in the Open Spaces program, and make other minor space alternations to provide additional space to meet current needs.

The funding for this project would come from the fund balance of the General Fund and therefore will compete with other projects for excise tax revenue.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	$3,000
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$3,000
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99
FUND(S): GENERAL FUND	

PROJECT DETAIL

PROJECT TITLE: COPIER REPLACEMENT IN PRINT SHOP

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	**DEPARTMENT/DIVISION** ADMINISTRATIVE SERVICES DEPARTMENT INFORMATION MANAGEMENT SERVICES DIVISION	**TYPE OF REQUEST:** ☑ INITIAL ☐ CONTINUATION	**DATE** OCT. 9, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	**PROJECT START DATE** JULY 1998	**PROJECT COMPLETION DATE** JULY 1998	**DEPARTMENT PRIORITY** 3
PREPARED BY PAM JUETT			

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION								
EQUIPMENT/FURNISHINGS			$5,000	$68,000	$68,000	$59,000		$200,000
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL			$5,000	$68,000	$68,000	$59,000		$200,000
FUNDING SOURCE:								
FUND BALANCE								
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER			$5,000	$68,000	$68,000	$59,000		$200,000
TOTAL			$5,000	$68,000	$68,000	$59,000		$200,000

PROJECT DESCRIPTION/JUSTIFICATION:

This project replaces an existing duplicator in the Print Shop with a digital high- speed duplicator. The new duplicator will be capable of producing high quality original documents directly from office computers via the network. Quality will be greatly improved since every document would be an original. Document production speed will also be improved by 20-40 copies per minute. Increased annual materials and services reflects a higher maintenance contract due to added computerization for network capability. Renewal and replacement is based upon an estimated 8-year useful life. No additional space will be required. On-site outsourcing will be included in the consideration of alternatives.

This project competes with others for excise tax revenue. It will be funded by internal service charges, 50% of which come from excise tax supported departments.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	$4,000
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$4,000
RENEWAL & REPLACEMENT CONTRIBUTION	$37,500
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99
FUND(S): SUPPORT SERVICES FUND	

Growth Management Services Department

Only one Growth Management project is included in the CIP

Growth Management Services department, which is responsible for urban growth management and land-use planning, submitted two capital project requests. The Executive Officer included the HP Computer – Scheduled Replacement project in his proposed CIP and placed the other project on the department's *List of Unfunded Projects*.

The department's Data Resource Center maintains a network of computers to provide the forecasting, mapping and decision-making tools needed for Metro departments, local governments and private-sector subscribers. The project described in the Project Detail is the scheduled replacement of the Hewlitt Packard computer system which constitutes the main components of the network (servers, plotters, workstations).

To keep up with advances in technology and demands for sophisticated land-use planning tools, the department plans for replacement of the system every three years. To even out expenditure requirements and facilitate allocation of system costs to grants and subscribers, the system is financed through capital leases. The *Project Detail* shows expenditures for nearly two scheduled replacements of the system. The second scheduled replacement would be completed in fiscal year 2002-03. Because the project relies on some excise tax funding, it will have to compete with other capital and operating needs for those funds.

The second project, which is included on the department's *List of Unfunded Projects*, is an expansion of this same computer system. The Executive Officer did not include this project in the CIP at this time because funding sources have not been secured and need for the project has not been fully defined.

PROJECT DETAIL

PROJECT TITLE: HP COMPUTER – SCHEDULED REPLACEMENT

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: GROWTH MANAGEMENT SERVICES DEPARTMENT, DATA RESOURCE CENTER (DRC)	TYPE OF REQUEST: ☐ INITIAL ☑ CONTINUATION	DATE: SEPT. 12, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE	PROJECT COMPLETION DATE	DEPARTMENT PRIORITY	PREPARED BY
	JULY 1997	JUNE 2002	1	DICK BOLEN

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION								
EQUIPMENT/FURNISHINGS		$250,000	$60,000	$60,000	$250,000	$60,000		$680,000
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL		$250,000	$60,000	$60,000	$250,000	$60,000		$680,000
FUNDING SOURCE:								
FUND BALANCE								
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER		$250,000	$60,000	$60,000	$250,000	$60,000		$680,000
TOTAL		$250,000	$60,000	$60,000	$250,000	$60,000		$680,000

PROJECT DESCRIPTION/JUSTIFICATION:

This project is for the scheduled replacement of Data Resource Center computer equipment. The major infrastructure of the system (servers, plotters, workstations) is scheduled for replacement every three years with minor peripherals, ancillary devices and workstation enhancements made in the two years between.

Major replacements are funded by capital leases. Minor replacements are purchased in the year needed. All costs are allocated to DRC users through the computer billing system. Historical allocated costs have been funded by RLIS Storefront sales and subscribers (17%), grants (25%), other Metro departments (33%) and excise tax funds (25%).

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1997-98

FUND(S): PLANNING FUND

Metro Exposition-Recreation Commission

Nineteen of the 41 projects requested are included in the CIP

The Metropolitan Exposition-Recreation Commission (MERC) manages four regional facilities for Metro: Civic Stadium, Portland Center for Performing Arts (PCPA), Oregon Convention Center (OCC) and Portland Metropolitan Exposition Center (Expo). MERC submitted 41 capital project requests for consideration. The Executive Officer included the 19 projects listed in the summary table below and added the rest to the Commission's *List of Unfunded Projects* which already included 14 projects submitted by MERC. One project, Damaged Small Wares Replacement, was dropped because it did not qualify as a capital project.

The MERC capital projects included in the CIP are listed by facility in the summary table below. The single largest project is the proposed $90 million Oregon Convention Center Completion/Expansion Project. It represents 93 percent of total proposed capital expenditures for MERC facilities and would be financed with general obligation bond proceeds. MERC will refine project costs and evaluate the financing package before it requests the Council to approve the project for a bond measure. In addition, MERC will examine the possibility of including the Expo projects in the bond measure.

Nearly all of the projects proposed for MERC facilities are replacement and rehabilitation projects to maintain current operations. These projects would be financed through their respective fund balances. The fund balance projections are shown in the accompanying tables. The Civic Stadium and PCPA projects are financed out of the Spectator Facilities Fund. Of the 13 projects at the Convention Center, Civic Stadium and PCPA to be financed out of fund balance, all but two are scheduled for FY 1997-98. The fund balance in the early years of the plan are adequate to finance these projects. Not shown in the projections are strategic operating reserves and renewal and replacement reserves considered by the Transition Committee. If these reserves were to be established, they would significantly reduce the amount of fund balance available to finance capital projects in future years.

The proposed projects at Expo and two of the projects at the Convention Center, Carpet Replacement and Condenser Pipe Replacement, are financed from existing reserves. The Expo renewal and replacement reserves are included in Regional Parks and Expo Fund while the Convention Center renewal and replacement reserves are included in a separate Renewal & Replacement Fund. Projections for both funds, including the impact of proposed capital projects, are shown on separate tables.

The 20 projects that the Executive Officer added to MERC's *List of Unfunded Projects* include 9 projects at the Civic Stadium and 11 projects at the PCPA. Some of these projects are on the unfunded list due to the absence of a viable funding source. Moreover, MERC and the Executive Officer agreed that decisions on these projects should be deferred until action has been taken on the governance and funding of those facilities.

Capital Projects Summary

Oregon Convention Center	Prior Years	97-98	98-99	99-00	00-01	01-02	Total	Funding Source
Completion/Expansion Project		$30,000,000	$55,000,000	$5,000,000			$90,000,000	G.O. Bonds
Carpet Replacement			1,150,000				1,150,000	Fund Balance or G.O. Bonds
Fire Suppression System Pump			150,000				150,000	Fund Balance
Phase II - Concessions Renovation	$411,000	300,000					711,000	Fund Balance
Condenser Pipe Replacement		340,000					340,000	Fund Balance
Interior/Exterior Signage		200,000					200,000	Fund Balance
Box Office Remodel			55,000				55,000	Fund Balance
65' Boom Lift		55,000					55,000	Fund Balance
Totals	**$411,000**	**$30,895,000**	**$56,355,000**	**$5,000,000**			**$92,661,000**	

Expo Center	Prior Years	97-98	98-99	99-00	00-01	01-02	Total	Funding Source
Landscaping	$250,000		$250,000		$250,000		$750,000	Fund Balance
Structural Strengthening: Main Hall			1,236,200				1,236,200	Fund Balance
Structural Strengthening: Hall C				742,500			742,500	Fund Balance
Structural Strengthening: South Hall					70,900		70,900	Fund Balance
Totals	**$250,000**		**$1,486,200**	**$742,500**	**$320,900**		**$2,799,600**	

Civic Stadium	Prior Years	97-98	98-99	99-00	00-01	01-02	Total	Funding Source
East/Midfield Bleacher Replacement		$330,000					$330,000	Fund Balance
Roof Support System & Interior Painting	$77,000						77,000	Fund Balance
Plaza Fencing	50,000						50,000	Fund Balance
Totals	**$127,000**	**$330,000**					**$457,000**	

PCPA	Prior Years	97-98	98-99	99-00	00-01	01-02	Total	Funding Source
ASCH: Exterior Rehabilitation		$75,000					$75,000	Fund Balance
ASCH: Safety Railing System		50,000					50,000	Fund Balance
NTB: Carpet Replacement		150,000					150,000	Fund Balance
CIVIC: Sound System Replacement		75,000					75,000	Fund Balance
NTB: Electronic Event Signage		100,000					100,000	Fund Balance
Totals		**$450,000**					**$450,000**	

Total MERC Projects	**$788,000**	**$31,675,000**	**$57,841,200**	**$5,742,500**	**$320,900**		**$96,367,600**

Fund Balance Available for Capital Projects

as of October 21, 1996

Oregon Convention Center Operating Fund	1996-97 Adopted	1996-97 Adjusted	Projections 1997-98	1998-99	1999-00	2000-01	2001-02
Estimated Beginning Fund Balance	$11,834,793	$11,834,793	$1,840,548	$2,514,048	$3,520,798	$5,312,798	$5,545,798
Projected Operating Revenues	$13,178,917	$13,178,917	$13,498,500	$13,851,750	$15,144,000	$19,462,000	$21,233,000
Less Operating Expenditures	($23,173,162)	($23,173,162)	($12,825,000)	($12,845,000)	($13,352,000)	($19,229,000)	($20,193,000)
Less Required Reserves *	0	0	0	0	0	0	0
Fund Balance Available for CIP	$1,840,548	$1,840,548	$2,514,048	$3,520,798	$5,312,798	$5,545,798	$6,585,798
Less Proposed Capital Projects			($555,000)	($205,000)	$0	$0	$0
Fund Balance After CIP	$1,840,548	$1,840,548	$1,959,048	$3,315,798	$5,312,798	$5,545,798	$6,585,798

* *The Transition Committee considered Strategic Operating Reserves for OCC that equal 15% of the operating expenditures for the facility. As these reserves have not formally been established, they are not represented in these financial projections. Renewal and Replacement for OCC is represented in a separate Renewal and Replacement Fund.*

Oregon Convention Center Renewal and Replacement Fund	1996-97 Adopted	1996-97 Adjusted	Projections 1997-98	1998-99	1999-00	2000-01	2001-02
Estimated Beginning Fund Balance	$2,429,631	$2,429,631	$2,572,609	$2,713,609	$2,862,609	$3,019,609	$4,085,609
Projected Operating Revenues	$142,978	$142,978	$141,000	$149,000	$157,000	$1,066,000	$1,125,000
Less Operating Expenditures	$0	$0	$0	$0	$0	$0	$0
Fund Balance Available for CIP	$2,572,609	$2,572,609	$2,713,609	$2,862,609	$3,019,609	$4,085,609	$5,210,609
Less Proposed Capital Projects			($340,000)	($1,150,000)			
Fund Balance After CIP	$2,572,609	$2,572,609	$2,373,609	$1,712,609	$3,019,609	$4,085,609	$5,210,609

Fund Balance Available for Capital Projects

as of October 21, 1996

Regional Parks and Expo Fund (Expo Only)	1996-97 Adopted	1996-97 Adjusted	Projections 1997-98	1998-99	1999-00	2000-01	2001-02
Estimated Beginning Fund Balance	$3,407,080	$3,407,080	$987,157	$1,298,373	$1,179,774	$1,480,925	$1,851,076
Projected Operating Revenues	$13,844,168	$13,844,168	$4,115,000	$3,822,000	$3,962,000	$4,130,000	$4,307,000
Less Operating Expenditures	($16,264,091)	($16,264,091)	($3,803,784)	($3,940,599)	($3,660,849)	($3,759,849)	($3,858,849)
Less Required Reserves * Renewal and Replacement	0	0	(200,000)	1,086,200	(350,000)	(229,100)	(500,000)
Fund Balance Available for CIP	$987,157	$987,157	$1,098,373	$2,265,974	$1,130,925	$1,621,976	$1,799,226
Proposed Capital Projects			$0	($1,486,200)	($748,500)	($320,900)	$0
Fund Balance After CIP	$987,157	$987,157	$1,098,373	$779,774	$382,425	$1,301,076	$1,799,226

* *The Transition Committee considered Strategic Operating Reserves for Expo that equal 15% of the operating expenditures for the facility. As these reserves have not formally been established, they are not represented in these financial projections.*

Spectator Facilities Fund	1996-97 Adopted	1996-97 Adjusted	Projections 1997-98	1998-99	1999-00	2000-01	2001-02
Estimated Beginning Fund Balance	$3,662,271	$3,662,271	$3,639,777	$2,910,777	$1,912,777	$838,777	($416,223)
Projected Operating Revenues	$9,859,365	$9,859,365	$9,228,000	$9,257,000	$9,478,000	$9,705,000	$10,008,000
Less Operating Expenditures	($9,881,859)	($9,881,859)	($9,957,000)	($10,255,000)	($10,552,000)	($10,960,000)	($11,285,000)
Less Required Reserves *	0	0	0	0	0	0	0
Fund Balance Available for CIP	$3,639,777	$3,639,777	$2,910,777	$1,912,777	$838,777	($416,223)	($1,693,223)
Proposed Capital Projects			($780,000)				
Fund Balance After CIP	$3,639,777	$3,639,777	$2,130,777	$1,912,777	$838,777	($416,223)	($1,693,223)

* *The Transition Committee considered reserves for the PCPA and Civic Stadium: 1) Strategic Operating Reserves that equal 15% of the operating expenditures for each facility; and 2) Renewal and Replacement Reserves that equal 1% of the replacement value of the facility and equipment. As these reserves have not formally been established, they are not represented in these financial projections.*

PROJECT DETAIL

PROJECT TITLE: OCC – COMPLETION/EXPANSION OF THE OREGON CONVENTION CENTER

TYPE OF PROJECT: ☐ NEW ☑ EXPANSION ☐ REPLACEMENT	**DEPARTMENT/DIVISION** MERC OREGON CONVENTION CENTER	**TYPE OF REQUEST:** ☑ INITIAL ☐ CONTINUATION	**DATE** AUG. 20, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY * ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	**PROJECT START DATE** JAN. - FEB., 1998	**PROJECT COMPLETION DATE** LATE 1999 - EARLY 2000	**DEPARTMENT PRIORITY** 1	**PREPARED BY** H. TEED / J. BLOSSER

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES			$400,000					$400,000
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING			5,500,000					5,500,000
CONSTRUCTION			23,100,000	$53,000,000	$1,225,000			77,325,000
EQUIPMENT/FURNISHINGS				1,000,000	2,000,000			3,000,000
PROJECT CONTINGENCY			1,000,000	1,000,000	1,000,000			3,000,000
1% FOR ART					775,000			775,000
OTHER								
TOTAL			$30,000,000	$55,000,000	$5,000,000			$90,000,000
FUNDING SOURCE:								
FUND BALANCE								
GRANTS				$10,000,000				$10,000,000
G. O. BONDS			$25,000,000	45,000,000	$5,000,000			75,000,000
REVENUE BONDS								
OTHER			5,000,000					5,000,000
TOTAL			$30,000,000	$55,000,000	$5,000,000			$90,000,000

PROJECT DESCRIPTION/JUSTIFICATION:

Add to existing exhibit hall space, meeting rooms, and ballroom space, with parking for 1,350 cars, loading docks and lobby/prefunction space. Project will be constructed over three fiscal years. New facility will provide for expanded event schedule and much needed meeting room/ballroom space for local groups also. This project provides facility with competitive edge for attracting convention business to the region. Department will refine capital costs and operating budget impact, and fully evaluate the financing package prior to placing the project on the ballot.

Completion of this project is contingent upon the success of a ballot measure election proposed for May 1997.

* Source of estimate – preliminary, from ZGF (original architects of facility).

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	$450,000
MATERIALS & SVCS. COSTS	250,000
CAPITAL OUTLAY COSTS	
OTHER COSTS	100,000
(REVENUES)	(750,000)
NET ANNUAL OPERATING COSTS	$50,000
RENEWAL AND REPLACEMENT CONTRIBUTION	$700,000
FIRST FULL FISCAL YEAR OF OPERATION:	2001-2002

FUND(S): OCC CAPITAL PROJECT FUND

PROJECT DETAIL

PROJECT TITLE: OCC – CARPET REPLACEMENT

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION MERC OREGON CONVENTION CENTER	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE AUG. 20, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE 1998 / PROJECT COMPLETION DATE 1999	DEPARTMENT PRIORITY 2	PREPARED BY H. TEED / J. BLOSSER

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION								
EQUIPMENT/FURNISHINGS			$1,150,000					$1,150,000
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL			$1,150,000					$1,150,000
FUNDING SOURCE:								
FUND BALANCE			$1,150,000					$1,150,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL			$1,150,000					$1,150,000

PROJECT DESCRIPTION/JUSTIFICATION:

Life of original carpet was to be six years – 1996. Facility has experienced more wear due to increase in business to the facility. The intent is to match carpet of the current facility with that of the expanded facility. If expansion is not approved, carpet would be replaced in FY 1997-98 or FY 1998-99.

* Amount based on original cost estimate in 1994 plus inflation. Carpet life = 8 yrs, cost $1.5 million.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION *	$187,000
FIRST FULL FISCAL YEAR OF OPERATION:	1999-00

FUND(S): OCC RENEWAL & REPLACEMENT FUND

PROJECT DETAIL

PROJECT TITLE: OCC – FIRE SUPPRESSION SYSTEM PUMP

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION MERC OREGON CONVENTION CENTER	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE AUG. 20, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY * ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE JULY 1998	PROJECT COMPLETION DATE DECEMBER 1998	DEPARTMENT PRIORITY 3	PREPARED BY J. BLOSSER

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING			$20,000					$20,000
CONSTRUCTION & HOOK-UP			130,000					130,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL			$150,000					$150,000
FUNDING SOURCE:								
FUND BALANCE			$150,000					$150,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL			$150,000					$150,000

PROJECT DESCRIPTION/JUSTIFICATION:

Risk Management is requiring this addition to the current OCC fire suppression system for insurance purposes. This pump would boost the level of water pressure throughout the facility which in turn reduces overall Metro building insurance coverage.

* Source of estimate - Based off actual design estimate plus design/architect fees.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1999-2000

FUND(S): OCC OPERATING FUND

PROJECT DETAIL

PROJECT TITLE: OCC – CONCESSION STANDS RENOVATION, PHASE II

TYPE OF PROJECT: ☐ NEW ☑ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION MERC OREGON CONVENTION CENTER		TYPE OF REQUEST: ☐ INITIAL ☑ CONTINUATION		DATE AUG. 20, 1996
SOURCE OF ESTIMATE: ☑ BID * ☐ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE FALL 1997	PROJECT COMPLETION DATE MAR. 1998	DEPARTMENT PRIORITY 4	PREPARED BY J. BLOSSER	

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING	$200,000							$200,000
CONSTRUCTION	211,000	$285,000						496,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY		15,000						15,000
1% FOR ART								
OTHER								
TOTAL	$411,000	$300,000						$711,000
FUNDING SOURCE:								
FUND BALANCE	$411,000	$300,000						$711,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL	$411,000	$300,000						$711,000

PROJECT DESCRIPTION/JUSTIFICATION:

This will complete the renovation of the concession areas in Exhibit Halls A & C. Phase I was completed in August 1996, and Phase II will have some work completed this fiscal year with completion in FY 1997-98. Phase II will add two new food court areas and pantries in both exhibit halls. A construction schedule will be provided by the Department that indicates which items have been completed and which items have yet to be completed.

* Note: Based on actual bid documents for project and adjusted for inflation and construction estimate.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	N/A
RENEWAL AND REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99

FUND(S): OCC OPERATING FUND

PROJECT DETAIL

PROJECT TITLE: OCC – REPLACEMENT OF CONDENSER PIPE

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION MERC OREGON CONVENTION CENTER		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE AUG. 20, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE JULY 1997	PROJECT COMPLETION DATE FEB. 1998	DEPARTMENT PRIORITY 5	PREPARED BY J. BLOSSER

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING		$45,000						$45,000
CONSTRUCTION		100,000						100,000
EQUIPMENT/FURNISHINGS		195,000						195,000
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL		$340,000						$340,000
FUNDING SOURCE:								
FUND BALANCE		$340,000						$340,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER - R & R FUND								
TOTAL		$340,000						$340,000

PROJECT DESCRIPTION/JUSTIFICATION:

Replacement of 3" and 2" condenser pipe for refrigeration throughout the building – pipes that carry chilled water for refrigeration are experiencing major deterioration and possibly some failure. Two approaches are being studied by staff: 1) replace current pipe with plastic pipe throughout facility, or 2) purchase a smaller system to handle necessary refrigeration needs. Staff will provide further information, including a cost breakdown, on two alternatives being studied.

* Replacement would be in 15 years @ $600,000.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	$40,000
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99

FUND(S): OCC RENEWAL & REPLACEMENT FUND

PROJECT DETAIL

PROJECT TITLE: OCC – INTERIOR/EXTERIOR SIGNAGE

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION MERC OREGON CONVENTION CENTER		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE AUG. 20, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY * ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE JAN. 1998	PROJECT COMPLETION DATE JUNE 1998	DEPARTMENT PRIORITY 6	PREPARED BY H. TEED / J. BLOSSER

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING		$30,000						$30,000
CONSTRUCTION		75,000						75,000
EQUIPMENT/FURNISHINGS		95,000						95,000
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL		$200,000						$200,000
FUNDING SOURCE:								
FUND BALANCE		$200,000						$200,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER - OPERATING FUND								
TOTAL		$200,000						$200,000

PROJECT DESCRIPTION/JUSTIFICATION:

All electronic signage and video information systems need to be updated. OCC needs to revamp its information display system with new technology. Some of the work will be done in FY 1996-97 with the bulk of the equipment, software and electronics to be determined and finalized for installation in FY 1997-98.

The department will provide additional information as to the amount of work, and the total cost of the work completed in FY 96-97, and revenue calculations.

* Preliminary estimate plus some initial design work.

