

C O U N C I L

**Metropolitan Service District**  
527 SW Hall Portland, Oregon 97201 503/221-1646

## *Agenda*

Date: January 24, 1980

Day: Thursday

Time: 7:30 p.m.

Place: Council Chamber

CALL TO ORDER (7:30)

1. INTRODUCTIONS
2. WRITTEN COMMUNICATIONS TO COUNCIL
3. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS
4. CONSIDERATION OF BUSINESS ITEMS FROM AGENDA OF JANUARY 10, 1980,  
(7:35 to 8:30)\*
5. PUBLIC HEARING (8:30)\*
  - 5.1 Ordinance No. 80-82, Transferring Appropriations Within  
Funds for FY 1981 Metropolitan Service District Budget  
(First Reading)
6. CONSENT AGENDA (8:45)\*
  - 6.2 A-95 Review, directly related to Metro
7. REPORTS
  - 7.1 Report from Executive Officer (8:50)\*
  - 7.2 Council Committee Reports (9:05)\*
  - 7.3 A-95 Review Report (9:35)\*
8. NEW BUSINESS
  - 8.1 Resolution No. 80-121, Directing Executive Officer to  
Prepare Preliminary Plans and Specifications for Flood  
Control and Pollution Abatement Improvements in the Johnson  
Creek Basin (9:40)\*
  - 8.2 Resolution No. 80-122, Expressing Council Intent Regarding  
Metropolitan Service District Funding Measures to be Submitted

AGENDA

January 24, 1979

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to Voters at 1980 Primary and General Elections (9:55)\*

- 8.3 Resolution No. 80-123, Transmitting FY 1980 Supplemental Budget to the Tax Supervising and Conservation Commission (10:10)\*
- 8.4 Resolution No. 80-124, Amending FY 1980 Unified Work Program for Purposes of Accelerating Westside Project Schedule (10:25)\*
- 8.5 Resolution No. 80-125, Authorizing Federal Funds for City of Portland I-505 Withdrawal Projects (10:40)\*
- 8.6 Resolution No. 80-126, Authorizing Federal Funds for Oregon Department of Transportation I-505 Withdrawal Project (10:55)\*

ANNOUNCEMENTS

ADJOURNMENT (11:10)\*

\* Times proposed are suggested - actual time for consideration of agenda items may vary.

mec

C O U N C I L

**Metropolitan Service District**  
527 SW Hall Portland, Oregon 97201 503/221-1646

## *Agenda*

*Date:* January 24, 1980

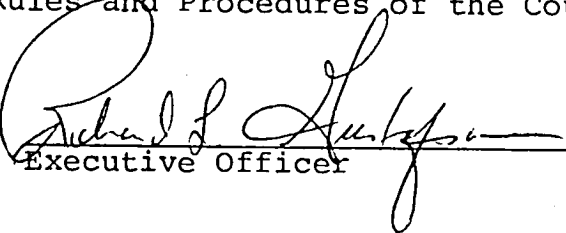
*Day:* Thursday

*Time:* 7:30 p.m.

*Place:* Council Chamber

### C O N S E N T   A G E N D A

The following business items have been reviewed by the staff and an officer of the Council. In my opinion, these items meet the Consent List Criteria established by the Rules and Procedures of the Council.

  
Executive Officer

4.1 A-95 Review, Directly Related to Metro

Action Requested: Concur in staff findings

mec

A G E N D A   M A N A G E M E N T   S U M M A R Y

TO: Metro Council  
FROM: Executive Officer  
SUBJECT: Transferring Appropriations Within Funds for the Fiscal  
Year 1981 Metropolitan Service District Budget

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt Ordinance No. 80-82 to approve transfer of appropriations as requested in accordance with Appendix A.
- B. POLICY IMPACT: The transfers implement decisions previously made by the Council on salary increases.
- C. BUDGET IMPACT: The transfers will change the legal appropriations to conform to policy decisions made by the Council.

II. ANALYSIS:

- A. BACKGROUND: State budget law allows the Council to transfer appropriations between major categories such as Personal, Materials and Services, Capital Outlay or Contingency as needed to reflect changes in the implementation of the adopted budget. These transfers do not increase total appropriations and do not require approval by the Tax Supervising and Conservation Commission.

The transfers requested in all funds to move appropriations from Contingency to Personal Services reflect the increases in the Compensation Plan and Cost of Living agreements previously approved by the Council. The Solid Waste Operations transfer also includes the new staff position established by the Council last October.

The Zoo transfer includes an amount to cover increased insurance costs.

The Drainage fund transfer shifts funds between appropriation categories to authorize the use of in-house staff to perform work anticipated to be done through a contract for outside services.

Transfers in the General and Planning funds also implement the budget reductions previously made in these two funds. The transfer from Contingency to Personal Services for cost of living increases is the net amount required to meet this requirement after the Personal Services savings and reductions have been deducted. The balance of the reductions are made as transfers from Materials and



Services to Contingency.

- B. ALTERNATIVES CONSIDERED: The policy alternatives for these actions have been previously considered by the Council. The transfers make the changes required to reflect these previous decisions in the legally adopted budget.
- C. CONCLUSION: The budget transfers are required to make changes in the legally adopted budget to reflect previous decisions made by the Council.

CS/gl  
6621/92  
1/24/80  
Attachment

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF TRANSFERRING )  
APPROPRIATIONS WITHIN FUNDS FOR )  
THE FISCAL YEAR 1981 METRO- )  
POLITAN SERVICE DISTRICT BUDGET )

ORDINANCE NO. 80-82

Introduced by the  
Ways and Means Committee

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1.

That the following transfers of appropriations be adopted:

a. General Fund

\$47,370 from Contingency to Personal Services to  
cover the increases in the salary Compensation Plan  
and cost of living increases.

\$8,500 from Materials and Services to Contingency.  
To reduce operating appropriations.

b. Planning Fund

\$24,288 from Contingency to Personal Services to  
cover the increases in the salary Compensation Plan  
and the cost of living increases.

\$11,000 from Material and Services to Contingency to  
reduce Operating appropriations.

c. Zoo Fund

\$179,813 from Contingency to Personal Services to  
cover the increase in the salary Compensation Plan,  
cost of living increases and the new Development  
Officer position approved by the Council.

\$40,000 from Contingency to Materials and Services to  
cover increased insurance cost.

d. Solid Waste

\$17,000 from Contingency to Personal Services to cover the increase in the salary Compensation Plan, cost of living increases and new staff positions approved by the Council.

e. Drainage Fund

\$3,400 from Materials and Services to Personal Services. This transfer will leave the cost of legal services being provided by the in-house staff to the Tualatin Drainage Project.

ADOPTED by the Council of the Metropolitan Service District  
this 24th day of January, 1980.

\_\_\_\_\_  
Presiding Officer

ATTEST:

\_\_\_\_\_  
Clerk of the Council

CS/gl  
6622/92

APPENDIX A  
Metropolitan Service District  
Revised Budget  
for Fiscal Year 1979-80

	<u>Adopted Budget ORD #</u>	<u>Transfers (Council Action)</u>	<u>Supplemental Budget (Proposed to TSCC)</u>	<u>Revised Budget</u>
<u>General Fund</u>				
Resources				
Net Working Capital	525		34,616	35,141
Dues	538,132			538,132
Transfer from				
Solid Waste	143,998		53,121	197,119
Transfer