** Replacement in 10 years @ $400,000.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	($50,000)
NET ANNUAL OPERATING COSTS	($50,000)
RENEWAL & REPLACEMENT CONTRIBUTION**	$40,000
FIRST FULL FISCAL YEAR OF OPERATION:	FY 1998-99

FUND(S): OCC OPERATING FUND

PROJECT DETAIL

PROJECT TITLE: OCC – BOX OFFICE REMODEL

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: MERC, OREGON CONVENTION CENTER		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION		DATE: AUG. 20, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: JAN. 1999	PROJECT COMPLETION DATE: JUNE 1999	DEPARTMENT PRIORITY: 7	PREPARED BY: H. TEED / J. BLOSSER	

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING			$3,500					$3,500
CONSTRUCTION			51,500					51,500
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL			$55,000					$55,000
FUNDING SOURCE:								
FUND BALANCE			$55,000					$55,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL			$55,000					$55,000

PROJECT DESCRIPTION/JUSTIFICATION:

OCC has no real box office to house this function. Staff currently uses storage rooms to accomplish the tasks of operating ticket selling during events. Expansion/completion of the Center, require additional Box Office space to accommodate the larger facility. Completion of this project is contingent upon the passage of the ballot measure to expand the facility.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	$4,500
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$4,500
RENEWAL & REPLACEMENT CONTRIBUTION	
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99
FUND(S): OCC OPERATING FUND	

PROJECT DETAIL

PROJECT TITLE: OCC – PURCHASE OF 65' BOOM LIFT

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION MERC OREGON CONVENTION CENTER	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE AUG. 20, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE FALL 1997	PROJECT COMPLETION DATE FEB. 1998	DEPARTMENT PRIORITY 8	PREPARED BY H. TEED / J. BLOSSER

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION								
EQUIPMENT/FURNISHINGS		$55,000						$55,000
PROJECT CONTINGENCY								
1% FOR ART								
OTHER -								
TOTAL		$55,000						$55,000
FUNDING SOURCE:								
FUND BALANCE		$55,000						$55,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL		$55,000						$55,000

PROJECT DESCRIPTION/JUSTIFICATION:

This piece of equipment will allow for maintenance inside the facility as well as outside lighting. This will also provide staff access to the high steel in the exhibit hall which, currently, staff cannot reach for maintenance needs. This will allow for greater efficiency in maintaining the facility by precluding us from waiting and renting this piece of equipment. Department will provide additional information regarding the calculations of net savings.

* Replacement in 15 years at a cost of $70,000.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	($5,000)
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	($5,000)
RENEWAL & REPLACEMENT CONTRIBUTION *	$4,700
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99
FUND(S): OCC OPERATING FUND	

PROJECT DETAIL

PROJECT TITLE: LANDSCAPING

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION MERC EXPO/ADMINISTRATION	TYPE OF REQUEST: ☐ INITIAL ☑ CONTINUATION	DATE AUG. 20, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE SPRING 1997	PROJECT COMPLETION DATE JUNE 2003	DEPARTMENT PRIORITY 1	PREPARED BY C. BAILEY / T. ANDEREGG

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION	$250,000		$250,000		$250,000		$50,000	$800,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL	$250,000		$250,000		$250,000		$50,000	$800,000
FUNDING SOURCE:								
FUND BALANCE	$250,00		$250,000		$250,000		$50,00	$800,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL	$250,000		$250,000		$250,000		$50,000	$800,000

Project Description/Justification: The Conditional Use Permit issued by the City of Portland for the construction of the new exhibit hall states: "The applicant will complete the additional 5.5 percent of the current project budget required landscape improvements, plus any additional landscaping required by future permits, within seven years of the effective date of this Conditional Use approval. To accomplish that goal, the applicant will dedicate 25 percent of each project budget that exceeds $10,000 to an "Expo Conformance Fund." Each time the fund accumulates $250,000, it will be used for conformance development, until the site is brought into conformance with the landscaping requirement. No building permits will be issued after seven years from the effective date of this decision unless all the landscaping deferred by this decision has been provided."

Consideration will be given to including this project in the GO Bond funding for the expansion of the Convention Center. If not, the project will continue as proposed.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	$3,750
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$3,750
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	2002-2003
FUND(S): REGIONAL PARKS AND EXPO FUND	

PROJECT DETAIL

PROJECT TITLE: STRUCTURAL STRENGTHENING – MAIN HALLS

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION MERC EXPO		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE SEPT. 18, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY* ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE SUMMER 1998	PROJECT COMPLETION DATE FALL 1998	DEPARTMENT PRIORITY 2	PREPARED BY BAILEY / ANDEREGG

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES			$88,300					$88,300
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING			176,600					176,600
CONSTRUCTION			883,000					883,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY			88,300					88,300
1% FOR ART								
OTHER								
TOTAL			$1,236,200					$1,236,200
FUNDING SOURCE:								
FUND BALANCE								
GRANTS								
G. O. BONDS			$1,236,200					$1,236,200
REVENUE BONDS								
OTHER								
TOTAL			$1,236,200					$1,236,200

PROJECT DESCRIPTION/JUSTIFICATION:

Structural strengthening construction is required in order to resist 1991 Uniform Building Code (UBC) level forces. UBC design forces include both vertical (weight of structure plus weight of snow on roof) and lateral (lateral forces due to wind/ earthquake) loads. Consideration will be given to including this project in the GO Bond funding for the expansion of the Convention Center.

* Source of estimate – preliminary, using 1993 KPFF Study

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1998-1999
FUND(S): REGIONAL PARKS AND EXPO FUND	

PROJECT DETAIL

PROJECT TITLE: STRUCTURAL STRENGTHENING – HALL C

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION MERC EXPO		TYPE OF REQUEST: ☑INITIAL ☐ CONTINUATION	DATE SEPT. 18, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY* ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE SUMMER 1999	PROJECT COMPLETION DATE FALL 1999	DEPARTMENT PRIORITY 3	PREPARED BY BAILEY / ANDEREGG

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES				$49,500				$49,500
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING				99,000				99,000
CONSTRUCTION				495,000				495,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY				99,000				99,000
1% FOR ART								
OTHER								
TOTAL				$742,500				$742,500
FUNDING SOURCE:								
FUND BALANCE								
GRANTS								
G. O. BONDS				$742,500				$742,500
REVENUE BONDS								
OTHER								
TOTAL				$742,500				$742,500

PROJECT DESCRIPTION/JUSTIFICATION:

Structural strengthening construction to Exhibit Hall C to resist 1991 Uniform Building Code (UBC) level forces. UBC design forces include both vertical (weight of structure plus weight of snow on roof) and lateral (lateral forces due to wind/earthquake) loads. Consideration will be given to including this project in the GO Bond funding for the expansion of the Convention Center.

* Source of estimate – preliminary, using 1993 KPFF Study.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1999-2000

FUND(S): REGIONAL PARKS AND EXPO FUND

PROJECT DETAIL

PROJECT TITLE: STRUCTURAL STRENGTHENING – SOUTH HALL

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION: MERC Expo	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE: SEPT. 18, 1996
SOURCE OF ESTIMATE: ☑PRELIMINARY* ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: SUMMER 2000	PROJECT COMPLETION DATE: FALL 2000	DEPARTMENT PRIORITY: 4
PREPARED BY: BAILEY / ANDEREGG			

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES					$5,100			$5,100
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING					10,100			10,100
CONSTRUCTION					50,600			50,600
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY					5,100			5,100
1% FOR ART								
OTHER								
TOTAL					$70,900			$70,900
FUNDING SOURCE:								
FUND BALANCE								
GRANTS								
G. O. BONDS					$70,900			$70,900
REVENUE BONDS								
OTHER								
TOTAL					$70,900			$70,900

PROJECT DESCRIPTION/JUSTIFICATION:

Structural strengthening construction to South Hall to resist 1991 Uniform Building Code (UBC) level forces. UBC design forces include both vertical (weight of structures plus weight of snow on roof) and lateral (lateral forces to wind/ earthquake) loads. Consideration will be given to including this project in the GO Bond funding for the expansion of the Convention Center.

* Source of estimate – preliminary, using 1993 KPFF Study.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	2000-2001
FUND(S): REGIONAL PARKS AND EXPO FUND	

PROJECT DETAIL

PROJECT TITLE: CIVIC STADIUM – EAST/MIDFIELD BLEACHER REPLACEMENT

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION MERC CIVIC STADIUM		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE AUG. 20, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE DEC. 1997	PROJECT COMPLETION DATE APRIL 1998	DEPARTMENT PRIORITY 1	PREPARED BY CANDY CAVANAGH

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING		$15,000						$15,000
CONSTRUCTION		185,000						185,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY		30,000						30,000
1% FOR ART								
OTHER (MATERIALS)		100,000						100,000
TOTAL		$330,000						$330,000
FUNDING SOURCE:								
FUND BALANCE		$330,000						$330,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL		$330,000						$330,000

PROJECT DESCRIPTION/JUSTIFICATION:

This project replaces the east/midfield bleachers. The midfield bleachers have already been condemned and partially dismantled. The east bleachers are aging and require annual inspection and ongoing repair. Health and safety issues are becoming a concern. ADA compliance is also an issue. Note: This project should be planned for regardless of whether major modernization funding is secured.

Annual Renewal & Replacement contribution: $16,500 (20-year life).

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	($7,500)
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	($7,500)
RENEWAL & REPLACEMENT CONTRIBUTION	$20,000
FIRST FULL FISCAL YEAR OF OPERATION:	1997-98

FUND(S): SPEC. FACILITIES OPERATING FUND

PROJECT DETAIL

PROJECT TITLE: A. SCHNITZER CONCERT HALL – EXTERIOR PRESERVATION

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION MERC PORTLAND CENTER FOR THE PERFORMING ARTS	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE SEPT. 20, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE JULY 1997	PROJECT COMPLETION DATE SEPT. 1997	DEPARTMENT PRIORITY 1	PREPARED BY/ HARRIET SHERBURNE

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION		$75,000						$75,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL		$75,000						$75,000
FUNDING SOURCE:								
FUND BALANCE		$75,000						$75,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL		$75,000						$75,000

PROJECT DESCRIPTION/JUSTIFICATION:

Clean full masonry exterior; repair, regrout, and apply waterproof sealant for weather tight exterior.

Project to be re-done in 15 years.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	$5,000
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99

FUND(S): SPECTATOR FACILITIES OPERATING FUND

PROJECT DETAIL

PROJECT TITLE: A. SCHNITZER CONCERT HALL– SAFETY RAILING SYSTEM

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION MERC PORTLAND CENTER FOR THE PERFORMING ARTS	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE AUG. 22, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE FALL 1997	PROJECT COMPLETION DATE SPRING 1998	DEPARTMENT PRIORITY 2	PREPARED BY HARRIET SHERBURNE

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING		$7,500						$7,500
CONSTRUCTION		25,000						25,000
EQUIPMENT/FURNISHINGS		17,500						17,500
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL		$50,000						$50,000
FUNDING SOURCE:								
FUND BALANCE		$50,000						$50,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL		$50,000						$50,000

PROJECT DESCRIPTION/JUSTIFICATION:

Design and install rail system along aisles throughout dress circle and balcony levels for public convenience and safety. A prototype of this rail has been assembled. It will be comprised of rail units which are approximately 1' wide and 3' tall, and will be installed as one to two units per row, per aisle. Thus, there will be between 125-150 units installed.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99
FUND(S): SPECTATOR FACILITIES OPERATING FUND	

PROJECT DETAIL

PROJECT TITLE: NEW THEATRE – CARPET REPLACEMENT

TYPE OF PROJECT: NEW ☐ EXPANSION ☑ REPLACEMENT	**DEPARTMENT/DIVISION** MERC PORTLAND CENTER FOR THE PERFORMING ARTS	**TYPE OF REQUEST:** ☑ INITIAL ☐ CONTINUATION	**DATE** AUG. 22, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	**PROJECT START DATE** JULY 1997	**PROJECT COMPLETION DATE** SEPT. 1997	**DEPARTMENT PRIORITY** 3	**PREPARED BY** HARRIET SHERBURNE

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING		$17,000						$17,000
CONSTRUCTION		50,000						50,000
EQUIPMENT/FURNISHINGS		133,000						133,000
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL		$150,000						$150,000
FUNDING SOURCE:								
FUND BALANCE		$150,000						$150,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL		$150,000						$150,000

PROJECT DESCRIPTION/JUSTIFICATION:

Design, removal of existing carpet, and carpet replacement in all public areas and stairs at New Theatre Building. Because of the unique configuration of the building (rotunda area, curving stairs, etc.), it is difficult to estimate at this time the total square footage of carpet that will be required.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTIO	$20,000
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99
FUND(S): SPECTATOR FACILITIES OPERATING FUND	

PROJECT DETAIL

PROJECT TITLE: CIVIC AUDITORIUM – SOUND SYSTEM REPLACEMENT

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: MERC, PORTLAND CENTER FOR THE PERFORMING ARTS		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE: AUG. 22, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: FALL 1997	PROJECT COMPLETION DATE: WINTER 1998	DEPARTMENT PRIORITY: 4	PREPARED BY: HARRIET SHERBURNE

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING		$10,000						$10,000
CONSTRUCTION		25,000						25,000
EQUIPMENT/FURNISHINGS		40,000						40,000
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL		$75,000						$75,000
FUNDING SOURCE:								
FUND BALANCE		$75,000						$75,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL		$75,000						$75,000

PROJECT DESCRIPTION/JUSTIFICATION:

Replaces full sound system (speakers, sound board, wiring) to current industry technology; design, equipment, installation.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	$7,500
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99
FUND(S): SPECTATOR FACILITIES OPERATING FUND	

PROJECT DETAIL

PROJECT TITLE: NEW THEATRE – ELECTRONIC EVENT SIGNAGE

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT

DEPARTMENT/DIVISION: MERC, PORTLAND CENTER FOR THE PERFORMING ARTS

TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION

DATE: AUG. 22, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS

PROJECT START DATE: SPRING 1998

PROJECT COMPLETION DATE: SPRING 1998

DEPARTMENT PRIORITY: 5

PREPARED BY: HARRIET SHERBURNE

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING		$12,000						$12,000
CONSTRUCTION		13,000						13,000
EQUIPMENT/FURNISHINGS		75,000						75,000
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL		$100,000						$100,000
FUNDING SOURCE:								
FUND BALANCE		$100,000						$100,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL		$100,000						$100,000

PROJECT DESCRIPTION/JUSTIFICATION:

Replace obsolete electronic reader board and computer system to publicize events and tickets.

ANNUAL OPERATING BUDGET IMPACT:

PERSONAL SERVICES COSTS	$10,000
MATERIALS & SVCS. COSTS	1,000
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$11,000
RENEWAL & REPLACEMENT CONTRIBUTION	$15,000
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99

FUND(S): SPECTATOR FACILITIES OPERATING FUND

Metro Washington Park Zoo

The Zoo requested funding for 11 capital projects, all of which the Executive Officer included in his proposed CIP. All but the Oregon Project, which was approved by voters for general obligation bond financing, are replacement projects.

The Oregon Project is financed entirely through the $28.8 million bond measure approved by the region's voters in September 1996.

Allowable interest earnings from bond proceeds will generate the additional revenue needed to cover the full cost of the $30.5 million project. The project will be implemented over four fiscal years to minimize disruption to Zoo operations and mitigate the potential impact on the visitor experience and revenues.

The ten other capital projects included in the Plan involve renovations or replacement of existing facilities or major equipment. The largest project is the Primates project scheduled for construction in FY 2000-01. At a

Capital Projects Summary

Zoo Operating Fund	Prior Years	97-98	98-99	99-00	00-01	01-02	Total	Funding Source
Primates					$1,996,000		$1,996,000	Fund Balance
Washington Park Station Restroom			$133,000				133,000	Fund Balance
Bearwalk Cafe Restroom			75,800				75,800	Fund Balance
Elephant Barn Mechanicals					322,500		322,500	Fund Balance
Penguinarium Mechanicals & Roof				$100,000	66,100		166,100	Fund Balance
Polar Bears West					86,500	199,500	286,000	Fund Balance
Elephant Front Yard Fence					61,200		61,200	Fund Balance
Point of Sale System		50,000					50,000	Fund Balance
Train Operations		75,000	72,500				147,500	Fund Balance
Musk Ox Fencing						83,500	83,500	Fund Balance
Totals		**$125,000**	**$281,300**	**$100,000**	**$2,532,300**	**$283,000**	**$3,321,600**	

Zoo Capital Fund	Prior Years	97-98	98-99	99-00	00-01	01-02	Total	Funding Source
Oregon Project	$3,600,000	$15,100,000	$8,800,000	$3,000,000			$30,500,000	G. O. Bonds

Metro Washington Park Zoo Total	**$3,600,000**	**$15,225,000**	**$9,081,300**	**$3,100,000**	**$2,532,300**	**$283,000**	**$33,821,600**

All projects except the Oregon Project will be financed through fund balance

cost of nearly $2 million, the proposed rehabilitation of the Primates building accounts for about 60 percent of the department's total capital project expenditures not including Oregon Project expenditures.

All of these projects would be financed from the Zoo Operating Fund balance. Financial projections assume the following:

- Attendance remains at FY 96-97 levels until the Oregon Project opens
- Admission prices do not increase while prices for food and retail are adjusted for inflation
- FTE increases reflect staffing increases related to the Oregon Project
- Operating costs are adjusted for pay plan and 3 percent inflation

Based on the financial projections, the fund balance available for capital projects is adequate to finance these capital projects and still have sufficient funds available to satisfy operating reserve needs and future capital replacement needs.

The projections do not include a forecast of the operating budget impact of the proposed capital projects with the exception of the Oregon Project. Based upon preliminary information provided in the capital project requests, however, the estimated operating impact of the replacement projects is expected to be minimal.

Because the capital costs of the Oregon Project will be financed entirely with bond proceeds and allowable interest earnings and the Oregon Project is the only project be funded out of the Zoo's Capital Fund, financial projections for that fund are not presented here.

Fund Balance Available for Capital Projects

as of October 21, 1996

Zoo Operating Fund	1996-97 Adopted	1996-97 Adjusted	Projections 1997-98	1998-99	1999-00	2000-01	2001-02
Estimated Beginning Fund Balance	$9,167,210	$9,167,210	$8,871,079	$9,638,079	$10,444,079	$11,308,079	$12,206,079
Projected Operating Revenues	$15,173,477	$15,173,477	$16,338,000	$16,910,000	$17,517,000	$21,221,000	$22,480,000
Less Operating Expenditures	($15,506,667)	($15,469,608)	($15,571,000)	($16,104,000)	($16,653,000)	($20,323,000)	($21,240,000)
Less Required Reserves							
Renewal and Replacement	0	(1,250,000)	(1,166,117)	(1,541,117)	(1,759,817)	(2,159,817)	(117,517)
Fund Balance Available for CIP	$8,834,020	$7,621,079	$8,471,962	$8,902,962	$9,548,262	$10,046,262	$13,328,562
Less Proposed Capital Projects	0	(933,683)	(125,000)	(281,300)	(100,000)	(2,542,300)	(283,000)
Fund Balance After CIP	$8,834,020	$6,687,396	$8,346,962	$8,621,662	$9,448,262	$7,503,962	$13,045,562

PROJECT DETAIL

PROJECT TITLE: OREGON PROJECT

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION: METRO WASHINGTON PARK ZOO	TYPE OF REQUEST: ☐ INITIAL ☑ CONTINUATION	DATE AUG. 28, 1996
SOURCE OF ESTIMATE: ☐ PRELIMINARY ☑ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE FALL 1996 / PROJECT COMPLETION DATE SPRING 2000	DEPARTMENT PRIORITY 1	PREPARED BY KATHY KIAUNIS

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING	$1,480,000	$1,020,000						$2,500,000
CONSTRUCTION	1,564,200	11,697,000	$7,405,200	$2,524,500				23,190,900
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY	540,000	2,265,000	1,320,000	450,000				4,575,000
1% FOR ART	15,800	118,000	74,800	25,500				234,100
OTHER								
TOTAL	$3,600,000	$15,100,000	$8,800,000	$3,000,000				$30,500,000
FUNDING SOURCE:								
FUND BALANCE								
GRANTS								
G. O. BONDS	$3,600,000	$15,100,000	$8,800,000	$3,000,000				$30,500,000
REVENUE BONDS								
OTHER								
TOTAL	$3,600,000	$15,100,000	$8,800,000	$3,000,000				$30,500,000

PROJECT DESCRIPTION/JUSTIFICATION:

Construct new exhibits, replace some existing facilities and create new entrance-way to feature endangered native animals, improve conditions for existing animals, improve visitor access and enhance the Zoo's self-sufficiency.

Project includes natural habitats for threatened Oregon animals, including sea otters bald eagles, trout and wolverines. Improve conditions for current animal collections, including lions, black bears, cougars and beavers. Completes visitor pathways and constructs new entranceway near new light-rail station. Replaces outmoded animal exhibits and constructs new restaurant and gift shop.

* Based on 3 percent of total project costs with a useful life of 30 years.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	$1,198,000
MATERIALS & SVCS. COSTS	1,599,000
CAPITAL OUTLAY COSTS	
OTHER COSTS	60,000
(REVENUES)	(3,092,000)
NET ANNUAL OPERATING COSTS	($235,000)
RENEWAL & REPLACEMENT CONTRIBUTION	$30,500*
FIRST FULL FISCAL YEAR OF OPERATION:	2000-01

FUND(S): ZOO OPERATING / CAPITAL FUNDS

PROJECT DETAIL

PROJECT TITLE: MOVE TRAIN OPERATIONS

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: METRO WASHINGTON PARK ZOO	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE: OCT. 7, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: JULY 1997; PROJECT COMPLETION DATE: JUNE 1999	DEPARTMENT PRIORITY: 2	PREPARED BY: KATHY KIAUNIS

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION		$75,000	$72,500					$147,500
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL		$75,000	$72,500					$147,500
FUNDING SOURCE:								
FUND BALANCE		$75,000	$72,500					$147,500
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL		$75,000	$72,500					$147,500

PROJECT DESCRIPTION/JUSTIFICATION:

Move train operations, housed in roundhouse, to snow shed area. Current facility has reached the end of its useful life and must be moved to accommodate the Oregon Project. Existing snow shed will be renovated to serve as a new roundhouse with the addition of a concrete pad, plumbing, electrical and exhaust fans. To this, add a track (rail, switches, ties, plates, spikes, joint bars, stops) and construct a wash pit and a maintenance pit. A paint shed will be added per OSHA requirements.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1999-2000

FUND(S): ZOO OPERATING FUND

PROJECT DETAIL

PROJECT TITLE: POINT OF SALE SYSTEM

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: METRO WASHINGTON PARK ZOO		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE OCT. 7, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE JULY 1997	PROJECT COMPLETION DATE JUNE 1998	DEPARTMENT PRIORITY 3	PREPARED BY KATHY KIAUNIS

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION								
EQUIPMENT/FURNISHINGS		$50,000						$50,000
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL		$50,000						$50,000
FUNDING SOURCE:								
FUND BALANCE		$50,000						$50,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL		$50,000						$50,000

PROJECT DESCRIPTION/JUSTIFICATION:

Acquire new point of sale system for admissions, food and retail operations. Existing system is antiquated. New system should provide enhanced information for running Zoo operations and provide better customer service. The 1997-98 initial phase will open with new entrance as part of the Oregon Project.

* Based on estimated 8-year useful life.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	$6,200*
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99
FUND(S): ZOO OPERATING FUND	

PROJECT DETAIL

PROJECT TITLE: PRIMATES BUILDING

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: METRO WASHINGTON PARK ZOO		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE: AUG. 28, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: JULY 2000	PROJECT COMPLETION DATE: JUNE 2001	DEPARTMENT PRIORITY: 4	PREPARED BY: K. KIAUNIS

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION					$1,710,900			$1,710,900
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY					225,100			225,100
1% FOR ART					15,000			15,000
OTHER					45,000			45,000
TOTAL					$1,996,000			$1,996,000
FUNDING SOURCE:								
FUND BALANCE					$1,996,000			$1,996,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL					$1,996,000			$1,996,000

PROJECT DESCRIPTION/JUSTIFICATION:

Refurbishes existing primate facility constructed in 1950s, including many of its component parts, and makes various improvements to make facility more visitor friendly.

Project will include reroofing, replacement of obsolete electrical equipment, skylights, hydraulics/doors, plumbing, installation of new boiler and irrigation system, and removal of asbestos. Improvements may include addition of windows, addition of artificial trees, enlargement of chimp holding area and improvement of chimp viewing area. Beginning next fiscal year, Zoo will begin experimenting with various improvements to study various options for visitor improvements and animal enrichment.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	FY 2001-02
FUND(S): ZOO OPERATING FUND	

PROJECT DETAIL

PROJECT TITLE: WASHINGTON PARK STATION RESTROOMS

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION: METRO WASHINGTON PARK ZOO		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE AUG. 28, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE SEPT. 1997	PROJECT COMPLETION DATE NOV. 1998	DEPARTMENT PRIORITY 5	PREPARED BY K. KIAUNIS

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION			$114,000					$114,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY			15,000					15,000
1% FOR ART			1,000					1,000
OTHER			3,000					3,000
TOTAL			$133,000					$133,000
FUNDING SOURCE:								
FUND BALANCE			$133,000					$133,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL			$133,000					$133,000

PROJECT DESCRIPTION/JUSTIFICATION:

Washington Park train station currently uses portable toilets which are inadequate and create security problems. Closest permanent restroom facilities are located at the rose garden.

This project will construct restrooms of 120 square feet each on existing footprint for train station. Water and sewer lines of approximately 160 linear feet will be needed to service the facilities. Estimated additional utility costs are based on season of May 31 through November 1.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	$4,000
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$4,000
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1999-2000
FUND(S): ZOO OPERATING FUND	

PROJECT DETAIL

PROJECT TITLE: BEARWALK CAFE RESTROOMS

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: METRO WASHINGTON PARK ZOO		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE AUG. 28, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE FALL 1998	PROJECT COMPLETION DATE FALL 1998	DEPARTMENT PRIORITY 6	PREPARED BY K. KIAUNIS

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION			$65,600					$65,600
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY			8,500					8,500
1% FOR ART								
OTHER			1,700					1,700
TOTAL			$75,800					$75,800
FUNDING SOURCE:								
FUND BALANCE			$75,800					$75,800
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL			$75,800					$75,800

PROJECT DESCRIPTION/JUSTIFICATION:

Refurbish existing restrooms and adjacent mechanical room in Primate building constructed in 1950s. Facilities are reaching the end of their useful life. Plumbing and tiling will be replaced as part of this project.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1999-2000
FUND(S): ZOO OPERATING FUND	

PROJECT DETAIL

PROJECT TITLE: ELEPHANT BARN MECHANICALS

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: METRO WASHINGTON PARK ZOO		TYPE OF REQUEST: ☐ INITIAL ☐ CONTINUATION	DATE AUG. 28, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE JULY 2001	PROJECT COMPLETION DATE JUNE 2002	DEPARTMENT PRIORITY 7	PREPARED BY K. KIAUNIS

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION					$282,000			$282,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY					33,000			33,000
1% FOR ART								
OTHER					7,500			7,500
TOTAL					$322,500			$322,500
FUNDING SOURCE:								
FUND BALANCE					$322,500			$322,500
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL					$322,500			$322,500

PROJECT DESCRIPTION/JUSTIFICATION:

Replace major building systems and replace cracked wall in the elephant barn.

The barn was constructed in 1958. The original hydraulic pumps and lines for 8 elephant doors, exhaust fans and heating systems need to be replaced because they have reached the end of their useful life. Of the total costs, $200,000 is allocated for these replacement which is expected to have useful of 20 years.

One of the bull elephants has damaged and cracked the east wall of Room 1 which has created a potential safety hazard. The cost to replace the entire cement wall is estimated at $50,000.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$14,100
RENEWAL & REPLACEMENT CONTRIBUTION	$14,100
FIRST FULL FISCAL YEAR OF OPERATION:	2000-01
FUND(S): ZOO OPERATING FUND	

PROJECT DETAIL

PROJECT TITLE: PENGUINARIUM MECHANICALS & ROOF

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: METRO WASHINGTON PARK ZOO		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE AUG. 28, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE WINTER 1999	PROJECT COMPLETION DATE SUMMER 2001	DEPARTMENT PRIORITY 8	PREPARED BY K. KIAUNIS

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION				$86,500	$56,800			$143,300
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY				11,000	7,500			18,500
1% FOR ART					600			600
OTHER				2,200	1,500			3,700
TOTAL				$99,700	$66,400			$166,100
FUNDING SOURCE:								
FUND BALANCE				$99,700	$66,400			$166,100
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL				$99,700	$66,400			$166,100

PROJECT DESCRIPTION/JUSTIFICATION:

This project includes replacement of HVAC equipment in 1999-2000 and facility's shake roof with composite material (5,800 square feet), both of which are nearing the end of their useful life.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	2001-02
FUND(S): ZOO OPERATING FUND	

PROJECT DETAIL

PROJECT TITLE: POLAR BEARS – WEST

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: METRO WASHINGTON PARK ZOO		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE AUG.. 28, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE WINTER 2000	PROJECT COMPLETION DATE SPRING 2002	DEPARTMENT PRIORITY 9	PREPARED BY K. KIAUNIS

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION				$74,500	$170,800			$245,300
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY				9,500	22,500			32,000
1% FOR ART					1,700			1,700
OTHER				2,000	4,500			6,500
TOTAL				$86,000	$199,500			$285,500
FUNDING SOURCE:								
FUND BALANCE				$86,000	$199,500			$285,500
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL				$86,000	$199,500			$285,500

PROJECT DESCRIPTION/JUSTIFICATION:

Project includes replacement and re-engineering of filtration system in 2000-01 which is nearing the end of its useful life and may not meet new USDA standards for marine mammal water quality.

Project also includes improvements to exhibit to enhance the environment for the animals which are not able to see out of the exhibit. The department will examine a variety of enrichment options before initiating this portion of the project.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	$8,600
FIRST FULL FISCAL YEAR OF OPERATION:	2002-03
FUND(S): ZOO OPERATING FUND	

PROJECT DETAIL

PROJECT TITLE: ELEPHANT FRONT YARD FENCE

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: METRO WASHINGTON PARK ZOO		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE: AUG. 28, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: JULY 2000	PROJECT COMPLETION DATE: JUNE 2001	DEPARTMENT PRIORITY: 10	PREPARED BY: K. KIAUNIS

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION					$52,900			$52,900
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY					$6,900			6,900
1% FOR ART								
OTHER					1,400			1,400
TOTAL					$61,200			$61,200
FUNDING SOURCE:								
FUND BALANCE					$61,200			$61,200
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL					$61,200			$61,200

PROJECT DESCRIPTION/JUSTIFICATION:

Replacement of four foot high wood fence which surrounds elephant front yard and serves as primary visitor barrier. Fence is approximately 200 linear feet. Originally constructed in 1994, fence will be replaced with one of non-wood material which should extend useful life to 20 years and require less maintenance. Zoo will study its design specifications for these and other exhibits to determine proper trade-offs between aesthetic and durability.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	$300
FIRST FULL FISCAL YEAR OF OPERATION:	2001-02
FUND(S): ZOO OPERATING FUND	

PROJECT DETAIL

PROJECT TITLE: MUSK OX FENCING

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: METRO WASHINGTON PARK ZOO		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE AUG. 28, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE OCT. 2000	PROJECT COMPLETION DATE DEC. 2000	DEPARTMENT PRIORITY 11	PREPARED BY K. KIAUNIS

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION					$72,200			$72,200
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY					9,400			9,400
1% FOR ART								
OTHER					1,900			1,900
TOTAL					$83,500			$83,500
FUNDING SOURCE:								
FUND BALANCE					$83,500			$83,500
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL					$83,500			$83,500

PROJECT DESCRIPTION/JUSTIFICATION:

Replace musk ox exhibit and off-exhibit fence consisting of pressure-treated wood of approximately 400 feet in length. Nearing the end of its useful life, the new fence will be more durable and improve the aesthetics of the exhibit. The current fencing is the original from the construction of the exhibit in 1987. Expected useful life of new fence is 15 years.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	$5,600
FIRST FULL FISCAL YEAR OF OPERATION:	2001-02

FUND(S): ZOO OPERATING FUND

Regional Environmental Management Department

The Regional Environmental Management department, which is responsible for solid waste management and planning in the region and the operation of Metro's solid waste transfer stations, submitted 24 capital project requests for fiscal years 1997-98 through 2001-02. The Executive Officer included 21 of these projects in the proposed CIP. The other three projects were placed on the department's *List of Unfunded Projects*.

The projects included in the plan are shown in the summary table below. These projects are grouped by one of three restricted accounts available within the Solid Waste Revenue Fund to finance capital projects: General Account, Renewal & Replacement Account and St. Johns Landfill Account.

The department will prepare master facility plans for the transfer stations

The projects to be financed through the General Account Capital Reserve represent new capital assets to increase the efficiency and effectiveness of Metro's two transfer stations: Metro Central and Metro South. The first three projects – Metro South Traffic Improvements, Metro South Tip Floor Extension and Metro South Public Unloading Area – are essential to reduce wait times which otherwise could adversely affect business. Most of the remaining projects increase recovery rates at the transfer stations to help the department meet its long-range waste reduction goals. Several of the projects must be coordinated to ensure successful implementation. To achieve better coordination between projects and a proper assessment of capital needs, the department will prepare master facility plans for both Metro Central and Metro South transfer stations.

The projects to be financed through the Renewal and Replacement Account are replacements of equipment and rehabilitation of facilities needed to maintain the operation of the transfer stations. Under bond convenants, Metro is required to maintain adequate reserves to finance capital asset replacements. Every three years, the department contracts with an engineering firm to assess the condition of equipment and facilities and calculate annual contribution amounts to the Renewal and Replacement Account. All but the Truck Wash project are routine replacements. The truck wash needs to be rebuilt because of storm damage and will be relocated if a Public Unloading Area is constructed. Not shown here are replacements of capital assets which do not qualify as capital projects.

The St. Johns Landfill Account is restricted to financing capital projects needed to close the St. Johns Landfill. Four of the six projects are contingent upon resolution of related issues. The Closure of Parcel A and Maintenance Building would not be undertaken until an assessment of soil and groundwater conditions is complete and a decision is made to purchase or lease Parcel A from the City of Portland and to close it. The Gas Recovery Project is contingent upon successful completion of negotiations and approval of a contract

Capital Projects Summary

General Account – Capital Reserve	Prior Years	97-98	98-99	99-00	00-01	01-02	Total	Funding Source
Metro South Traffic Improvements	$184,000	$61,500					$245,500	Fund Balance
Metro South Commercial Floor Extension	137,000	84,000					221,000	Fund Balance
Metro South Public Unloading Area	163,700	524,000					687,700	Fund Balance
Metro Central Dry Waste Products	20,000	240,000					260,000	Fund Balance
Metro Central Storage and Training Rooms	132,800	27,800					160,600	Fund Balance
Metro South H2W Facility Relocation	110,000	1,347,500	$330,000				1,787,500	Fund Balance
Metro South Material Recovery		205,500	9,800				215,300	Fund Balance
Metro South & Central Video Surveillance		60,000					60,000	Fund Balance
Metro South Office Space Addition		52,000					52,000	Fund Balance
Metro South Public Recycling Drop-off				$162,800	$122,800		285,600	Fund Balance
Metro South Groundwater Recovery					130,000		130,000	Fund Balance
Totals	**$747,500**	**$2,602,300**	**$339,800**	**$162,800**	**$252,800**		**$4,105,200**	

Renewal & Replacement Account	Prior Years	97-98	98-99	99-00	00-01	01-02	Total	Funding Source
Metro South Truck Wash Relocation		$104,000					$104,000	Fund Balance
Metro Central MSW #1 Processing Line		468,000	$468,000	$468,000			1,404,000	Fund Balance
Metro South Sewer Improvements			156,000				156,000	Fund Balance
Metro South Replace Fire Sprinklers		56,000	186,000				242,000	Fund Balance
Metro South & Central Computer Network				120,000			120,000	Fund Balance
Metro South Compactor Replacement				915,000	$915,000		1,830,000	Fund Balance
Metro Central Wood Line				100,000	600,000	$600,000	1,300,000	Fund Balance
Totals		**$628,000**	**$810,000**	**$1,603,000**	**$1,515,000**	**$600,000**	**$5,156,000**	

St. Johns Landfill Account	Prior Years	97-98	98-99	99-00	00-01	01-02	Total	Funding Source
Gas Recovery	$1,600,000	$371,000					$1,971,000	Fund Balance
Maintenance Building	180,000	131,000					311,000	Fund Balance
Additional Gas Wells		71,500					71,500	Fund Balance
Additional Monitoring Wells		65,000					65,000	Fund Balance
Environmental Improvements	236,000	644,000	$590,000	$90,000	$90,000		1,650,000	Fund Balance
Closure of Parcel A	411,000	1,000,000					1,411,000	Fund Balance
Totals	**$2,427,000**	**$2,282,500**	**$590,000**	**$90,000**	**$90,000**		**$5,479,500**	

Regional Environmental Management Department Totals	**$3,174,500**	**$5,512,800**	**$1,739,800**	**$1,855,800**	**$1,857,800**	**$600,000**	**$14,740,700**

All capital projects are financed from fund balance.

to sell landfill gas to a neighboring industry. The Environmental Improvements are projects which may be needed to satisfy Oregon Department of Environmental Quality requirements to complete the closure of the landfill. Both gas and monitoring wells are the only projects that are not contingent on any other actions.

All of the above projects are financed from the Solid Waste Revenue fund balance. The table below shows the projected fund balance available for capital projects for the fiscal years covered by the CIP. The major assumptions used in making these projections include:

- Revenue tons will increase a total of 5 percent at Metro facilities and 6 percent at non-Metro facilities over the five-year period
- Metro Tip Fees and Regional User Charges will remain at $75 per ton and $17.50 per ton, respectively
- Transfer station, transportation and disposal contracts will be adjusted for inflation as provided in those contracts; all non-tonnage material and service costs will increase 3 percent each year
- FTE remain at the FY 1996-97 levels
- Personal service costs increase each year by the FY 1996-97 pay plan percent increase

The amounts shown for Capital Reserves, Renewal & Replacement reserves and St. Johns Closure reserves are net of the amounts allocated for the proposed capital projects to be financed from those reserves. These projections show that sufficient fund balance is available to finance all of the department's capital projects without jeopardizing operating and other reserves. Based on the forecast, the department would need to replenish its Capital Reserves by FY 1999-00

Fund Balance Available for Capital Projects

as of October 21, 1996

Solid Waste Revenue Fund	1996-97		Projections				
	Adopted	Adjusted	1997-98	1998-99	1999-00	2000-01	2001-02
Estimated Beginning Fund Balance	$35,153,445	$35,153,445	$34,562,893	$34,158,893	$34,338,893	$33,220,893	$31,770,893
Projected Operating Revenues	$59,456,915	$59,794,855	$57,424,000	$58,066,000	$58,748,000	$59,479,000	$60,261,000
Less Operating Expenditures	($73,104,839)	($60,385,407)	($57,828,000)	($57,886,000)	($59,866,000)	($60,929,000)	($65,079,000)
Less Required Reserves							
Debt Service	(1,399,882)	(1,399,882)	(1,403,000)	(1,407,000)	(1,406,000)	(2,397,000)	(1,370,000)
Renewal & Replacement	0	(3,225,622)	(4,139,000)	(3,970,000)	(4,436,400)	(3,334,200)	(2,005,000)
Capital Reserve	(1,619,134)	(2,595,034)	0	0	0	0	0
Rate Stabilization	(3,135,708)	(3,141,409)	(3,314,000)	(3,496,000)	(3,687,000)	(3,892,000)	(4,106,000)
Working Capital	(6,718,095)	(6,718,095)	(6,565,000)	(6,794,000)	(7,057,000)	(7,309,000)	(7,590,000)
Reserves (Metro Central)	(2,951,884)	(3,065,330)	(3,065,000)	(3,065,000)	(3,065,000)	(3,065,000)	(3,065,000)
Landfill Closure	0	(3,981,861)	(2,628,500)	(2,038,500)	(1,948,500)	(1,858,500)	(1,858,500)
Total Required Reserves	(15,824,703)	(24,127,233)	(21,114,500)	(20,770,500)	(21,599,900)	(21,855,700)	(19,994,500)
Fund Balance available for CIP	$5,680,818	$10,435,660	$13,044,393	$13,568,393	$11,620,993	$9,915,193	$6,958,393
Less Proposed Capital Projects	$0	($3,172,300)	($5,507,400)	($1,740,000)	($1,854,600)	($1,856,800)	($600,000)
Fund Balance after CIP	$5,680,818	$7,263,360	$7,536,993	$11,828,393	$9,766,393	$8,058,393	$6,358,393

PROJECT DETAIL

PROJECT TITLE: LANDFILL GAS RECOVERY PROJECT

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT ENGINEERING AND ANALYSIS	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION ☐ REVISION	DATE: AUG. 20, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: FALL 1996	PROJECT COMPLETION DATE: SUMMER 1997	DEPARTMENT PRIORITY 1	PREPARED BY: ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING	$240,000							$240,000
CONSTRUCTION	1,360,000	$371,000						1,731,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL	$1,600,000	$371,000						$1,971,000
FUNDING SOURCE:								
FUND BALANCE-LANDFILL CLOSURE	$1,600,000	$371,000						$1,971,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL	$1,600,000	$371,000						$1,971,000

PROJECT DESCRIPTION/JUSTIFICATION:

Metro is presently negotiating an agreement to provide landfill gas as heat energy for the Ashgrove Cement Plant. The design firm of Harding Lawson and Associates is completing the design. An arrangement is being negotiated whereby Metro will receive revenue from the sale of the landfill gas which will offset the pipeline construction costs and result in profits which will also offset some of the cost for closure of St. Johns Landfill. Planned expenditures for the recovery system include $1,371,000 for the compressor and associated mechanical and electrical construction, $360,000 for installation of the pipeline to Ashgrove, and $240,000 for engineering and right-of-way. Financial and legal analysis will be conducted as well as an assessment of the operating budget impact. Project contingent upon successful contract negotiations.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	Not available
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99

FUND(S): SOLID WASTE REVENUE, LANDFILL CLOSURE ACCT.

PROJECT DETAIL

PROJECT TITLE: ST. JOHNS LANDFILL – MAINTENANCE BUILDING

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT ENGINEERING AND ANALYSIS		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION ☐ REVISION	DATE: AUG. 20, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: FALL 1996	PROJECT COMPLETION DATE: FALL 1997	DEPARTMENT PRIORITY: 2	PREPARED BY: ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING	$20,000							$20,000
CONSTRUCTION	160,000	$62,000						222,000
EQUIPMENT/FURNISHINGS		29,000						29,000
PROJECT CONTINGENCY		40,000						40,000
1% FOR ART								
OTHER								
TOTAL	$180,000	$131,000						$311,000
FUNDING SOURCE:								
FUND BALANCE-LANDFILL CLOSURE	$180,000	$131,000						$311,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL	$180,000	$131,000						$311,000

PROJECT DESCRIPTION/JUSTIFICATION:

Metro will be required to operate, maintain and evaluate the environmental improvements at St. Johns Landfill for at least 30 years after closure is complete. Tasks include mowing, establishing native vegetation, inspecting and repairing damage to the cover system caused by erosion, settlement and gas pressure. The gas collection system must be carefully maintained to avoid air pollution, underground fires and rupture of the liner. Metro must also monitor groundwater, storm and surface water, sediment and fish tissue to detect any adverse environmental impact. The maintenance building is required for maintenance and storage of required equipment such as a backhoe, agricultural tractors, all terrain vehicles, power equipment, monitoring equipment and tools. In addition, the maintenance building will provide a safe environment for on-site personnel with decontamination showers, proper lifting equipment and protection from the elements when using power equipment in inclement weather. A number of alternatives have been evaluated and a report is available. Multiple uses of the facility and costs will be refined before project initiation. Project contingent upon decision regarding closure of Parcel A.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	$4,500
CAPITAL OUTLAY COSTS (START-UP)	12,500
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$17,000
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99

FUND(S): SOLID WASTE REVENUE, LANDFILL CLOSURE ACCT.

PROJECT DETAIL

PROJECT TITLE: ST. JOHNS LANDFILL – ADDITIONAL GAS WELLS

TYPE OF PROJECT:	DEPARTMENT/DIVISION:	TYPE OF REQUEST:	DATE:
☑ NEW ☐ EXPANSION ☐ REPLACEMENT	REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT ENGINEERING AND ANALYSIS	☑ INITIAL ☐ CONTINUATION ☐ REVISION	AUG. 20, 1996

SOURCE OF ESTIMATE:	PROJECT START DATE:	PROJECT COMPLETION DATE:	DEPARTMENT PRIORITY:	PREPARED BY:
☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	FALL 1997	SPRING 1998	3	ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION		$65,000						$65,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY		6,500						6,500
1% FOR ART								
OTHER								
TOTAL		$71,500						$71,500
FUNDING SOURCE:								
FUND BALANCE-LANDFILL CLOSURE		$71,500						$71,500
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL		$71,500						$71,500

PROJECT DESCRIPTION/JUSTIFICATION:

A number of temporary gas vents have been installed in the liner to prevent/mitigate the effects of bubbling due to an excessive volume of gas being generated at St. John Landfill. Metro on-site personnel estimated in January 1996 that an additional eight vertical gas wells may be required in order to close the temporary vents. Metro did not include this work in the 1996 construction season on the closure contract to determine if continued operation of the gas collection system would draw down the volume of gas under the liner to reduce or eliminate the requirement for more wells.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	N/A
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99

FUND(S): SOLID WASTE REVENUE, LANDFILL CLOSURE ACCT.

PROJECT DETAIL

PROJECT TITLE: ST. JOHNS LANDFILL – ADDITIONAL MONITORING WELLS

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	**DEPARTMENT/DIVISION:** REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT ENGINEERING AND ANALYSIS		**TYPE OF REQUEST:** ☑ INITIAL ☐ CONTINUATION ☐ REVISION	**DATE:** AUG. 20, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	**PROJECT START DATE:** FALL 1997	**PROJECT COMPLETION DATE:** SUMMER 1998	**DEPARTMENT PRIORITY:** 4	**PREPARED BY:** ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION		$65,000						$65,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL		$65,000						$65,000
FUNDING SOURCE:								
FUND BALANCE-LANDFILL CLOSURE		$65,000						$65,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL		$65,000						$65,000

PROJECT DESCRIPTION/JUSTIFICATION:

Metro is currently analyzing the groundwater monitoring data from the existing wells and piezometers on and around the St. Johns Landfill. In addition the 5 H-wells which are drilled at the center of each sub-area through the refuse have an uncertain lifespan due to differential settlement which can cause enough distortion that samples cannot be collected.

The analysis is not yet complete and the requirement cannot be accurately quantified. In any case, work should be done in dry weather for economy and protection of the landfill cover. July and August 1997 would be a good time. The estimated cost for 10 wells at 75' each is approximately $65,000.

* Sampling and testing will increase the operating budget by $1,300, and 4 person-hours per well per year. Estimates based on 10 wells.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	$860
MATERIALS & SVCS. COSTS	13,000
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$13,860*
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99

FUND(S): SOLID WASTE REVENUE, LANDFILL CLOSURE ACCT.

PROJECT DETAIL

PROJECT TITLE: ST. JOHNS LANDFILL – ENVIRONMENTAL IMPROVEMENTS

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT ENGINEERING AND ANALYSIS		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION ☐ REVISION	DATE: AUG. 20, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: FALL 1996	PROJECT COMPLETION DATE: SUMMER 2000	DEPARTMENT PRIORITY: 6	PREPARED BY: ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES	$36,000	$37,000	$9,000	$9,000	$9,000			$100,000
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING	50,000	65,000						115,000
CONSTRUCTION	100,000	348,000	581,000	81,000	81,000			1,191,000
EQUIPMENT/FURNISHINGS	50,000	194,000						244,000
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL	$236,000	$644,000	$590,000	$90,000	$90,000			$1,650,000
FUNDING SOURCE:								
FUND BALANCE-LANDFILL CLOSURE	$236,000	$644,000	$590,000	$90,000	$90,000			$1,650,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL	$236,000	$644,000	$590,000	$90,000	$90,000			$1,650,000

PROJECT DESCRIPTION/JUSTIFICATION:

Metro expects to complete the landfill cover at St.Johns Landfill and submit the final CQA report to DEQ by December 1996. Additional effort will be required to complete the closure and satisfy all regulatory requirements. Elements of cost envisioned at this time include:

1.	Seepage Control	
	a. Cutoff walls to eliminate seeps (100 LF x $500/LF)	$ 500,000
	b. Trees	50,000
	c. Extend liner for anchor Trench to eliminate gas seeps	150,000
	d. Miscellaneous seep control measure	150,000
2.	Condensate Handling	
	a. Collection improvements (new pump etc)	100,000
	b. Condensate Treatment (flare injection or WOK system)	150,000
4.	Establish Native Vegetation	450,000
3.	Drainage improvements	100,000
	TOTAL	$ 1,650,000

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	Not available*
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	2001-2002
FUND(S): SOLID WASTE REVENUE, LANDFILL CLOSURE ACCT.	

* Operating budget impact will be assessed and negotiations with DEQ concluded before project is initiated.

PROJECT DETAIL

PROJECT TITLE: ST. JOHNS LANDFILL – CLOSURE OF PARCEL A

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT ENGINEERING AND ANALYSIS		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION ☐ REVISION	DATE: AUG. 20, 1996
SOURCE OF ESTIMATE: ☑PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: FALL 1996	PROJECT COMPLETION DATE: SUMMER 1997	DEPARTMENT PRIORITY: 7	PREPARED BY: ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES	$37,500							$37,500
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING	100,000							100,000
CONSTRUCTION	273,500	$1,000,000						1,273,500
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL	$411,000	$1,000,000						$1,411,000
FUNDING SOURCE:								
FUND BALANCE-LANDFILL CLOSURE	$411,000	$1,000,000						$1,411,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL	$411,000	$1,000,000						$1,411,000

PROJECT DESCRIPTION/JUSTIFICATION:

Parcel A is a 19-acre site on the north side of Columbia Blvd. lying astride the only access to the St. Johns Landfill. It is currently owned by the City of Portland and occupied by Metro under a land-use agreement. Existing real property belonging to Metro includes truck scales, scalehouse and an office building, currently used by Metro contractors and staff engaged in the maintenance of the landfill and the gas system, and in the construction of the landfill cover and associated systems. Parcel A has been used to dispose of waste, mainly ash from the old incinerator, but the materials are well compacted and stable. The site is suitable for construction/development. A study is under way by Kleinfelder, jointly funded by the City of Portland and Metro, to determine character of the material below grade and to evaluate the possible environmental threat to the Columbia Slough. The City of Portland is willing to transfer this parcel to Metro. The land is valuable to Metro for maintenance of the landfill during the 30-yr. post-closure period, and for the support of any short- or long-term land-use planned for the area. Closure requirements for Parcel A will depend on the results of the survey and analysis. The estimated cost of $1,375,000 is based on closing the parcel to the same standard DEQ required for the landfill. An alternative analysis isn't currently possible. Based on $3/sq. ft for industrial real estate, current value is @ $2,500,000. Closure of Parcel A is contingent upon closure approval and proposed uses of the parcel.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	N/A

FUND(S): SOLID WASTE REVENUE, LANDFILL CLOSURE ACCT.

PROJECT DETAIL

PROJECT TITLE: METRO SOUTH – TRAFFIC IMPROVEMENTS, NEW SCALE, SCALEHOUSE

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	**DEPARTMENT/DIVISION:** REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT ENGINEERING AND ANALYSIS	**TYPE OF REQUEST:** ☑ INITIAL ☐ CONTINUATION ☐ REVISION	**DATE:** AUG 20, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	**PROJECT START DATE:** WINTER 1996	**PROJECT COMPLETION DATE:** SUMMER 1997	**DEPARTMENT PRIORITY:** 1
PREPARED BY: ROBIN SMOOT			

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING	$15,100							$15,100
CONSTRUCTION	70,000	$46,000						116,000
EQUIPMENT/FURNISHINGS	75,000							75,000
PROJECT CONTINGENCY	23,200	15,000						38,200
1% FOR ART	700	500						1,200
OTHER								
TOTAL	$184,000	$61,500						$245,500
FUNDING SOURCE:								
FUND BALANCE-CAPITAL RESERVE	$184,000	$61,500						$245,500
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL	$184,000	$61,500						$245,500

PROJECT DESCRIPTION/JUSTIFICATION:

This project includes removal of some of the curbs and planter areas to increase the size and number of traffic lanes for queuing vehicles as well as adding a 35-foot automated truck scale and a small scale booth. This is the consultant's estimate from the conceptual design. Metro South has problems getting customers through the three scales without backing up traffic to the street and back into the building at times. A fourth scale will help to increase the number of customers that the facility can serve and reduce traffic back-ups. The traffic improvements will enhance the usability of the new scale. Adding a new public unloading area and/or relocating the H2W facility will effect the design of traffic improvements.
This project will add about $3,000 to materials and services, and assumes an automated system ($20,000). If not automated, as many as two full-time scalehouse employees will be needed ($56,200).
This project will require that 10% of the cost of equipment be added to the renewal and replacement account each year.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS COSTS	$3,000
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$3,000
RENEWAL & REPLACEMENT CONTRIBUTION	$7,500
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99
FUND(S): SOLID WASTE REVENUE, GENERAL ACCT.	

PROJECT DETAIL

PROJECT TITLE: METRO SOUTH – RELOCATE TRUCK WASH

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT ENGINEERING AND ANALYSIS		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION ☐ REVISION	DATE: AUG. 20, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: SUMMER 1997	PROJECT COMPLETION DATE: SPRING 1998	DEPARTMENT PRIORITY: 1	PREPARED BY: ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING		$8,000						$8,000
CONSTRUCTION		80,000						80,000
EQUIPMENT/FURNISHINGS		16,000						16,000
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL		$104,000						$104,000
FUNDING SOURCE:								
FUND BALANCE - RENEW/REPLACE		$104,000						$104,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL		$104,000						$104,000

PROJECT DESCRIPTION/JUSTIFICATION:

The truck wash would be moved to enhance traffic flow on the site and to facilitate other projects being considered by the department (e.g., new public unloading area, latex bldg.). This is the consultant's estimate from the conceptual design. The project will be included in a master facility plan for the transfer station. The current truck wash has been a continual source of oil and grease contamination, causing sewer effluent to exceed permit quantities for oil. The design of the new truck wash will include measures to improve the quality of sewer effluent. The new truck wash would include three bays for cleaning and pressure washing equipment to reduce water consumption.
The truck wash will require improvements to fortify the structure for wind load, to reduce the water consumption and to improve the quality of the disposed water. These improvements will need to be made even if the truck wash is not relocated.

* Renewal and Replacement contribution based on useful life of 15 years.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	$6,900*
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99
FUND(S): SOLID WASTE REV RENEWAL & REPLACEMENT ACCT.	

Project Detail

PROJECT TITLE: METRO SOUTH – EXTEND THE COMMERCIAL FLOOR

TYPE OF PROJECT: ☐ NEW ☑ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT ENGINEERING AND ANALYSIS	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION ☐ REVISIO	DATE: AUG. 20, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: FALL 1996	PROJECT COMPLETION DATE: FALL 1997	DEPARTMENT PRIORITY: 2	PREPARED BY: ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING	$17,000							$17,000
CONSTRUCTION	100,000	$70,000						170,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY	20,000	14,000						34,000
1% FOR ART								
OTHER								
TOTAL	$137,000	$84,000						$221,000
FUNDING SOURCE:								
FUND BALANCE-CAPITAL RESERVE	$137,000	$84,000						$221,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL	$137,000	$84,000						$221,000

PROJECT DESCRIPTION/JUSTIFICATION:

Metro will extend the tipping floor on the commercial side of the transfer station by 2,500 sq. ft. This will provide space for the operator to recover dry wood waste processing. Recovery of wood and yard debris will reduce the system cost for waste disposal. This will also increase the capacity for commercial users. This is the consultant's estimate from the conceptual design. Without this extension there is not sufficient space to store and process the wood and yard debris being delivered to the facility.

* Savings from avoided cost will more than offset any increase in operating expenses. The facility Operations Contractor will be responsible for increases in operating expenses. Operating budget impact will be assessed before project is initiated.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET OPERATING COSTS	Not available*
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99
FUND(S): SOLID WASTE REVENUE, GENERAL ACCT.	

PROJECT DETAIL

PROJECT TITLE: METRO SOUTH – SEWER IMPROVEMENTS

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	**DEPARTMENT/DIVISION:** REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT ENGINEERING AND ANALYSIS	**TYPE OF REQUEST:** ☑ INITIAL ☐ CONTINUATION ☐ REVISION	**DATE:** AUG. 20, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	**PROJECT START DATE:** FALL 1998	**PROJECT COMPLETION DATE:** SPRING 1999	**DEPARTMENT PRIORITY:** 3
			PREPARED BY: ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING			$12,000					$12,000
CONSTRUCTION			120,000					120,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY			24,000					24,000
1% FOR ART								
OTHER								
TOTAL			$156,000					$156,000
FUNDING SOURCE:								
FUND BALANCE- RENEW/REPLACE			$156,000					$156,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL			$156,000					$156,000

PROJECT DESCRIPTION/JUSTIFICATION:

This project includes replacing the current 4" sewer main with larger pipe and the main sewer lift station with a newer and larger tank. These improvements will update the sewer system to prevent overflows and reduce operating cost. This includes 2,000 feet of new pipe and trenching, new pumps and a 2,000 gallon lift station. The department will assess the operating budget impact and will include the project in a master facility plan.

Metro South Station has grown too large for the current sewer system. The truck wash, compactor addition and the hazardous waste building have been added since the original building was built. They all contribute to increased sewer flow.

The current lift station has flooded several times in the past few years. These improvements will prevent overflows. Increased pipe sizes will also improve pumping efficiency, reducing operating costs.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET OPERATING COSTS	N/A
RENEWAL & REPLACEMENT CONTRIBUTION	Not available
FIRST FULL FISCAL YEAR OF OPERATION:	1999-2000
FUND(S): SOLID WASTE REVENUE, REN. & REPLACE. ACCT.	

PROJECT DETAIL

PROJECT TITLE: METRO SOUTH – PUBLIC UNLOADING AREA

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT ENGINEERING AND ANALYSIS	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION ☐ REVISION	DATE: AUG. 20, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: FALL 1996	PROJECT COMPLETION DATE: FALL 1997	DEPARTMENT PRIORITY: 3	PREPARED BY: ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING	$36,700	$15,800						$52,500
CONSTRUCTION	105,000	420,000						525,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY	21,000	84,000						105,000
1% FOR ART	1,000	4,200						5,200
OTHER								
TOTAL	$163,700	$524,000						$687,700
FUNDING SOURCE:								
FUND BALANCE-CAPITAL RESERVE	$163,700	$524,000						$687,700
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL	$163,700	$524,000						$687,700

PROJECT DESCRIPTION/JUSTIFICATION:

This project includes construction of a public waste unloading area and a recycling drop-off area near the current truck wash. This project will need to be coordinated with relocating the H2W facility and the truck wash. This project will also impact traffic improvements.

This project will help separate public from commercial activities, therefore reducing commercial queuing time and increasing public and commercial capacity. This project will also allow the current public area to be used for material recovery. Metro has always sought ways to improve material recovery. This project must be complete to do the material recovery project. This project is still in its conceptual phase and options are still being considered. This is the consultant's estimate from the conceptual design.

Changes to the operating cost will be negotiated with the operations contractor.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET OPERATING COSTS	Not available
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99
FUND(S): SOLID WASTE REVENUE, GENERAL ACCT.	

PROJECT DETAIL

PROJECT TITLE: METRO SOUTH – REPLACE FIRE SPRINKLERS IN MAIN BUILDING

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT ENGINEERING AND ANALYSIS		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION ☐ REVISION	DATE: AUG. 20, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: FALL 1997	PROJECT COMPLETION DATE: SPRING 1999	DEPARTMENT PRIORITY: 4	PREPARED BY: ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING		$10,000						$10,000
CONSTRUCTION			$186,000					186,000
EQUIPMENT/FURNISHINGS		6,000						6,000
PROJECT CONTINGENCY		40,000						40,000
1% FOR ART								
OTHER								
TOTAL		$56,000	$186,000					$242,000
FUNDING SOURCE:								
FUND BALANCE- RENEW/REPLACE		$56,000	$186,000					$242,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL		$56,000	$186,000					$242,000

PROJECT DESCRIPTION/JUSTIFICATION:

The existing fire sprinkler system is beginning to show signs of deterioration. Replacement is expected to occur in January 1999.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET OPERATING COSTS	None
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1999-2000
FUND(S): SOLID WASTE REVENUE, REN. & REPLACE. ACCT.	

PROJECT DETAIL

PROJECT TITLE: METRO SOUTH AND METRO CENTRAL – COMPUTER NETWORK

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT ENVIRONMENTAL SERVICES	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION ☐ REVISION	DATE: AUGUST 20, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: FALL 1999	PROJECT COMPLETION DATE: SPRING 2000	DEPARTMENT PRIORITY: 5	PREPARED BY: ROBIN SMOOT

PROJECT ESTIMATES	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION								
EQUIPMENT/FURNISHINGS				$120,000				$120,000
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL				$120,000				$120,000
FUNDING SOURCE:								
FUND BALANCE - RENEW/REPLACE				$120,000				$120,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL				$120,000				$120,000

PROJECT DESCRIPTION/JUSTIFICATION:

Purchase of computer networking hardware to replace existing equipment, which is located in a harsh environment. Life expectancy of PC equipment is normally 3-5 years; this project would allow for system-wide replacement after five years of use of current equipment.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
(REVENUES)	
NET OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	$10,000
FIRST FULL FISCAL YEAR OF OPERATION:	2000-2001
FUND(S): SOLID WASTE REVENUE, REN. & REPLACE. ACCT.	

PROJECT DETAIL

PROJECT TITLE: METRO SOUTH – COMPACTOR REPLACEMENT

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	**DEPARTMENT/DIVISION:** REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT ENGINEERING AND ANALYSIS		**TYPE OF REQUEST:** ☑ INITIAL ☐ CONTINUATION ☐ REVISION	**DATE:** AUG. 20, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	**PROJECT START DATE:** FALL 1999	**PROJECT COMPLETION DATE:** SPRING 2001	**DEPARTMENT PRIORITY:** 6	**PREPARED BY:** ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION				$15,000	$15,000			$30,000
EQUIPMENT/FURNISHINGS				750,000	750,000			1,500,000
PROJECT CONTINGENCY				150,000	150,000			300,000
1% FOR ART								
OTHER								
TOTAL				$915,000	$915,000			$1,830,000
FUNDING SOURCE:								
FUND BALANCE- RENEW/REPLACE				$915,000	$915,000			$1,830,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL				$915,000	$915,000			$1,830,000

PROJECT DESCRIPTION/JUSTIFICATION:

Replace the SSI compactors at Metro South and Metro Central. The compactors were installed in 1991 and were expected to have a 20-year life; however, these units were early models and have received heavy use. Preliminary analysis indicates that replacement in 2000and 2001 would be more economical than repair. This project will be included in a master facility plan for the transfer station. The department will evaluate fully reasons for shorter than expected useful life.

These costs are estimated from the renewal and replacement report with 20% for contingency and 2% for construction/installation. Renewal and replacement contribution is based upon a 20-year useful life.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	$91,500
FIRST FULL FISCAL YEAR OF OPERATION:	2001-2002
FUND(S): SOLID WASTE REVENUE, REN. & REPLACE. ACCT.	

PROJECT DETAIL

PROJECT TITLE: METRO SOUTH – RELOCATE H2W

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	**DEPARTMENT/DIVISION:** REGIONAL ENVIRONMENTAL MANAGEMENT ENGINEERING AND ANALYSIS	**TYPE OF REQUEST:** ☑ INITIAL ☐ CONTINUATION ☐ REVISION	**DATE:** AUG. 20, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	**PROJECT START DATE:** FALL 1996	**PROJECT COMPLETION DATE:** FALL 1998	**DEPARTMENT PRIORITY:** 6	**PREPARED BY:** ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING	$110,000	$27,500						$137,500
CONSTRUCTION		1,100,000	$275,000					1,375,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY		220,000	55,000					275,000
1% FOR ART								
OTHER								
TOTAL	$110,000	$1,347,500	$330,000					$1,787,500
FUNDING SOURCE:								
FUND BALANCE-CAPITAL RESERVE	$110,000	$1,347,500	$330,000					$1,787,500
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL	$110,000	$1,347,500	$330,000					$1,787,500

PROJECT DESCRIPTION/JUSTIFICATION: The existing H2W building was severely damaged by the 1996 flood. The repair costs exceeded $250,000, which does not include the cost of lost supplies and the increased operating cost while the facility was out of service. The DEQ and Oregon City have expressed their desire to see this facility relocated to a site above the 100 year flood plain. Because of heavy use, the current facility is no longer large enough to store and process all the material received in the best manner possible. There is no space to expand the current building, therefore a new building would have to be located on a different area of the site or on another property. If relocated on-site, the current H2W facility could be used for a public recycling drop off. This request reflects building at a different location on-site. Options for size and layout are still being considered. Other properties are also being considered. This project is still in its conceptual phase, therefore, detailed cost analysis / option comparisons haven't been done. Because on-site options will impact traffic and public unloading improvements, project feasibility needs to be assessed soon. Evaluation of household hazardous waste programs should be completed before project is initiated. Project will be included in master facility plan for the transfer station.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET OPERATING COSTS	N/A
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1999-2000

FUND(S): SOLID WASTE REVENUE, GENERAL ACCT.

PROJECT DETAIL

PROJECT TITLE: METRO SOUTH – MATERIAL RECOVERY

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL ENVIRONMENTAL MGMT. / ENGINEERING AND ANALYSIS	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION ☐ REVISION	DATE: AUG. 20, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: FALL 1997	PROJECT COMPLETION DATE: FALL 1998	DEPARTMENT PRIORITY: 7	PREPARED BY: ROBIN SMOOT, x1689

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING		$16,300						$16,300
CONSTRUCTION		10,400	$2,600					13,000
EQUIPMENT/FURNISHINGS		150,000						150,000
PROJECT CONTINGENCY		28,800	7,200					36,000
1% FOR ART								
OTHER								
TOTAL		$205,500	$9,800					$215,300
FUNDING SOURCE:								
FUND BALANCE-CAPITAL RESERVE		$205,500	$9,800					$215,300
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL		$205,500	$9,800					$215,300

PROJECT DESCRIPTION/JUSTIFICATION:

Construct push walls, install conveyors and access ways to facilitate material recovery from commercial waste. This project would be dependent on building a new public unloading area. This project will be further evaluated after the impact of planned Material Recovery Facilities is better understood. This is the consultant's estimate from the conceptual design. Metro could increase recycling and diversion of non putrescible waste at Metro South by constructing and operating a material recovery area. This could reduce the system cost for disposal. This will also help Metro to achieve Regional recycling goals and operating cost will be offset by the avoided cost of disposal. This project will be included in a master facility plan for the transfer station. Savings from avoided cost will more than offset any increase in operating expenses. The facility Operations Contractor will be responsible for increases in operating expenses. The department will asses the operating budget impact before project initiation. Metro should increase the renewal and replacement contribution to 20% of equipment cost.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET OPERATING COSTS	Not available
RENEWAL & REPLACEMENT CONTRIBUTION	$30,000
FIRST FULL FISCAL YEAR OF OPERATION:	1999-2000

FUND(S): SOLID WASTE REVENUE, GENERAL ACCT.

Project Detail

Project Title: Metro South & Metro Central – Video Surveillance System

Type of Project:	Department/Division:	Type of Request:	Date:
☑ New ☐ Expansion ☐ Replacement	Regional Environmental Management Department Environmental Services	☑ Initial ☐ Continuation ☐ Revision	Aug. 20, 1996

Source of Estimate:	Project Start Date:	Project Completion Date:	Department Priority:	Prepared by:
☑ Preliminary ☐ Based on Design ☐ Actual Bid Documents	Fall 1997	Spring 1998	8	Robin Smoot

Project Estimates	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	Beyond 2002	Total
Capital Cost:								
Plans & Studies								
Land & Right-of-Way								
Design & Engineering		$5,000						$5,000
Construction		5,000						5,000
Equipment/Furnishings		50,000						50,000
Project Contingency								
1% for Art								
Other								
Total		$60,000						$60,000
Funding Source:								
Fund Balance-Capital Reserve		$60,000						$60,000
Grants								
G. O. Bonds								
Revenue Bonds								
Other								
Total		$60,000						$60,000

Project Description/Justification:

For system design, purchase, and installation of a real-time video surveillance system. Placements of cameras in all tipping areas, wash racks, scalehouses and processing areas. System would be accessible from any PC on site and in the headquarters building, allowing monitoring of activities, transactions, etc. This project will be included in a master facility plan for the transfer station.

Renewal and Replacement set-aside is based upon a 5-year useful life.

Annual Operating Budgt Impact	
Personal Services Costs	
Materials & Svcs. Costs	
Capital Outlay Costs	
Other Costs	
(Revenues)	
Net Operating Costs	Not available
Renewal and Replacement Contribution	$10,000
First Full Fiscal Year of Operation:	1998-99

Fund(s): Solid Waste Revenue, General Acct.

PROJECT DETAIL

PROJECT TITLE: METRO SOUTH – OFFICE SPACE ADDITION

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	**DEPARTMENT/DIVISION:** REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT ENGINEERING AND ANALYSIS	**TYPE OF REQUEST:** ☑ INITIAL ☐ CONTINUATION ☐ REVISION	**DATE:** AUG. 20, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	**PROJECT START DATE:** SUMMER 1997	**PROJECT COMPLETION DATE:** SPRING 1998	**DEPARTMENT PRIORITY:** 9	**PREPARED BY:** ROBIN SMOOT

PROJECT ESTIMATES	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING		$4,000						$4,000
CONSTRUCTION		40,000						40,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY		8,000						8,000
1% FOR ART								
OTHER								
TOTAL		$52,000						$52,000
FUNDING SOURCE:								
FUND BALANCE-CAPITAL RESERVE		$52,000						$52,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL		$52,000						$52,000

PROJECT DESCRIPTION/JUSTIFICATION:

Add office space to the facility to accommodate a work station for staff to work on projects. Also provides additional space for record and file storage. Approximately 400 square feet will be added. Currently boxes of files are stored in the control room. The control room could be better used as a meeting and training room without all the files. The above costs are based upon using trailer or modular building space. Internal control and safety issues with regard to storage of records will be assessed and project will be included in a master facility plan for the transfer station.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	$500
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET OPERATING COSTS	$500
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99

FUND(S): SOLID WASTE REVENUE, GENERAL ACCT.

PROJECT DETAIL

PROJECT TITLE: METRO SOUTH – PUBLIC RECYCLING DROP-OFF

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT ENGINEERING AND ANALYSIS	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION ☐ REVISION	DATE: AUG. 20, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: FALL 1999 / PROJECT COMPLETION DATE: FALL 2000	DEPARTMENT PRIORITY: 10	PREPARED BY: ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING				$21,800				$21,800
CONSTRUCTION				118,000	$100,000			218,000
EQUIPMENT/FURNISHINGS				21,800	21,800			43,600
PROJECT CONTINGENCY								
1% FOR ART				1,200	1,000			2,200
OTHER								
TOTAL				$162,800	$122,800			$285,600
FUNDING SOURCE:								
FUND BALANCE-CAPITAL RESERVE				$162,800	$122,800			$285,600
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL				$162,800	$122,800			$285,600

PROJECT DESCRIPTION/JUSTIFICATION:

Public recycling is currently done in the unloading area of the public side of the transfer station.The public must weigh on the scales twice if they do not want the weight of their recyclable items included in there disposal charge. This project would separate recycling from disposal so that the public could drop off recyclable items before weighing at the scale. This project is still in its conceptual phase and no alternative costs are available. This is the consultant's estimate from the conceptual design. The department will assess operating budget impact and include the project in a master facility plan. This project will require the relocation of the H2W facility. It will also impact the final design of the public unloading area and traffic improvements.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET OPERATING COSTS	Not available
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	2001-2002
FUND(S): SOLID WASTE REVENUE, GENERAL ACCT.	

PROJECT DETAIL

PROJECT TITLE: METRO SOUTH – GROUNDWATER RECOVERY MODIFICATIONS

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	**DEPARTMENT/DIVISION:** REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT ENGINEERING AND ANALYSIS	**TYPE OF REQUEST:** ☑ INITIAL ☐ CONTINUATION ☐ REVISION	**DATE:** AUG. 20, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	**PROJECT START DATE:** FALL 2000 / **PROJECT COMPLETION DATE:** SPRING 2001	**DEPARTMENT PRIORITY:** 11	**PREPARED BY:** ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING					$10,000			$10,000
CONSTRUCTION					100,000			100,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY					20,000			20,000
1% FOR ART								
OTHER								
TOTAL					$130,000			$130,000
FUNDING SOURCE:								
FUND BALANCE								
GRANTS								
G. O. BONDS								
REVENUE BONDS								
CAPITAL RESERVE/OP. REVENUE					$130,000			$130,000
TOTAL					$130,000			$130,000

PROJECT DESCRIPTION/JUSTIFICATION:

This project would separate the groundwater collection system under the compactors from the sewer system. This project would include concrete cutting and patching, the addition of a wet well, pumps and piping. The project will be coordinated with the SSI Compactor Replacement and included in a master facility plan for the transfer station.

This is an order of magnitude estimate. Renewal and replacement costs have not yet been considered. The department will assess operating budget impact before project initiation.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET OPERATING COSTS	Not available
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	2001-2002

FUND(S): SOLID WASTE REVENUE, GENERAL ACCT.

PROJECT DETAIL

PROJECT TITLE: METRO CENTRAL – REPLACE MSW #1 PROCESSING LINE

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL ENVIRONMENTAL MANAGEMENT ENGINEERING AND ANALYSIS	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION ☐ REVISION	DATE: AUGUST 20, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: SUMMER 1998	PROJECT COMPLETION DATE: SPRING 2001	DEPARTMENT PRIORITY: 2	PREPARED BY: ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION			$36,000	$36,000	$36,00			$108,000
EQUIPMENT/FURNISHINGS			360,000	360,000	360,00			1,080,000
PROJECT CONTINGENCY			72,000	72,000	72,00			216,000
1% FOR ART								
OTHER								
TOTAL			$468,000	$468,000	$468,00			$1,404,000
FUNDING SOURCE:								
FUND BALANCE- RENEW/REPLACE			$468,000	$468,000	$468,00			$1,404,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL			$468,000	$468,000	$468,00			$1,404,000

PROJECT DESCRIPTION/JUSTIFICATION:

Metro's inventory of assets shows this equipment being replaced in 1999. Staff believes that this can be replaced over a three-year period. This project will be included in a master plan for the transfer station.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	2000-2001
FUND(S): SOLID WASTE REVENUE, RENEWAL & REPLACEMENT ACCT.	

PROJECT DETAIL

PROJECT TITLE: METRO CENTRAL – DRY WASTE PROJECTS

TYPE OF PROJECT: ☐ NEW ☑ EXPANSION ☐ REPLACEMENT	**DEPARTMENT/DIVISION:** REGIONAL ENVIRONMENTAL MANAGEMENT ENGINEERING AND ANALYSIS		**TYPE OF REQUEST:** ☑ INITIAL ☐ CONTINUATION ☐ REVISION	**DATE:** AUG. 20, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	**PROJECT START DATE:** SPRING 1997	**PROJECT COMPLETION DATE:** SPRING 1998	**DEPARTMENT PRIORITY:** 4	**PREPARED BY:** ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING	$20,000							$20,000
CONSTRUCTION		$200,000						200,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY		40,000						40,000
1% FOR ART								
OTHER								
TOTAL	$20,000	$240,000						$260,000
FUNDING SOURCE:								
FUND BALANCE-CAPITAL RESERVE	$20,000	$240,000						$260,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL	$20,000	$240,000						$260,000

PROJECT DESCRIPTION/JUSTIFICATION:

Push wall, conveyors and a dust suppression system are being considered for the dry waste recovery system at Metro Central. This process line has proven to be successful. Improvements to the system could increase the storage capacity and processing rate for dry waste.

There will be additional costs to maintain new mechanical equipment and increases to the renewal and replacement account, but these would be offset by savings from the avoided cost to dispose of the dry waste. This is an order of magnitude estimate. Refined estimates will be develop before push walls and conveyors are installed.

* Savings from avoided cost will more than offset any increase in operating expenses. The facility Operations Contractor will be responsible for increases in operating expenses.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET OPERATING COSTS	Not available*
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99

FUND(S): SOLID WASTE REVENUE, GENERAL ACCT.

PROJECT DETAIL

PROJECT TITLE: METRO CENTRAL – STORAGE AND TRAINING ROOMS

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL ENVIRONMENTAL MANAGEMENT ENGINEERING AND ANALYSIS	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION ☐ REVISION	DATE: AUG. 20, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: FALL 1996	PROJECT COMPLETION DATE: SUMMER 1997	DEPARTMENT PRIORITY: 5	PREPARED BY: ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING	$12,300							$12,300
CONSTRUCTION	100,000	$23,000						123,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY	20,000	4,600						24,600
1% FOR ART*	500	200						700
OTHER								
TOTAL	$132,800	$27,800						$160,600
FUNDING SOURCE:								
FUND BALANCE-CAPITAL RESERVE	$132,800	$27,800						$160,600
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL	$132,800	$27,800						$160,600

PROJECT DESCRIPTION/JUSTIFICATION:

Metro Central needs a room to meet with visitors and train employees. The facility also needs additional storage room for spare parts and tools. This project will provide2,000 square feet for both training and storage. The cost is estimated at approximately 80 dollars per square foot. The training room will be 1,000 sq. ft. to provide space for 30 people and special equipment. The storage area will be 1,000 sq. ft. for tools and spare parts. The department will consider the project as a part of a master facility plan for the transfer station.

* Based upon one-half of construction costs to reflect space allocated for general public use.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	$1,000
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET OPERATING COSTS	$1,000
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1998-1999
FUND(S): SOLID WASTE REVENUE, GENERAL ACCT.	

PROJECT DETAIL

PROJECT TITLE: METRO CENTRAL –WOODLINE

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL ENVIRONMENTAL MANAGEMENT ENGINEERING AND ANALYSIS	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION ☐ REVISION	DATE: AUG. 20, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: SUMMER 1999 / PROJECT COMPLETION DATE: SPRING 2002	DEPARTMENT PRIORITY: 7	PREPARED BY: ROBIN SMOOT

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING				$100,000				$100,000
CONSTRUCTION					$500,000	$500,000		1,000,000
EQUIPMENT/FURNISHINGS					100,000	100,000		200,000
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL				$100,000	$600,000	$600,000		$1,300,000
FUNDING SOURCE:								
FUND BALANCE - RENEW/REPLACE				$100,000	$600,000	$600,000		$1,300,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER								
TOTAL				$100,000	$600,000	$600,000		$1,300,000

PROJECT DESCRIPTION/JUSTIFICATION:

Metro's inventory of assets shows this equipment being replaced in 1997, but Staff believes that the work can wait until 2001. The inventory of major capital assets has been updated to reflect the year 2001 replacement. The project will be included in a master facility plan for the station.

Renewal and Replacement contribution is based upon a 20-year useful life.

ANNUAL OPERATING BUDGET IMPACT	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	$65,000
FIRST FULL FISCAL YEAR OF OPERATION:	2002-2003
FUND(S): SOLID WASTE REVENUE, REN. & REPLACE. ACCT	

Regional Parks and Greenspaces Department

Fourteen of the department's 21 capital project requests are included in the CIP

The Regional Parks & Greenspaces Department, which maintains Metro's regional system of interconnected natural areas, parks, trails and greenways, submitted 21 capital project requests. The Executive Officer included the 14 projects listed in the summary table below in the proposed CIP and placed 6 other projects on the department's *List of Unfunded Projects*. The remaining project, Regional Parks General Deferred Maintenance, although deemed essential by the Executive Officer, did not qualify as a capital project.

The two largest projects included in the plan are the Open Spaces acquisitions previously approved by the Council and financed with general obligation bonds authorized by the voters in the 1995 spring election. These acquisitions comprise over 81 percent of the nearly $155.6 million in capital expenditures proposed by the Executive Officer. In addition, 11 of the 12 other projects are financed in large part with the Local Share of these Open Spaces bonds. Projects which represent new construction or acquisitions are financed entirely from bond proceeds or other sources restricted for specific purposes. Many of the projects will be refined as master plans for their respective sites are completed.

The Oxbow Park project and the two Smith and Bybee Lakes projects would be financed in part from trust fund balance. The projections for the Smith and Bybee Lakes Trust Fund and the Regional Parks Trust Fund, shown below and from which these projects would be financed, are based upon the following major assumptions:

- Personal services will increase by 1996-97 pay plan percentages each year and seasonal employee pay will increase 10 percent every 3 years
- Materials and services will increase 3 percent each year and central service transfers will increase 5 percent each year
- Interest accures on fund balance at 5.5 percent per year

These projections show that sufficient fund balance is available to finance these projects.

The six projects which were placed on the department's *List of Unfunded Projects* either were not fully defined or did not identify viable funding sources. Three of the projects identified excise tax as a potential funding source but given higher priority needs and the lack of precedent for such funding the Executive Officer believed those projects could not effectively compete for limited excise tax resources at this time.

Capital Projects Summary

Regional Parks & Expo Fund	Prior Years	97-98	98-99	99-00	00-01	01-02	Total	Funding Source
Ancient Forest Preserve Interior Trail and Parking	$13,300	$93,400	$55,100				$161,800	$150,000 G.O. Bonds $11,800 Other
Blue Lake Park Eastside Wetlands Enhancement	41,000	164,000					205,000	$205,000 G.O. Bonds
Burlington Bottom Improvements	100,000	100,000					200,000	$200,000 G.O. Bonds
Burlington/Sauvie Island Boat Ramp Renovation		150,000					150,000	$100,000 Grants $50,000 G.O. Bonds
M. James Gleason Boat Ramp Renovation			750,000				750,000	$660,000 Grants $90,000 G.O. Bonds
Howell Territorial Park Multnomah County Local Share		55,000	220,000				275,000	$275,000 G.O. Bonds
Multnomah County Local Share Acquisitions	600,000	300,000					900,000	$900,000 G.O. Bonds
Oxbow Park Multnomah County Local Share		192,300	769,000				961,300	$185,000 Trust Fund Balance * $776,300 G.O. Bonds
Oxbow Park Deferred Maintenance			460,300				460,300	$460,300 G.O. Bonds
Springwater Corridor Trail Construction	50,000	200,000					250,000	$460,300 G.O. Bonds
Totals	$804,300	$1,254,700	$2,254,400				$4,313,400	

* Regional Parks Trust Fund

Open Spaces Fund	Prior Years	97-98	98-99	99-00	00-01	01-02	Total	Funding Source
Open Spaces Land Acquisition	38,000,000	25,000,000	25,000,000	25,000,000	12,827,300		125,827,300	$125,427,300 G.O. Bonds $400,000 Other
Open Spaces Local Share	18,000,000	6,000,000	1,000,000				25,000,000	$25,000,000 G.O. Bonds
Totals	$56,000,000	$31,000,000	$26,000,000	$25,000,000	$12,827,300		$150,827,300	

Smith & Bybee Trust Fund	Prior Years	97-98	98-99	99-00	00-01	01-02	Total	Funding Source
Smith and Bybee Lakes 40 Mile Loop Trail	2,500	10,500	105,000	50,000			168,000	$6,000 Trust Fund Balance $162,000 Portland Local Share
Smith and Bybee Lakes Dam Removal & Water Control	37,000	287,500	16,000				340,500	$70,500 Trust Fund Balance $270,000 Port Mitigation
Totals	$39,500	$298,000	$121,000	$50,000			$508,500	

Regional Parks and Greenspaces Department Totals	$56,843,800	$32,552,700	$28,375,400	$25,050,000	$12,827,300		$155,649,200

Fund Balance Available for Capital Projects

as of October 21, 1996

Regional Parks Trust Fund	1996-97		Projections				
	Adopted	Adjusted	1997-98	1998-99	1999-00	2000-01	2001-02
Estimated Beginning Fund Balance	$336,411	$342,158	$366,273	$381,798	$398,176	$415,456	$433,686
Projected Operating Revenues	$28,921	$28,921	$20,145	$20,998	$21,900	$22,850	$23,853
Less Operating Expenditures	($34,806)	($4,806)	($4,620)	($4,620)	($4,620)	($4,620)	($4,620)
Less Required Reserves							
Operating Reserve	0	0	0	0	0	0	0
Total Required Reserves	0	0	0	0	0	0	0
Fund Balance Available for CIP	$330,526	$366,273	$381,798	$398,176	$415,456	$433,686	$452,919
Proposed Capital Projects	0	0	(37,000)	(148,000)	0	0	0
Fund Balance After CIP	$330,526	$366,273	$344,798	$250,176	$415,456	$433,686	$452,919

Smith and Bybee Lakes Trust Fund	1996-97		Projections				
	Adopted	Adjusted	1997-98	1998-99	1999-00	2000-01	2001-02
Estimated Beginning Fund Balance	$2,831,734	$3,432,587	$3,190,088	$3,110,608	$3,016,604	$2,906,822	$2,779,918
Projected Operating Revenues	$213,466	$213,466	$190,455	$186,083	$180,913	$174,875	$167,895
Less Operating Expenditures	($455,965)	($455,965)	($269,935)	($280,086)	($290,695)	($301,779)	($313,363)
Less Required Reserves							
Operating Reserve	0	0	0	0	0	0	0
Total Required Reserves	0	0	0	0	0	0	0
Fund Balance Available for CIP	$2,589,235	$3,190,088	$3,110,608	$3,016,604	$2,906,822	$2,779,918	$2,634,450
Proposed Capital Projects	0	(17,000)	(38,500)	(21,000)	0	0	0
Fund Balance After CIP	$2,589,235	$3,173,088	$3,072,108	$2,995,604	$2,906,822	$2,779,918	$2,634,450

PROJECT DETAIL

PROJECT TITLE: OXBOW PARK'S DEFERRED MAINTENANCE

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION REGIONAL PARKS & GREENSPACES DEPARTMENT OPERATIONS & MAINTENANCE DIVISION	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE SEPT. 6, 1996

SOURCE OF ESTIMATE: ☑PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE JULY 1998	PROJECT COMPLETION DATE JUNE 1999	DEPARTMENT PRIORITY 1	PREPARED BY DAN KROMER

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION			$457,000					$457,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART*			3,300					3,300
OTHER								
TOTAL			$460,300					$460,300
FUNDING SOURCE:								
FUND BALANCE								
GRANTS (STATE MARINE BOARD)								
G. O. BONDS (OPEN SPACES)			$460,300					$460,300
REVENUE BONDS								
OTHER								
TOTAL			$460,300					$460,300

PROJECT DESCRIPTION/JUSTIFICATION:

This project was identified by the March 1996 department Needs Assessment. The funding for this project will come from Multnomah County's local share money of the Open Spaces bond measure. Project may be administered by department's Planning and Capital Development division. Included in the project is the replacement of 3 group camp shelters and a group picnic area shelter. The largest portion of the project ($333,700) involves the upgrading and improvement of the water system. Costs and project will be further refined upon completion of the Oxbow Master Plan.

* Based on cost of shelters.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS (.1 FTE)	$4,600
MATERIALS & SVCS. COSTS (1% OF COST)	$4,600
CAPITAL OUTLAY COSTS (INITIAL-EQUIP.)	
OTHER COSTS	
(REVENUES-USER FEES)	($5,000)
NET ANNUAL OPERATING COSTS	$4,200
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1999-2000

FUND(S): PARKS AND EXPO FUND

PROJECT DETAIL

PROJECT TITLE: M. JAMES GLEASON BOAT RAMP RENOVATION

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	**DEPARTMENT/DIVISION** REGIONAL PARKS AND GREENSPACES DEPARTMENT OPERATIONS & MAINTENANCE DIVISION	**TYPE OF REQUEST:** ☑ INITIAL ☐ CONTINUATION	**DATE** SEPT. 6, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	**PROJECT START DATE** JULY 1998	**PROJECT COMPLETION DATE** JUNE 1999	**DEPARTMENT PRIORITY** 3	**PREPARED BY** DAN KROMER

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION			$742,500					$742,500
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART			7,500					7,500
OTHER								
TOTAL			$750,000					$750,000
FUNDING SOURCE:								
FUND BALANCE								
GRANTS (STATE MARINE BOARD)			$660,000					$660,000
G. O. BONDS (OPEN SPACES)			$ 90,000					$ 90,000
REVENUE BONDS								
OTHER								
TOTAL			$750,000					$750,000

PROJECT DESCRIPTION/JUSTIFICATION:

This project is for a complete facility upgrade and renovation. The project is contingent upon receipt of $660,000 from the Oregon State Marine Board which has committed verbally to this project. The $90,000 local match for this project will come from Multnomah County's local money from the Open Spaces bond measure. This project was identified by the March 1996 department Needs Assessment and may be administered by the department's Planning and Capital Development division. Costs may be refined once the Master Plan for the Columbia River Management unit is completed.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS (.5 FTE)	$22,900
MATERIALS & SVCS. COSTS (3% OF COST)	22,500
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES-INCREASE IN USER FEES)	($25,000)
NET ANNUAL OPERATING COSTS	$20,400
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1999-2000

FUND(S): PARKS AND EXPO FUND

PROJECT DETAIL

PROJECT TITLE: BURLINGTON/SAUVIE ISLAND BOAT RAMP RENOVATION

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL PARKS & GREENSPACES DEPARTMENT OPERATIONS & MAINTENANCE DIVISION		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE: SEPT. 27, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: JULY 1998	PROJECT COMPLETION DATE: JUNE 1999	DEPARTMENT PRIORITY: 4	PREPARED BY: DAN KROMER

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION		$148,500						$148,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART		1,500						1,500
OTHER								
TOTAL		$150,000						$150,000
FUNDING SOURCE:								
FUND BALANCE								
GRANTS (STATE MARINE BOARD)		$100,000						$100,000
G. O. BONDS (OPEN SPACES)		50,000						50,000
REVENUE BONDS								
OTHER								
TOTAL		$150,000						$150,000

PROJECT DESCRIPTION/JUSTIFICATION:

This project is for a complete facility upgrade and renovation. The project is contingent upon receipt of $100,000 from the Oregon State Marine Board which has committed verbally to this project. The $50,000 local match for this project will come from Multnomah County's local share money from the Open Spaces bond measure. This project was identified by the March 1996 department Needs Assessment. Project may be administered by the department's Planning and Capital Development division. Increase in operating costs are contingent on implementation of user fees.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS (.2 FTE)	$9,200
MATERIALS & SVCS. COSTS (5% OF COST)	7,500
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES-USER FEES)	($6,500)
NET ANNUAL OPERATING COSTS	$10,200
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1999-2000
FUND(S): PARKS AND EXPO FUND	

PROJECT DETAIL

PROJECT TITLE: BURLINGTON BOTTOM IMPROVEMENTS

TYPE OF PROJECT:	DEPARTMENT/DIVISION	TYPE OF REQUEST:	DATE
☑ NEW ☐ EXPANSION ☐ REPLACEMENT	REGIONAL PARKS AND GREENSPACES DEPARTMENT PLANNING AND CAPITAL DEVELOPMENT DIVISION	☐ INITIAL ☑ CONTINUATION	SEPT. 11, 1996

SOURCE OF ESTIMATE:	PROJECT START DATE	PROJECT COMPLETION DATE	DEPARTMENT PRIORITY	PREPARED BY
☐ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	JULY 1, 1996	JUNE 30, 1998	6	PATRICK LEE

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION								
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART								
OTHER - IGA	$100,000	$100,000						$200,000
TOTAL	$100,000	$100,000						$200,000
FUNDING SOURCE:								
FUND BALANCE								
GRANTS								
G. O. BONDS - OPEN SPACES	$100,000	$100,000						$200,000
REVENUE BONDS								
OTHER								
TOTAL	$100,000	$100,000						$200,000

PROJECT DESCRIPTION/JUSTIFICATION:

Trail and access improvements at Bonneville Power Administration's (BPA) Burlington Bottom wildlife refuge. Funds will be transferred to BPA/ODFW. The Oregon Department of Fish and Wildlife (ODFW) manages the site for BPA. Revenues from Multnomah County's Local Share of Open Space bond revenues will support this project. There will be no operating budget impact for Metro. Construction details will be addressed through an intergovernmental agreement to be negotiated this fiscal year.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS - LANDBANKING	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99
FUND(S): PARKS AND EXPO FUND	

PROJECT DETAIL

PROJECT TITLE: SPRINGWATER CORRIDOR TRAIL CONSTRUCTION

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION REGIONAL PARKS AND GREENSPACES DEPARTMENT PLANNING AND CAPITAL DEVELOPMENT DIVISION	TYPE OF REQUEST: ☐ INITIAL ☑ CONTINUATION	DATE SEPT. 11, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE JULY 1996; PROJECT COMPLETION DATE JUNE 1998	DEPARTMENT PRIORITY 7	PREPARED BY PATRICK LEE

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING	$50,000							$50,000
CONSTRUCTION		$200,000						$200,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL	$50,000	$200,000						$250,000
FUNDING SOURCE:								
FUND BALANCE								
GRANTS								
G. O. BONDS - OPEN SPACES	$50,000	$200,000						$250,000
REVENUE BONDS								
OTHER								
TOTAL	$50,000	$200,000						$250,000

PROJECT DESCRIPTION/JUSTIFICATION:

Construction of 1.15 miles of the Springwater Corridor Trail from the Gresham city limits to Rugg Road at the Clackamas County boundary. If funds allow, some trailhead improvements along the Corridor in Multnomah County could be built. City of Portland owns the Corridor. Construction details to be addressed through an intergovernmental agreement to be negotiated this fiscal year. Revenues from Multnomah County's Local Share of Open Space bond funds. Either City of Portland or City of Gresham will assume management responsibility. No operating budget impact for Metro.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99
FUND(S): PARKS AND EXPO FUND	

PROJECT DETAIL

PROJECT TITLE: ANCIENT FOREST PRESERVE INTERIOR TRAIL AND PARKING

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION REGIONAL PARKS AND GREENSPACES DEPARTMENT PLANNING AND CAPITAL DEVELOPMENT DIVISION	TYPE OF REQUEST: ☐ INITIAL ☑ CONTINUATION	DATE OCT. 3, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE JULY 1996	PROJECT COMPLETION DATE JUNE 1999	DEPARTMENT PRIORITY 8A	PREPARED BY PATRICK LEE

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING	$13,300							$13,300
CONSTRUCTION		$92,500	$54,600					147,100
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART		900	500					1,400
OTHER								
TOTAL	$13,300	$93,400	$55,100					$161,800
FUNDING SOURCE:								
FUND BALANCE								
GRANTS								
G. O. BONDS - OPEN SPACES	$13,300	$93,400	$43,300					$150,000
REVENUE BONDS								
OTHER			11,800					11,800
TOTAL	$13,300	$93,400	$55,100					$161,800

PROJECT DESCRIPTION/JUSTIFICATION:

Phase I of public use improvements at the Ancient Forest Preserve north and west of Forest Park as articulated in the Master Plan adopted by Council June 1996. Facilities include construction of a trail within the 38-acre old growth stand and construction of a parking area. Annual operating impact is pro-rated from Master Plan to reflect Phase I improvements only. Friends of Forest Park is the owner of the stand. Negotiations concerning assumption of management responsibility by Metro and possible transfer of title to Metro are under way. Friends of Forest Park will continue to partner in development and operations of the preserve.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	$9,300
MATERIALS & SVCS. COSTS	2,500
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$11,800
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1999-2000
FUND(S): PARKS AND EXPO FUND	

PROJECT DETAIL

PROJECT TITLE: HOWELL TERRITORIAL PARK – MULTNOMAH COUNTY LOCAL SHARE

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION REGIONAL PARKS AND GREENSPACES DEPARTMENT PLANNING AND CAPITAL DEVELOPMENT DIVISION	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE OCT. 3, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE JULY 1997	PROJECT COMPLETION DATE JUNE 1999	DEPARTMENT PRIORITY 9A	PREPARED BY PATRICK LEE

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING		$55,000						$55,000
CONSTRUCTION			$217,800					$217,800
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART			2,200					2,200
OTHER								
TOTAL		$55,000	$220,000					$275,000
FUNDING SOURCE:								
FUND BALANCE								
GRANTS								
G. O. BONDS - OPEN SPACES		$55,000	$220,000					$275,000
REVENUE BONDS								
OTHER								
TOTAL		$55,000	$220,000					$275,000

PROJECT DESCRIPTION/JUSTIFICATION:

Public use improvements at Howell Territorial Park on Sauvie Island. A Master Plan is being prepared and will be considered by the Council this fiscal year. Master Plan will include proposed improvements, phasing, costs of operating and maintaining the improved facility and potential revenue generation resulting from improvements. Facilities may include construction of new group picnic shelters, installation of all weather parking lot, and new rest rooms. Please refer to the April 1996 department Needs Assessment for individual breakdown of costs. Oregon Historical Society will continue to be a partner with the department in development and operations of the park. Master Plan will likely result in changes in cost/revenue assumptions.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS - 0.25 FTE	$11,500
MATERIALS & SVCS. COSTS - 2% OF COST	8,100
CAPITAL OUTLAY COSTS - EQUIPMENT	18,000
OTHER COSTS	
(REVENUES) - USER FEES	(4,000)
NET ANNUAL OPERATING COSTS	$33,600
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1999-2000

FUND(S): PARKS AND EXPO FUND

PROJECT DETAIL

PROJECT TITLE: OXBOW PARK – MULTNOMAH COUNTY LOCAL SHARE

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL PARKS AND GREENSPACES DEPARTMENT, PLANNING AND CAPITAL DEVELOPMENT DIVISION		TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE: OCT. 3, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: JULY 1997	PROJECT COMPLETION DATE: JUNE 1999	DEPARTMENT PRIORITY: 10A	PREPARED BY: PATRICK LEE

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING		$192,300						$192,300
CONSTRUCTION			$765,700					765,700
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART*			3,300					3,300
OTHER								
TOTAL		$192,300	$769,000					$961,300
FUNDING SOURCE:								
FUND BALANCE - PARKS TRUST		$37,000	$148,000					$185,000
GRANTS								
G. O. BONDS - OPEN SPACES		155,300	621,000					776,300
REVENUE BONDS								
OTHER								
TOTAL		$192,300	$769,000					$961,300

PROJECT DESCRIPTION/JUSTIFICATION:

Public use improvements at Oxbow park, southeast of Troutdale. Master Plan is being prepared and should be considered by Council this fiscal year. Master Plan will include proposed improvements, phasing, costs of operating and maintaining the improved facility and potential revenue generation resulting from improvements. Facilities may include electrical system improvements and extension, irrigation facilities, new full service group picnic/camping facilities, road realignment, trail improvements, construction of a nature/environmental education center, and various other amenities. Please refer to the April 1996 department Needs Assessment for an individual breakdown of costs. Master Plan will likely result in changes in the costs/revenue assumptions.

* Assumes $325,000 of improvements will be eligible for 1% for Arts.

** Assumes 10% of $250,000 cost of irrigation and electrical equipment.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS - 0.5 FTE	$22,900
MATERIALS & SVCS. COSTS - 2% OF COST	24,600
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES) - USER FEES	(8,000)
NET ANNUAL OPERATING COSTS	$39,500
RENEWAL & REPLACEMENT CONTRIBUTION	$25,000**
FIRST FULL FISCAL YEAR OF OPERATION:	1999-2000

FUND(S): PARKS AND EXPO FUND

PROJECT DETAIL

PROJECT TITLE: BLUE LAKE PARK – EASTSIDE WETLANDS ENHANCEMENT

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	**DEPARTMENT/DIVISION** REGIONAL PARKS AND GREENSPACES DEPARTMENT PLANNING AND CAPITAL DEVELOPMENT DIVISION		**TYPE OF REQUEST:** ☐ INITIAL ☑ CONTINUATION	**DATE** SEPT. 27, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	**PROJECT START DATE** JULY 1996	**PROJECT COMPLETION DATE** JUNE 1998	**DEPARTMENT PRIORITY** 11A	**PREPARED BY** PATRICK LEE

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING	$41,000							$41,000
CONSTRUCTION		$162,400						$162,400
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART		1,600						1,600
OTHER								
TOTAL	$41,000	$164,000						$205,000
FUNDING SOURCE:								
FUND BALANCE								
GRANTS								
G. O. BONDS - OPEN SPACES	$41,000	$164,000						$205,000
REVENUE BONDS								
OTHER								
TOTAL	$41,000	$164,000						$205,000

PROJECT DESCRIPTION/JUSTIFICATION:

Enhancement of wetlands located in the eastern portion of Blue Lake Regional Park. Project will include public use improvements such as an access trail and sheltered observation platform to facilitate educational use and interpretive signage. Project is funded through Multnomah County's local share of Open Spaces bond revenues. Operating costs calculated on a pro-rata basis (4.2%) of costs ($28,441).

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	$1,200
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$1,200
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99
FUND(S): PARKS AND EXPO FUND	

PROJECT DETAIL

PROJECT TITLE: MULTNOMAH COUNTY LOCAL SHARE ACQUISITIONS

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL PARKS AND GREENSPACES DEPARTMENT, PLANNING AND CAPITAL DEVELOPMENT DIVISION	TYPE OF REQUEST: ☐ INITIAL ☑ CONTINUATION	DATE: SEPT. 11, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: JULY 1995 / PROJECT COMPLETION DATE: JUNE 1998	DEPARTMENT PRIORITY: 12	PREPARED BY: PATRICK LEE

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY	$600,000	$300,000						$900,000
DESIGN & ENGINEERING								
CONSTRUCTION								
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART*								
OTHER								
TOTAL	$600,000	$300,000						$900,000
FUNDING SOURCE:								
FUND BALANCE								
GRANTS								
G. O. BONDS - OPEN SPACES	$600,000	$300,000						$900,000
REVENUE BONDS								
OTHER								
TOTAL	$600,000	$300,000						$900,000

PROJECT DESCRIPTION/JUSTIFICATION:

Purchase of land in Multnomah County in the Whitaker Ponds, Tryon Creek and Johnson Creek watersheds. Whitaker Ponds is in northeast Portland near 47th Street; Tryon Creek is in the southwest Portland/Lake Oswego vicinity. Acquisitions in Johnson Creek would focus in the Gresham vicinity in order to protect a botanically unique tree species, the Hogan Cedar. Landbanking costs are estimaged at $83 per acre (estimated total of 60 acres). Long-term operations and maintenance may become the responsibility of local jurisdictions pending future discussions. Actual timing of expenditures is dependent on the willing seller feature of program.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS - LANDBANKING	$5,000
(REVENUES)	
NET ANNUAL OPERATING COSTS	$5,000
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99

FUND(S): PARKS AND EXPO FUND

PROJECT DETAIL

PROJECT TITLE: SMITH & BYBEE LAKES

DAM REMOVAL FROM BYBEE LAKE AND CONSTRUCTION OF WATER CONTROL STRUCTURE IN N. SLOUGH

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION REGIONAL PARKS AND GREENSPACES DEPARTMENT PLANNING & CAPITAL DEVELOPMENT DIVISION		TYPE OF REQUEST: ☐ INITIAL ☑ CONTINUATION	DATE OCT. 2, 1996
SOURCE OF ESTIMATE: ☐ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE JULY 1996	PROJECT COMPLETION DATE JUNE 1999	DEPARTMENT PRIORITY 13A	PREPARED BY PATRICK LEE

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES	$20,000							$20,000
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING	16,000							16,000
CONSTRUCTION		$287,500						287,500
EQUIPMENT/FURNISHINGS			$16,000					16,000
PROJECT CONTINGENCY								
1% FOR ART								
OTHER - PERMITS	1,000							1,000
TOTAL	$37,000	$287,500	$16,000					$340,500
FUNDING SOURCE:								
FUND BALANCE	$17,000	$37,500	$16,000					$70,500
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER - PORT MITIGATION	20,000	250,000						270,000
TOTAL	$37,000	$287,500	$16,000					$340,500

PROJECT DESCRIPTION/JUSTIFICATION:

Since adoption of the Master Plan, a water control structure and pump have been proposed to enhance management for wildlife habitat. Biological and other studies recommend the removal of the present structure and construction of a water control structure in the North Slough to return the system to a tidal freshwater marsh. This is consistent with the goal statement in the Natural Resources Management Plan for Smith and Bybee Lakes. Structure not anticipated to increase operation costs. First priority for capital improvement is the water control structure. Capital expenditures from the Trust Fund would be limited so as not to deplete the fund balance which generates interest to operate the facility. Thus, proposed construction spending schedule will be dependent on rate of attraction of outside revenues.

* Assumes 10% annual replacement cost for equipment.

ANNUAL OPERATING BUDGET IMPACT:

PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	$1,600*
FIRST FULL FISCAL YEAR OF OPERATION:	1998-99

FUND(S): SMITH & BYBEE LAKES TRUST FUND

PROJECT DETAIL

PROJECT TITLE: SMITH AND BYBEE LAKES
40-MILE LOOP TRAIL ON THE PERIMETER OF THE ST. JOHNS LANDFILL

TYPE OF PROJECT:	DEPARTMENT/DIVISION	TYPE OF REQUEST:	DATE
☑ NEW ☐ EXPANSION ☐ REPLACEMENT	REGIONAL PARKS AND GREENSPACES DEPARTMENT PLANNING AND CAPITAL DEVELOPMENT DIVISION	☐ INITIAL ☑ CONTINUATION	SEPT. 27, 1996

SOURCE OF ESTIMATE:	PROJECT START DATE	PROJECT COMPLETION DATE	DEPARTMENT PRIORITY	PREPARED BY
☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	JULY 1996	JUNE 2000	13B	PATRICK LEE

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES	$2,500	$2,500						$5,000
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING		7,000						7,000
CONSTRUCTION			$99,000	$49,500				148,500
EQUIPMENT/FURNISHINGS			5,000					5,000
PROJECT CONTINGENCY								
1% FOR ART*			1,000	500				1,500
OTHER - PERMITS		1,000						1,000
TOTAL	$2,500	$10,500	$105,000	$50,000				$168,000
FUNDING SOURCE:								
FUND BALANCE		$1,000	$5,000					$6,000
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER - PORTLAND LOCAL SHARE	$2,500	$9,500	$100,000	$50,000				$162,000
TOTAL	$2,500	$10,500	$105,000	$50,000				$168,000

PROJECT DESCRIPTION/JUSTIFICATION:

Construction of improvements in the Smith and Bybee Lakes Natural Resources Management area pursuant with the Recreation Master Plan adopted by Council in 1992. Improvements are proposed to the trail system, landfill road access and parking. Capital expenditures from the Trust Fund would be limited so as not to deplete the fund balance which generates interest to operate the facility. Proposed construction spending will be dependent on receipt of funds through Portland Local Share or other outside revenues.

* Assumes all construction subject to 1% for Arts.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS - .25 FTE	$17,100
MATERIALS & SVCS. COSTS - 4% OF COST	6,700
CAPITAL OUTLAY COSTS - EQUIPMENT	5,000
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$28,800
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	2000-01

FUND(S): SMITH AND BYBEE LAKES TRUST FUND

PROJECT DETAIL

PROJECT TITLE: OPEN SPACES LOCAL SHARE

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	**DEPARTMENT/DIVISION** REGIONAL PARKS AND GREENSPACES DEPARTMENT OPEN SPACES DIVISION	**TYPE OF REQUEST:** ☐ INITIAL ☑ CONTINUATION	**DATE** AUG. 22, 1996
SOURCE OF ESTIMATE: ☐ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	**PROJECT START DATE** JAN. 1996 / **PROJECT COMPLETION DATE** JAN. 1999	**DEPARTMENT PRIORITY** 1	**PREPARED BY** JIM DESMOND

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION (IMPROVEMENTS)								
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART								
OTHER - IGA	$18,000,000	$6,000,000	$1,000,000					$25,000,000
TOTAL	$18,000,000	$6,000,000	$1,000,000					$25,000,000
FUNDING SOURCE:								
FUND BALANCE								
GRANTS								
G. O. BONDS - OPEN SPACES	$18,000,000	$6,000,000	$1,000,000					$25,000,000
REVENUE BONDS								
OTHER								
TOTAL	$18,000,000	$6,000,000	$1,000,000					$25,000,000

PROJECT DESCRIPTION/JUSTIFICATION:

The Open Spaces local share acquisition and park improvements program is governed by the bond measure and Implementation Work Plan. Overall policy directives are also found in the Greenspaces Master Plan. The $135.6 million bond measure was established with $25 million set aside for the local share program. Metro has established IGAs with 26 jurisdictions to cover transfer of local share bond funds. All IGAs to be completed in 3 years. the three-year projections listed above are estimated and subject to change due to such variables as how each jurisdiction proceeds with their local share program, willing sellers, market conditions, etc. Interest on the bond balance is not included in the local share program. Operating budgets are the responsibility of each jurisdiction. Multnomah County local share operating budget impact is included in the Parks Operations and Maintenance Project Details.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1996-97
FUND(S): OPEN SPACES FUND	

PROJECT DETAIL

PROJECT TITLE: OPEN SPACES LAND ACQUISITION

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION: REGIONAL PARKS AND GREENSPACES DEPARTMENT, OPEN SPACES DIVISION	TYPE OF REQUEST: ☐ INITIAL ☑ CONTINUATION	DATE: AUG. 21, 1996
SOURCE OF ESTIMATE: ☐ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE: JAN. 1996	PROJECT COMPLETION DATE: JAN. 2001	DEPARTMENT PRIORITY: 1A
PREPARED BY: JIM DESMOND			

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY	$37,850,600	$24,900,400	$24,900,400	$24,900,400	$12,777,500			$125,329,300
DESIGN & ENGINEERING								
CONSTRUCTION (STABILIZATION)	149,400	99,600	99,600	99,600	49,800			498,000
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL	$38,000,000	$25,000,000	$25,000,000	$25,000,000	$12,827,300			$125,827,300
FUNDING SOURCE:								
FUND BALANCE								
GRANTS								
G. O. BONDS - OPEN SPACES	$37,600,000	$25,000,000	$25,000,000	$25,000,000	$12,827,300			$125,427,300
REVENUE BONDS								
OTHER	400,000							400,000
TOTAL	$38,000,000	$25,000,000	$25,000,000	$25,000,000	$12,827,300			$125,827,300

PROJECT DESCRIPTION/JUSTIFICATION:

The Open Spaces acquisition program is governed by the bond measure and implementation work plan. Overall policy directives are also found in the Greenspaces Master Plan. The $135.6 millon bond measure was established with $25 million set aside for the local share program. The remaining $110.6 million fund for regional projects is administered by Metro. The five-year projections for the program listed above are estimated and subject to change due to variables such as willing sellers, market conditions, etc. Interest on the annual bond balance minus expenditures was estimated at 5%, but actual numbers are subject to change based on market rates and arbitrage limits. The operating budget impact is covered in the Parks Operations and Maintenance Project Detail.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	N/A
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1996-97
FUND(S): OPEN SPACES FUND	

Transportation Department

The department's largest project, the TOD Revolving Plan, was authorized in the FY 1996-97 budget

The Transportation Department, which is the metropolitan planning organization for the region, submitted three capital requests. The Executive Officer included the Sun System Computer Replacement and Transit Oriented Development (TOD) Revolving Plan in his proposed CIP. The Community Roads and Bridges program was placed on the department's *List of Unfunded Projects* until a source of funding could be secured. This program, which would provide pass-through funds for local road and bridge construction projects within the region, may be proposed in a future CIP if a viable funding source can be identified.

Neither of the two capital projects included in the plan would be financed from fund balance. The Sun System used for travel forecasting modeling is scheduled for replacement every three years and financed through a capital lease like Growth Management Services' Hewlitt Packard Computer System. About 9 percent of the $812,000 requested for nearly two full lease cycles would need to be funded through the excise tax and therefore compete with other excise-tax funded capital and operating needs.

The TOD Revolving Fund was approved by the Council in the FY 1996-97 budget and will be initially financed through a federal grant. A second cycle of loans scheduled for FY 2000-01 would be financed from proceeds from the sale or lease of land purchased with the grant funds.

Capital Projects Summary

Planning Fund	Prior Years	97-98	98-99	99-00	00-01	01-02	Total	Funding Source
Sun Systems Computer Replacement		$160,000	$160,000	$160,000	$166,000	$166,000	$812,000	$738,920 Other $73,080 9% from Excise Tax
Transit Oriented Development Regional Revolving Fund	$2,675,000				1,800,000		4,475,000	$1,800,000 Land Sale Proceeds $2,675,000 Grants
Totals	**$2,675,000**	**$160,000**	**$160,000**	**$160,000**	**$1,966,000**	**$166,000**	**$5,287,000**	

Transportation Department Totals	**$2,675,000**	**$160,000**	**$160,000**	**$160,000**	**$1,966,000**	**$166,000**	**$5,287,000**

PROJECT DETAIL

PROJECT TITLE: SUN SYSTEM COMPUTER REPLACEMENT

TYPE OF PROJECT: ☐ NEW ☐ EXPANSION ☑ REPLACEMENT	DEPARTMENT/DIVISION TRANSPORTATION DEPARTMENT TRAVEL FORECASTING	TYPE OF REQUEST: ☑ INITIAL ☐ CONTINUATION	DATE SEPT. 30, 1996

SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE	PROJECT COMPLETION DATE	DEPARTMENT PRIORITY	PREPARED BY
	JULY 1997	JUNE 2000*	1	J. KIRK/K. RUTKOWSKI

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES								
LAND & RIGHT-OF-WAY								
DESIGN & ENGINEERING								
CONSTRUCTION								
EQUIPMENT/FURNISHINGS		$160,000	$160,000	$160,000	$166,000	$166,000		$812,000
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL		$160,000	$160,000	$160,000	$166,000	$166,000		$812,000
FUNDING SOURCE:								
FUND BALANCE								
GRANTS								
G. O. BONDS								
REVENUE BONDS								
OTHER		$160,000	$160,000	$160,000	$166,000	$166,000		$812,000
TOTAL		$160,000	$160,000	$160,000	$166,000	$166,000		$812,000

PROJECT DESCRIPTION/JUSTIFICATION:

This project calls for the replacement of computer equipment used by the Travel Forecasting section of the Transportation Department for the development and application of travel demand forecasting models.

The financing mechanism for this project would be through a capital lease. Annual lease payments would be approximately $160,000 per year. Capital lease payments are allocated to users and individual projects (i.e. grants, excise tax funds) through a computer billing system. Approximately 9%, or $14,400 of the annual lease payments are funded with excise tax.

* Capital replacement purchases are scheduled to occur every 3 years. Total capital costs are estimated at approximately $400,000 in FY 1997-98 and $437,000 in FY 2000-01.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	
MATERIALS & SVCS. COSTS	
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$0
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1997-98

FUND(S): PLANNING FUND

PROJECT DETAIL

PROJECT TITLE: TRANSIT ORIENTED DEVELOPMENT REGIONAL REVOLVING FUND

TYPE OF PROJECT: ☑ NEW ☐ EXPANSION ☐ REPLACEMENT	DEPARTMENT/DIVISION TRANSPORTATION DEPARTMENT		TYPE OF REQUEST: ☐ INITIAL ☑ CONTINUATION		DATE SEPT. 30, 1996
SOURCE OF ESTIMATE: ☑ PRELIMINARY ☐ BASED ON DESIGN ☐ ACTUAL BID DOCUMENTS	PROJECT START DATE JULY 1996	PROJECT COMPLETION DATE JUNE 2000*	DEPARTMENT PRIORITY 2	PREPARED BY J. KIRK/K. RUTKOWSKI	

PROJECT ESTIMATES	PRIOR YEARS	1997-98	1998-99	1999-2000	2000-01	2001-02	BEYOND 2002	TOTAL
CAPITAL COST:								
PLANS & STUDIES	$275,000							$275,000
LAND & RIGHT-OF-WAY	2,400,000				$1,800,000			4,200,000
DESIGN & ENGINEERING								
CONSTRUCTION								
EQUIPMENT/FURNISHINGS								
PROJECT CONTINGENCY								
1% FOR ART								
OTHER								
TOTAL	$2,675,000				$1,800,000			$4,475,000
FUNDING SOURCE:								
FUND BALANCE								
GRANTS	$2,675,000							2,675,000
G. O. BONDS								
REVENUE BONDS								
OTHER					$1,800,000			$1,800,000
TOTAL	$2,675,000				$1,800,000			$4,475,000

PROJECT DESCRIPTION/JUSTIFICATION:

This project establishes a revolving fund to provide funding for a series of joint development projects adjacent to light rail stations, the sites for transit supportive development are acquired, then sold or leased in parcels to private entities, with specific restrictions and conditions for construction of Transit Oriented Development (TOD)/livable community project(s).

This project is initially funded by a federal Intermodal Surface Transportation Efficiency Act (ISTEA) grant in FY 96-97 and further funding from the sale or lease of land purchased with the grant funds.

* It is anticipated that all parcels will be acquired in FY 96-97 and that the land will be leased or sold and revenue from that activity will be available for use in FY 2000-01 for further acquisition of land. Hence, the 'revolving' nature of the project.

ANNUAL OPERATING BUDGET IMPACT:	
PERSONAL SERVICES COSTS	$149,000
MATERIALS & SVCS. COSTS	51,000
CAPITAL OUTLAY COSTS	
OTHER COSTS	
(REVENUES)	
NET ANNUAL OPERATING COSTS	$200,000
RENEWAL & REPLACEMENT CONTRIBUTION	N/A
FIRST FULL FISCAL YEAR OF OPERATION:	1996-97
FUND(S): PLANNING FUND	

Lists of Unfunded Projects

Projects included on these lists are those projects which the Executive Officer deemed worthy of future consideration but are not included in the proposed CIP for one of the following reasons: 1) sufficient funds are not available to finance the project, 2) scope of the project requires further definition, or 3) alternatives need to be explored. As funds become available or projects are refined, departments may request their inclusion in the CIP. These lists will help the Executive Officer and Council to learn the full extent of Metro's capital needs.

Key To Unfunded Lists

Project Title – Name given to project by the department.

Type of Project – Indicates whether project is a "New" capital asset, or an "Expansion" or "Replacement" of an existing asset.

Department Priority – Indicates whether project is a "High", "Medium," or "Low" priority relative to other projects.

Estimated Project Cost – Preliminary estimate of capital costs for the project expressed in 1996 dollars.

LIST OF UNFUNDED PROJECTS

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
ADMINISTRATIVE SERVICES DEPARTMENT	DENNIS STRACHOTA	OCT. 23, 1996	1 OF 1

PROJECT TITLE	TYPE OF PROJECT	DEPARTMENT PRIORITY	ESTIMATED PROJECT COST
Desktop Computer Upgrade	Replacement	High	$400,000
Upgrade InfoLink Hardware and Database	Expansion	Medium	$100,000
Emergency Electrical Generator	New	Medium	$236,000
Records Management	New	Low	$250,000
Regional Center Phase I Build-Out	Expansion	Medium	$1,176,000
Regional Center Phase II Build-Out	Expansion	Low	$990,000

LIST OF UNFUNDED PROJECTS

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
GROWTH MANAGEMENT SERVICES DEPARTMENT	DENNIS STRACHOTA	OCT. 23, 1996	1 OF 1

PROJECT TITLE	TYPE OF PROJECT	DEPARTMENT PRIORITY	ESTIMATED PROJECT COST
HP Computer Expansion	Expansion	High	$325,000

LIST OF UNFUNDED PROJECTS

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
MERC / EXPO CENTER	C. BAILEY / T. ANDEREGG	8-19-96	1 OF 1

PROJECT TITLE	TYPE OF PROJECT	DEPARTMENT PRIORITY	ESTIMATED PROJECT COST
Asphalt floor	Replacement	Medium	$405,000
Interior/exterior painting	Replacement	Medium	$250,000
Lighting	Replacement	Medium	$610,000
Heating/ventilation	Replacement	Medium	$175,000
Facility expansion:			
Exhibit Hall C	Expansion	Low	$2,250,000
South Hall	Expansion	Low	$2,250,000

List of Unfunded Projects

Department	Prepared by	Date	Page No.
MERC / Portland Center for the Performing Arts	Dennis Strachota	Oct. 23, 1996	1 of 1

Project Title	Type of Project	Department Priority	Estimated Project Cost
Civic Auditorium			
Replace Lighting Control System	Replacement	High	$250,000
Restroom Expansion	Expansion	High	$250,000
Electronic Event Signage	Replacement	High	$300,000
Arlene Schnitzer Concert Hall			
Sound System Replacement	Replacement	High	$75,000
Carpet Replacement	Replacement	High	$90,000
Reupholster Seats – Orchestra Level	Replacement	High	$65,000
New Theatre Building			
Sound System Replacement	Replacement	High	$75,000
Reupholster Seats – Intermediate	Replacement	High	$50,000
Reupholster Seats – Winningstad	Replacement	High	$80,000
Restructure Intermediate Theatre Stage	Replacement	High	$120,000

LIST OF UNFUNDED PROJECTS

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
MERC / CIVIC STADIUM	CANDY CAVANAGH	8-20-96	1 OF 1

PROJECT TITLE	TYPE OF PROJECT	DEPARTMENT PRIORITY	ESTIMATED PROJECT COST
Seismic upgrade; health, safety issue; poss. regulatory implications	Modernization	High	$3,500,000
ADA Compliance; Redesign of Facility Physical Components (wherever possible) to meet federal American With Disabilities Act	Modernization	High	$550,000
Locker Room Remodel and Additions/Tenant Parking	Modernization	High	$1,300,000
Restroom Modernization	Modernization	High	$1,300,000
Concessions Modernization	Modernization	High	$500,000
Ticket Services Upgrade	Modernization	High	$200,000
Signage/Scoreboard Modernization	Modernization	High	$400,000
Full Concourse Expansion and Upgrade	Modernization	High	$5,000,000
Turf Replacement	Replacement	High	$1,500,000
Engineering/Design of Modernization Project	Modernization	High	$330,000
Old Locker Rooms Remodel	Modernization	High	$70,500
Facility Lighting Upgrade	Replacement	High	$66,000
Scoreboard Replacement	Modernization	High	$175,000
Replace Facility Sound System	Replacement	High	$78,100
Field Maintenance Equipment	Replacement	High	$138,000
Paint Facility Exterior	Replacement	High	$125,000
Signage	Replacement	High	$50,000

LIST OF UNFUNDED PROJECTS

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT	DENNIS STRACHOTA	OCT. 23, 1996	1 OF 1

PROJECT TITLE	TYPE OF PROJECT	DEPARTMENT PRIORITY	ESTIMATED PROJECT COST
Metro Central Structural Modifications	Expansion	Medium	$130,000
Metro Central Public Transfer Improvements	Expansion	High	$390,000
St. Johns Landfill Tractor Mowers	New	High	$75,000

LIST OF UNFUNDED PROJECTS

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
REGIONAL PARKS AND GREENSPACES DEPARTMENT	DENNIS STRACHOTA	OCT. 23, 1996	1 OF 1

PROJECT TITLE	TYPE OF PROJECT	DEPARTMENT PRIORITY	ESTIMATED PROJECT COST
Blue Lake Water System	Replacement	Medium	$457,000
Ancient Forest Preserve Access Trail and Improvements	New	High	$126,900
Howell Territorial Park	New	High	$535,000
Oxbow Park Capital Improvements	New	High	$693,800
Smith and Bybee Lakes Land Acquisition, Education Facility and Caretaker Residence	New	Medium	$2,332,000

List of Unfunded Projects

Department	Prepared by	Date	Page No.
Transportation Department	Dennis Strachota	Oct. 23, 1996	1 of 1

Project Title	Type of Project	Department Priority	Estimated Project Cost
Community Roads and Bridges Program	New	High	$200,000,000 to $400,000,000

Capital Projects Status Reports

The Capital Projects Status Report is used to report on the progress toward completion of projects approved in prior budgets and to assist with preparing the CIP. Included are all projects still in progress or completed since the start of FY 1995-96. Status reports are grouped by department.

Key to Status Reports

Project Title. Title by which projects were referenced in last budget.

FY First Authorized. The fiscal year in which funds were first appropriated for these projects.

Project Status. The status of the project is identified, using the following abbreviations: COM = Completed, TBC = To Be Continued, CAN = Canceled.

Completion Date. The actual completion date for projects designated as COM, or the expected completion date for projects designated as TBC.

Original Cost Estimate. Estimate of total project costs when the project was first authorized.

Revised Cost Estimate. Estimate of total project costs as of completion of the form.

Expenditures/Encumbrances. The total funds expended or encumbered for projects as of June 30, 1996.

CAPITAL PROJECTS STATUS REPORT

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
ADMINISTRATIVE SERVICES DEPARTMENT INFORMATION MANAGEMENT SERVICES DIVISION	ANN CLEM / BERIT STEVENSON	JULY 26, 1996	1 OF 1

PROJECT TITLE:	FY FIRST AUTHORIZED	PROJECT STATUS	COMPLETION DATE	ORIGINAL COST ESTIMATE	REVISED COST ESTIMATE	EXPENDITURES/ ENCUMBRANCES
Metro Regional Center:						
InfoLink	1996-97	TBC	1999	$2,363,700	$2,363,700	$11,425
Washington Park:						
Washington Park parking lot	1995-96	TBC	June 1997	$1,696,500	$2,375,000	$140,000

CAPITAL PROJECTS STATUS REPORT

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
MERC / OREGON CONVENTION CENTER (OCC)	J. BLOSSER	AUG. 23, 1996	1 OF 1

PROJECT TITLE:	FY FIRST AUTHORIZED	PROJECT STATUS	COMPLETION DATE	ORIGINAL COST ESTIMATE	REVISED COST ESTIMATE	EXPENDITURES/ ENCUMBRANCES
Concession stands renovation, Phase 2	1996-97	TBC	Unknown	$411,000	$411,000	$0
Security office remodel	1996-97	TBC	May - June 1997	$70,000	$60,000	$0
Interior/exterior signage upgrade	1996-97	TBC	Unknown	$100,000	$115,000	$0
Concession stands renovation, Phase 1	1995-96	COM	July 1996	$524,000 (1994 est.)	$836,300	$836,300
Information/Business Center remodel	1995-96	COM	June 1996	$80,000	--	$82,100

CAPITAL PROJECTS STATUS REPORT

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
MERC / EXPO CENTER	C. BAILEY / T. ANDEREGG	AUG. 19, 1996	1 OF 1

PROJECT TITLE:	FY FIRST AUTHORIZED	PROJECT STATUS	COMPLETION DATE	ORIGINAL COST ESTIMATE	REVISED COST ESTIMATE	EXPENDITURES/ ENCUMBRANCES
Construction of New Hall	1996	TBC	Feb. 1997	$12,000,000	$13,500,000	$12,197,230
South Hall Restrooms	1997	TBC	June 1997	$50,000	$50,000	$50,000
Concessions Upgrades	1996	TBC	Nov. 1996	$450,000	$450,000	$431,000

Capital Projects Status Report

Department		Prepared by		Date		Page No.
MERC / Portland Center for the Performing Arts (PCPA)		H. Teed		Aug. 20, 1996		1 of 1

Project Title:	FY First Authorized	Project Status	Completion Date	Original Cost Estimate	Revised Cost Estimate	Expenditures/ Encumbrances
Civic Auditorium – refurbishment/reconditioning/ upholstering of seats	FY 1995-96	TBC	Feb. 1997	$109,600	$120,000	$41,560
All buildings – concessions upgrades	FY 1995-96	TBC	Nov. 1996	$350,000	$350,000	$305,500

CAPITAL PROJECTS STATUS REPORT

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
MERC / CIVIC STADIUM	CANDY CAVANAGH	AUG. 20, 1996	1 OF 1

PROJECT TITLE:	FY FIRST AUTHORIZED	PROJECT STATUS	COMPLETION DATE	ORIGINAL COST ESTIMATE	REVISED COST ESTIMATE	EXPENDITURES/ ENCUMBRANCES
Exterior painting, includes graphics	1995-96	COM	June 1996	$60,000	$56,000	$56,000
Plaza fencing	1995-96	TBC		$75,000 (1/2 in FY 95-96; 1/2 in FY 96-97)	$50,000 to $60,000	Project still being analysed
Midfield bleacher improvements	1995-96	CAN		$100,000	$225,000 to $400,000	Full replacement scheduled for FY 97-98
Concessions upgrades	1995-96	COM	June 1996	$100,000	$100,000	$100,000

CAPITAL PROJECTS STATUS REPORT

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT	JIM WATKINS, ENGINEERING & ANALYSIS MGR.	JULY 26, 1996	1 OF 1

PROJECT TITLE:	FY FIRST AUTHORIZED	PROJECT STATUS	COMPLETION DATE	ORIGINAL COST ESTIMATE	REVISED COST ESTIMATE	EXPENDITURES/ ENCUMBRANCES
Metro South Station						
Automated transaction system for scalehouses	1996-97	TBC		$100,000		$0
Truck wash water recycling system	1995-96	TBC		$70,000	$75,000	$0
Latex paint processing building	1996-97	TBC		$278,000		$0
Compactor roof extension	1995-96	TBC		$42,000	$60,000	$0
St. Johns Landfill						
Install final cover system	1991-92	TBC		$15,400,000		$15,400,000
Subgrade and roads	1991-92	TBC		$5,720,000		$5,720,000
Gas management system	1991-92	TBC		$3,300,000		$3,300,000

CAPITAL PROJECTS STATUS REPORT

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
REGIONAL PARKS AND GREENSPACES DEPARTMENT PLANNING AND CAPITAL DEVELOPMENT DIVISION	PATRICK LEE	JULY 26, 1996	1 OF 1

PROJECT TITLE:	FY FIRST AUTHORIZED	PROJECT STATUS	COMPLETION DATE	ORIGINAL COST ESTIMATE	REVISED COST ESTIMATE	EXPENDITURES/ ENCUMBRANCES
<u>Multnomah County Local Share</u>:						
Whitaker Ponds Acquisition	1995-96	TBC	June 1997	$300,000	$300,000	$0
Hogan Cedars/Johnson Creek Acquisition	1995-96	TBC	June 1997	$300,000	$300,000	$0
Tryon Creek Linkages Acquisition	1995-96	TBC	June 1997	$300,000	$300,000	$0
Ancient Forest Public Use Improvements	1995-96	TBC	Sept. 1998	$150,000	$150,000	$0
Howell Territorial Park Improvements	1995-96	TBC	Sept. 1998	$275,000	$275,000	$0
Oxbow Regional Park Improvements	1995-96	TBC	Sept. 1998	$1,250,000	$1,250,000	$0
Burlington Bottom Public Use Improvements	1995-96	TBC	Sept. 1998	$200,000	$200,000	$0
M. James Gleason Boat Ramp Improvements	1995-96	TBC	Sept. 1998	$90,000	$90,000	$0
Sauvie Island Boat Ramp Improvements	1995-96	TBC	Sept. 1998	$50,000	$50,000	$0
Blue Lake Regional Park Eastside Wetlands	1995-96	TBC	Sept. 1998	$205,000	$205,000	$0
Springwater Corridor Trail Improvements	1995-96	TBC	Oct. 1997	$250,000	$250,000	$0

CAPITAL PROJECTS STATUS REPORT

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
REGIONAL PARKS AND GREENSPACES DEPARTMENT OPEN SPACES ACQUISITION DIVISION	JIM DESMOND (PROGRAM MGR)	JULY 29, 1996	1 OF 1

PROJECT TITLE:	FY FIRST AUTHORIZED	PROJECT STATUS	COMPLETION DATE	ORIGINAL COST ESTIMATE	REVISED COST ESTIMATE	EXPENDITURES/ ENCUMBRANCES
Regional share land acquisition	1995-96	TBC	2000-01	$110,600,000	$116,389,422 ($110.6 M from bonds; $5,389,422 in interest through 6-30-96; $400,000 in outside funds through 6-30-96) Note: interest and outside funds will continue to increase in subsequent yrs	$10,326,236
Local share land acquisitions	1995-96	TBC	1998-99	$25,000,000	$25,000,000	$4,260,577

CAPITAL PROJECTS STATUS REPORT

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
TRANSPORTATION DEPARTMENT	JENNY KIRK	AUG. 30, 1996	1 OF 1

PROJECT TITLE:	FY FIRST AUTHORIZED	PROJECT STATUS	COMPLETION DATE	ORIGINAL COST ESTIMATE	REVISED COST ESTIMATE	EXPENDITURES/ ENCUMBRANCES
Transit Oriented Development (TOD) Land Acquisition Revolving Fund Program	June 1997	TBC	2 - 3 years	$2,400,000		

CAPITAL PROJECTS STATUS REPORT

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
METRO WASHINGTON PARK ZOO	K. KIAUNIS	JULY 26, 1996	1 OF 1

PROJECT TITLE:	FY FIRST AUTHORIZED	PROJECT STATUS	COMPLETION DATE	ORIGINAL COST ESTIMATE	REVISED COST ESTIMATE	EXPENDITURES/ ENCUMBRANCES
Chimp Climbing Structure	1995-96	COM	5/96	$70,000	$90,000	$90,000
Elephant Interpretives	1995-96	TBC	*	$75,000		
Roof Repairs	1996-97	TBC	6/97	$120,000		
Elephant Back Yard Remodel	1996-97	TBC	6/97	$250,000		
Oregon Project	1996-97	TBC	Spring 2000	$30,500,000		
Slide Wall - Train Loop	1995-96	COM	8/96	$102,050	$128,549	

* Contingent on securing donor.

Major Capital Assets Inventories

The Inventory of Major Capital Assets provides critical information on Metro's most significant capital assets, including their age, condition and replacement cost. Inventories are grouped by department in this section. This information should assist with identifying the scope and timing of capital project needs, particularly renewal and replacement projects.

Asset. Those capital assets, such as buildings, major equipment, land and trails, whose replacement cost as a unit exceeds $50,000. Generally, the component parts of an asset are not listed separately. For example, the HVAC system in a building is listed separately but is factored into the replacement cost of the building.

Original Purchase/Construction Cost. If available, these costs are identified in the inventories.

Latest Major Improvement/Repair. If known, the latest improvement, repair or replacement of the asset or component part exceeding $10,000 is listed.

Condition. The overall condition of each asset, except land parcels, is provided using the following scale:

A. Excellent – No discernible deficiencies; no major repairs are anticipated within the next five years.

B. Good – Deficiencies that are not potentially urgent, but which, if deferred longer than 3 to 5 years, will affect the use of the asset or cause significant damage to it.

C. Fair – Potentially urgent deficiencies which, if not corrected within two years, will become urgent needs.

D. Poor – Urgent needs to be completed within one year, such as correcting a safety problem, eliminating damaging deteriorations, complying with environmental or other codes.

Target Replacement Year. The year targeted for replacement or major overhaul/renovation of each asset is listed.

Estimated Replacement Cost. The cost of acquiring a new asset of equal utility expressed in 1996 dollars is shown.

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT: ADMINISTRATIVE SERVICES DEPARTMENT PROPERTY SERVICES DIVISION	PREPARED BY BERIT STEVENSON / PAM JUETT	DATE SEPT. 10, 1996	PAGE NO. 1 OF 1

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Metro Regional Center:						
Office building	1991	$18,800,000	N/A	A	2013	$20,000,000
Grand & Irving garage	1991	$4,400,000	N/A	A	2013	$7,275,000
Northern Telecom PBX Phone system for Metro Regional Center	1991	$215,000	N/A	A	2003	$500,000
Financial system	1988	$680,000	N/A	D	1996-1999	$2,363,720
Kodak 300 copier	1989	$77,500	N/A	B	1998	$200,000

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
MERC / OREGON CONVENTION CENTER (OCC)	H. TEED / J. BLOSSER	8-20-96	1 OF 2

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Oregon Convention Center building	1990	$65,000,000		A	N/A	$54,000,000
Consisting of 150,000 sq. ft. of column-free exhibit space; a 25,000-sq. ft. ballroom; 28 meeting rooms with a total of 30,000 sq. ft. & 55,000 sq. ft. of lobby space, includes: - kitchen facilities - heating & ventilation equipment - plumbing fixtures - two passenger elevators, 4,000 lb. capacity ea. - two freight elevators, 12,000 lb. capacity ea. - four escalators - twin 311' glass towers						
Yard lighting	1990	Included		A	N/A	$200,000
Plaza/landscaping/walkways	1990	above		B	N/A	$1,450,000
Paved parking lot, 861 spaces	1990	cost		A	N/A	$630,000
I-5 parking lot, 166 spaces	1992	$365,000		A	N/A	$325,000
Sixteen sections folding bleachers containing 2,222 seats	1994	$787,000		A	N/A	$1,200,000
Exhibit Hall folding partitions, 750' 24'	1990	Original		B	2005	$1,640,000
Food service kitchen equipment (feeding capacity of 12,000)	1990	construction		B	N/A	$1,800,000
Meridian telephone system, 700 lines	1990	cost		A	N/A	$940,000
Graphic design equipment	1990	"		B	1998-99	$350,000
Electrical support equipment	1990	"		A	N/A	$550,000
Kohler generator w/200-gallon diesel tank	1990	"		A	N/A	$170,000
Performance stage - 40 x 60	1990	"		B	2005	$80,000
Meeting room risers	1990	"		B	2005	$60,000

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
MERC / OREGON CONVENTION CENTER (OCC)	H. TEED / J. BLOSSER	8-20-96	2 OF 2

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Xerox copier	1993	$35,000	Leasing now	A	N/A	$70,000
Exhibit tent, 40' x 112'	1992	$46,000	1997	C	1998	$62,000
Art in facility	1990	Original	--	A	N/A	$950,000
A/V support/system PA system, speaker w/video, cable & switching	1990	construction	1995	B	N/A	$1,000,000
Meeting room chairs, tables, etc.	1990	costs	1994,1995 & 1996	A	N/A	$925,000
Rolling stock: truck fork lifts, high lift - 30-pallet jacks, sweeper scrubber	1990	"	--	A & B	Ongoing	$300,000
Computer system facility management stations	1991	$450,000	1995	A	1996	$750,000
Event related equipment	1990	"	Update as needed	B	N/A	$200,000
Office furniture - MERC OCC	1990	"	Update as needed	B	N/A	$100,000

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
MERC / EXPO CENTER	H. TEED / CHRIS BAILEY	8-19-96	1 OF 1

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Exposition faciltiy, including:						
- Exhibit Hall A (East Hall)	1930	Information	Restroom Upgrade	D	1997	$ 2,999,000
- Exhibit Hall B	1930	not	1995	D	through	2,165,000
- Exhibit Hall C	1930	available		D	2000	2,848,000
- South Hall	1980			D		1,766,000
- West Hall	1960			D		437,000
- Storage building	1930	"		D		218,000
TOTAL						$10,433,000
Yard fence	1960	"		B		$ 206,000
Yard lighting	1960	"		B		$ 157,000
Paved parking area – 2,700 spaces & gravel parking for 800 spaces (gravel parking will be replaced with paved parking in conjunction with completion of the new building)	1930	" " " " "	Repairs and paving – 1995	B		$ 875,000

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
MERC / PORTLAND CENTER FOR THE PERFORMING ARTS (PCPA)	H. TEED / H. SHERBURNE	8-19-96	1 OF 3

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Civic Auditorium building, including:	Built 1917	Information not available	1968 Full	B		$30,000,000
- attached heating & ventilation equipment						
- plumbing fixtures						
- two passenger elevators, 5,000 lb. capacity						
- one passenger elevator, 6,000 lb. capacity						
Contents of Civic Auditorium:	1968					
- fly system			1996 - Ropes	B		$400,000
- lighting/dimmer system				C		$250,000
- sound system				C		$400,000
- electrical room				B		$150,000
- draperies				B		$250,000
- carpet			Part replaced 1996	B		$100,000
- seating, box seats, lobby furniture & curtains			Renewed 1996	B		$450,000
- concessions fixtures equipment			Remodel 1995	B		$200,000
- box office fixtures, equipment				B		$100,000
- Baldwin 9' grand piano				B		$70,000
- Steinway 7' grand piano				B		$50,000

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
MERC / PORTLAND CENTER FOR THE PERFORMING ARTS (PCPA)	H. TEED / H. SHERBURNE	8-19-96	2 OF 3

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Arlene Schnitzer Concert Hall building, including:	1927		1984 Full Remodel	B		$25,000,000
- heating & ventilation equipment						
- low pressure heating boiler						
- three passenger elevators, 2,000 lb., 2,700 lb. and 5,000 lb. capacity						
- one freight elevator, 4,000 lb. capacity						
Schnitzer contents:	1984					
- fly system			1996 - Ropes	B		$170,000
- lighting/dimmer system				B		$250,000
- light board				B		$50,000
- Steinway 6' upright piano				B		$40,000
- Steinway 9' grand piano				B		$70,000
- Steinway 7' grand piano				B		$50,000
- modular symphony shell				B		$250,000
- electrical switchgear equipment				B		$90,000
- sound system				C		$250,000
- draperies				B		$300,000
- seating, box seats, lobby furniture				B		$450,000
- concessions fixtures, equipment				B		$100,000
- carpet				B		$75,000
- ornamental antique chandeliers & light fixtures system				B		$300,000

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
MERC / PORTLAND CENTER FOR THE PERFORMING ARTS (PCPA)	H. TEED / H. SHERBURNE	8-19-96	3 OF 3

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
New Theatre building, including:	1987	Information not available	None	B		$35,000,000
- heating & ventilation equipment						
- three passenger elevators, 3,000 lb. capacity each						
- one freight elevator, 5,000 lb. capacity						
- two theatres:						
• Intermediate Theatre					2001-02 (Int. Th. stage)	
• Dolores Winningstad Theatre						
New Theatre building contents:	1987		None			
- fly & rigging system - Intermediate Theatre				B	Not	$300,000
- fly & rigging system - Winningstad Theatre				B	determined	$135,000
- lighting system - Intermediate Th.				B	"	$600,000
- lighting system - Winningstad Th.				B	"	$325,000
- sound system - Intermediate Th.				B	1999-00	$450,000
- sound system - Winningstad Th.				B	1999-00	$400,000
- electrical room				B	Not	$150,000
- draperies - Intermediate Th.				B	determined	$300,000
- draperies - Winningstad Th.				B	"	$130,000
- seating - Intermediate Th.				B	2001-02	$150,000
- seating - Winningstad Th.				B	2001-02	$50,000
- backstage cafe, kitchen, fixtures & equipment				B	Not	$350,000
- box office fixtures & equipment				B	determined	$100,000
- antique 7' grand piano				B	"	$50,000
- Steinway 7' grand piano				B	"	$150,000
- carpet				D	1997-98	$100,000
- electronic reader board				D	1997-98	$120,000

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
MERC / CIVIC STADIUM	CANDY CAVANAGH	8-20-96	1 OF 2

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Open air stadium, concrete structure which includes grandstand seating w/20,843 capacity, offices, locker rooms, press box and viewing room concession stands & commissary, restrooms, HVAC equipment, plumbing, electrical, field lighting towers, field fencing & exterior ticket booths. *NOTE: General ongoing capital maintenance is $62,000 for FY 1996-97 and is estimated to reach $76,000 by FY 2001-02.*	1926	$500,000 orig. construction cost. $21 million pchse. price MAC to city in 1966.	Exterior painting in 1996: $56,000 Concession equipment: $100,000	C (seismic, ADA concerns)	FY 2000-01: General moderniza-tion	$15,000,000 to $18,000,000 *NOTE: National experts estimate to duplicate an urban facility of this size & flexibility will cost $45 - $50 million.*
East/mid-field bleachers (steel scaffolding & wood plank freestanding bleachers)	1956	Building priv. owned & op. by MAC when built	Ongoing repair	D	FY 1997-98	$225,000 to $400,000
Artificial turf	1991	$1,200,000	--	B	FY 2000-01	$1,460,000
Sound system	1995	$56,000	--	A	FY 2004-05	$71,000
Scoreboard/message center	1975 to 1983	10-yr. sponsorship arrgmt (est. $100,000).	Ongoing repair	C	FY 2000-01	$36,000 to $200,000 dep. on complexity
		Bldg. managed by Park Bureau	Ongoing repair	C		

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT MERC / CIVIC STADIUM		PREPARED BY CANDY CAVANAGH		DATE 8-20-96		PAGE NO. 2 OF 2
ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Equipment:						
Computer system	1996	$31,000 (Stadium portion of MERC-wide system)		A	Ongoing minor repairs as needed	–
Pickup truck	1979	$8,000	Normal service	B	FY 2001-02	$25,000
Utility vehicle	1993	$10,925	Normal service	A	FY 2003-04	$21,000
Water vac/sweeper	1981	$17,400	Rebuilt auxilliary motor in 1995	B	FY 2002-03	$53,000
Scrubber	-	Purchased used w/12,000 lb. trailer for transport @ $10,000	Ongoing repair	B	FY 2002-03	$39,000

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT	JIM WATKINS	AUG. 27, 1996	1 OF 2

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Metro Central Station						
Transfer Building	1990	$8,800,000		B	2025	$10,500,000
Contractor's Office	1990	*		A	2025	$440,000
Metro Office	1990	*		A	2025	$160,000
Scalehouse A	1990	*		A	2025	$61,000
Scalehouse B	1990	*		A	2025	$61,000
Scalehouse C	1990	*		A	2025	$61,000
MCS Hazardous Waste Facility	1993	$1,089,000		A	2028	$1,300,000
Land	1990	$2,400,000		N/A	N/A	$2,900,000
AMFAB Compactor	1991	$596,000	Repair Sept. 1995, $19,000	CC	2002	$750,000
SSI Compactor	1991	$535,000		C	2001	$750,000
SSI Compactor	1991	$677,000		C	2003	$750,000
MSW #1	1991	$905,000		C	1999	$1,080,000
Baler Line	1991	$279,000		C	2011	$650,000
Wood Line	1991	$1,613,000		C	2001	$1,300,000
Standby Generator	1991	*		A	2011	$104,000

* Component price included in overall facility price

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
REGIONAL ENVIRONMENTAL MANAGEMENT DEPARTMENT	JIM WATKINS	AUG. 27, 1996	2 OF 2

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Metro South Station						
Main Processing Building	1983	$3,500,000	New ventilation, new roof, 1993; $650,000	B	2018	$5,000,000
MSS Hazardous Waste Facility	1992	$1,076,000	Repaired extensive flood damage, 1996; $208,750	B	2022	$1,200,000
Scalehouse A	1983	*		B	2018	$63,000
Scalehouse B	1991	$50,000		A	2026	$58,000
AMFAB Compactor	1991	$780,000	Refurbished; 1996 $90,000	B	2004	$750,000
SSI Compactor	1991	$576,019		C	2001	$915,000
Land, 10 Acres	1975	$169,000		A	N/A	$600,000
Wash Rack	1983	N/A		D	2018	$137,000
Walking Floor	1991	*		A	2011	$119,000
St. Johns Landfill						
Land, 776 Acres	1991	$1		N/A	N/A	N/A
Landfill Bridge	1993	$0	Repack expansion joints, repair erosion, 1995		2023	$1,000,000
Final Cover	1991-96	$15,400,000		B	2023	$15,200,000
Sub-grade and Roads	1991-96	$5,720,000	Repaired flood damage, 1996	B	2023	$750,000
Gas Management System	1991-96	$3,300,000		B	2006	$3,400,000

* Component price included in overall facility price

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT: REGIONAL PARKS AND GREENSPACES DEPARTMENT		PREPARED BY: DAN KROMER		DATE: 10-8-96		PAGE NO. 1 OF 4
ASSET	**YEAR BUILT/ ACQUIRED**	**ORIGINAL PURCHASE/ CONSTRUCTION COST**	**LATEST MAJOR IMPROVEMENT/REPAIR**	**CONDITION**	**TARGET REPLACEMENT YEAR**	**ESTIMATED REPLACEMENT COST**
Blue Lake Park:						
185 acres and house	1960	$613,000	N/A	A	2040 House	$2,750,000
Bathhouse (old swim center building)	1962	$141,258	N/A	D	2005	$194,000*
Pool and concrete dock	1962	$85,293	1992 Dock & Perimeter Renovation	A	2017	$236,000*
Refreshment stand/bldg. (food concession)	1965	$68,263	1989 Exterior Renovation	B	2025	$92,000*
Curry Building (office and warehouse)	1965	$60,731	N/A	A	2025	$81,000*
Sanitary sewer system	1969	$57,709	N/A	A	2019	$75,000*
Picnic shelters (3)	1987	$177,800	N/A	A	2017	$195,000*
New swim beach and building	1989	$465,400	N/A	A	2049	$501,000*
Road system realignment	1989	$225,000	N/A	A	2014	$242,000*
Lake house & food conc. exterior renovation	1989	$80,000	N/A	B	2019	$86,000*
Wetland, pathway and trail	1989	$165,000	N/A	A	2014	$178,000*
Picnic shelters (2)	1990	$154,900	N/A	A	2020	$165,000*

* Estimated replacement cost in 1996 dollars based on a 1.1% per year increase over purchase/construction cost per Risk & Contract Management division of the Administrative Services Department.

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT: REGIONAL PARKS AND GREENSPACES DEPARTMENT	PREPARED BY: DAN KROMER	DATE: 10-8-96	PAGE NO. 2 OF 4

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Chinook Landing Marine Park:						
Major site development/improvements	1991	$2,515,924	1991	A	Unknown	$2,654,300*
Restroom building	1991	$166,000	N/A	A	Unknown	$175,130*
Irrigation system (14,340')	1991	$72,000	N/A	A	Unknown	$75,960*
Concrete boat ramp	1991	$100,000	N/A	A	2016**	$105,500*
Boarding and steel piles	1991	$110,000	N/A	A	2016**	$116,050*
Transient floats, gangway and steel piles	1991	$68,000	N/A	A	2016**	$71,740*
Storm drainage	1991	$66,000	N/A	A	Unknown	$69,630*
Electrical system	1991	$90,000	N/A	A	Unknown	$94,950*
Asphalt pavement (5.2 acres)	1991	$200,000	N/A	A	2016**	$211,000*

* Estimated replacement cost in 1996 dollars based on a 1.1% per year increase over construction cost per Risk and Contract Management division of the Administrative Services Department.

** Estimated life span per Oregon State Marine Board recommendations.

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT: REGIONAL PARKS AND GREENSPACES DEPARTMENT	PREPARED BY: DAN KROMER	DATE: 10-8-96	PAGE NO. 3 OF 4

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Glendoveer Golf Course: 232 acres with 36 holes, pro shop, restaurant, driving range and indoor racquetball courts.	1974	$3,000,000	1992 tee renovation	B	2024 (building renovation)	$7,500,000*
M. James Gleason Boat Ramp: Six acres that consist of five launching lanes, 181 trailer and 59 single vehicle parking lot and 660 ft. of dock.	1959	$7,500	1996 basin dredging	C	1998-99**	$1,250,000*
Oxbow Park: 1,000 acres that includes 45 campsites, a residence, park office, pump house, four picnic shelters, workshop and vehicle storage buildings.	1960	$123,950	N/A	B	1997-98 (major improvement)	$2,500,000*

* Includes improvements made to the facilities and land since the original acquisition.

** Estimated life span per Oregon State Marine Board recommendations.

*** Based upon estimated replacement value of like facility.

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT: REGIONAL PARKS AND GREENSPACES DEPARTMENT	PREPARED BY: DAN KROMER	DATE: 10-8-96	PAGE NO. 4 OF 4

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Howell Territorial Park:						
93 acres that includes an historical house and barn.	1962 house	$6,500	1992 exterior renovation	B	N/A	N/A
Land addition – 73 acres.	1967	$37,160		N/A	N/A	N/A
Barn	1970	$60,000		N/A	2030	$100,000
Land addition – 20 acres.	1996	$100,000		N/A	N/A	N/A
Smith and Bybee Lakes:						
Original purchase price (land)	1992-93	$311,760	N/A	N/A	N/A	$322,050*
Trail development	1994	$58,000	N/A	A	Unknown	$59,280*
Viewing blinds and signage	1995	$56,322	1996**	A	Unknown	$59,940*
Beggar's-tick Wildlife Refuge:						
Wetland restoration	1993	$74,915	1993	N/A	Unknown	$77,390*

* Estimated replacement cost in 1996 dollars based on a 1.1% per year increase over purchase/construction cost per Risk & Contract Management division of the Administrative Services Department.

** Extensive repairs required due to February 1996 flood damage.

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT	REGIONAL PARKS AND GREENSPACES DEPARTMENT OPEN SPACES ACQUISITION DIVISION	PREPARED BY LINNEA NELSON		DATE AUG. 6, 1996		PAGE NO. 1 OF 3

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Property File Number, Seller Name and Acres:						
3.2 Northridge: 45 acres	1996	$1,125,000	N/A	N/A	N/A	N/A
3.3 Younger: 10.47 acres	1996	$240,000	N/A	N/A	N/A	N/A
3.4 McEwen: 9.16 acres	1995	$199,000	N/A	N/A	N/A	N/A
4.1 JJ & Assoc.: 39.85 acres	1995	$330,000	N/A	N/A	N/A	N/A
4.2 Spencer: 148.5 acres	1996					
Land		$505,932	N/A	N/A	N/A	N/A
House		$53,568	N/A	D	N/A	N/A
6.1 Campfire/Tolinda: 1.7 acres	1995	$60,000	N/A	N/A	N/A	N/A
6.2 JJ & Assoc.: 115 acres	1995	$225,000	N/A	N/A	N/A	N/A
6.3 Wyatt: 4.75 acres	1995	$59,900	N/A	N/A	N/A	N/A
11.3 Stalke: 114 acres	1996					
Land (includes barn)		$255,000	N/A	D	N/A	N/A

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT	REGIONAL PARKS AND GREENSPACES DEPARTMENT OPEN SPACES ACQUISITION DIVISION	PREPARED BY	LINNEA NELSON	DATE	AUG. 6, 1996	PAGE NO.	2 OF 3

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Property File Number, Seller Name and Acres:						
12.1 Goheen: 342.02 acres	1996					
Land		$2,564,007	N/A	N/A	N/A	N/A
House		$96,630	New roof, windows, leak repairs, paint	C	N/A	
Barn		$24,220	N/A	D	N/A	
12.3 Lewis: 32 acres	1996					
Land and Timber		$260,000	N/A	N/A	N/A	N/A
House & outbuildings (scheduled to be demolished)		$115,000	N/A	D	N/A	N/A
14.1 Lindstrom: 11 acres	1996	$180,000	N/A	N/A	N/A	N/A
14.2 Foley/Tree Products: 9.6 acres (includes house, but no value on hse.)	1996	$404,000	N/A	D	N/A	N/A
14.4 Jensen: 2.24 acres (Metro currently owns 100%, but will own 50% with City of Portland when IGA is completed and funds transferred.)	1996	$100,000	N/A	N/A	N/A	N/A
16.1 Shiels: 2.14 acres (2/3 Metro)	1996	$220,000	N/A	N/A	N/A	N/A

Inventory of Major Capital Assets

Department	Regional Parks and Greenspaces Department Open Spaces Acquisition Division	Prepared by Linnea Nelson	Date Aug. 6, 1996	Page No. 3 of 3

Asset	Year Built/ Acquire	Original Purchase/ Construction Cost	Latest Major Improvement/Repair	Condition	Target Replacement Year	Estimated Replacement Cost
Property File Number, Seller Name and Acres:						
20.5 Marquam Woods: 18.8 acres	1996	$1,400,560	N/A	N/A	N/A	N/A
20.1 Whitaker - Klein: 5 acres	1995	$100,000	N/A	N/A	N/A	N/A
20.2 Whitaker - Talbert (includes house) 0.6 acres	1995	$85,000	N/A	C	N/A	N/A
20.3 Whitaker - Stickler: 0.6 acres	1995					
Land		$55,000	N/A	N/A	N/A	N/A
House		$55,000	N/A	D	N/A	N/A
20.4 Whitaker - Krueger (includes house) 0.6 acres	1995	$110,000	N/A	D	N/A	N/A
25.1 Willamette Cove: 27 acres	1996	$854,000	N/A	N/A	N/A	N/A

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT: TRANSPORTATION DEPARTMENT	PREPARED BY: JENNY KIRK	DATE AUG. 30, 1996	PAGE NO. 1 OF 1

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Sun System Computer	1991	$200,000	Upgrade in 1995	Good	upgrade in 1997-98	$400,000

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT	PREPARED BY	DATE	PAGE NO.
METRO WASHINGTON PARK ZOO	KATHY KIAUNIS	JULY 18, 1996	1 OF 2

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Elephant complex	1958	Not Available	Renovation 1991-92	B	2000-01	$275,000
Hay barn	1989	Not Available	Seal concrete 1996	B	post 2021	$55,000
Elephant museum	1986	$316,805	Renovation 1996	B	post 2021	$350,000
AfriCafe, banquet rooms, kitchen	1988	Not Available	Banquet room refurbished 1994	C	post 2021	$2,500,000
Africa Savannah, zebras, hippo/rhino barn and exhibit	1993	$8,148,490		B	1997-98	$1,500,000
Pygmy goat barn and exhibit	1992	$116,000		B	2018	
Treetops buildings and exhibits	1989	Not Available	Naked mole rat added 1994	B	2001-2006	$750,000
Administration building	1988	$914,320	1988	B	2006-2010	$1,200,000
Penguinarium	1983	$757,063	Refurbished 1994	B	1999-00	$650,000
Polar bears - West	1985	$2,737,759	Refurbished 1995	B	1997-98	$1,400,000
Bears - East*	1950	Not Available	Refurbished 1995	C	1999-00	$300,000
Alaska Tundra buildings and exhibit	1988	$2,825,000		B	2001-00	$1,100,000
Rain forest buildings and exhibits	1990	$4,977,667		B	1997-98	$1,700,000
Cascades buildings and exhibits*	1982	$1,367,301		B	1997-98	$1,200,000
Feline building and exhibits	1955	$400,488		C	2006	$2,500,000
Primate building and exhibit	1955	Not Available	Remodel 1981	C	2006	$2,700,000
Tiger Cafe and entry complex*		Not Available		D	1997-98	$1,200,000

* Scheduled for replacement or improvement in whole or in part as part of Oregon Project

INVENTORY OF MAJOR CAPITAL ASSETS

DEPARTMENT METRO WASHINGTON PARK ZOO	PREPARED BY KATHY KIAUNIS	DATE JULY 18, 1996	PAGE NO. 2 OF 2

ASSET	YEAR BUILT/ ACQUIRED	ORIGINAL PURCHASE/ CONSTRUCTION COST	LATEST MAJOR IMPROVEMENT/REPAIR	CONDITION	TARGET REPLACEMENT YEAR	ESTIMATED REPLACEMENT COST
Bird of Prey mews		Not available		D	1996-97	$340,000
Zoo railroad main station*	1959		Canopy patched 1995	C	1997-98	$210,000
Animal Management buildings			Major renovation 1993	B	Post 2021	$1,800,000
Children's Zoo buildings*				D	1997-98	
Commissary		$29,799		C	1997-98	$670,000
Facilities Management office and shops	1980		Renovation 1990-91	B	2001-2006	$550,000
BearWalk Cafe				C	1997-98	$170,000
Vollum Aviary	1988			B	2016-2020	$562,200
Insect Zoo			Remodeled trailer, set on foundation 1991	C	2001-2006	$90,000
Snow Shed	1992			B		$200,000
Sankuru Trader	1990			C	1996-97	$150,000
Elk Meadow	1992	$345,500				
Railroad/Washington Park Station				C	2000-01	$110,000
Railroad/track 3.2 miles @ 65 lineal feet				B		$1,098,200
Railroad/#1 passenger train				B		$500,000
Railroad/#2 passenger train				B		$300,000
Railroad/#5 passenger train				C	1996-97	$190,000
Slide wall/Highway 26	1996			A		$128,500

* Scheduled for replacement or improvement in whole or in part as part of Oregon Project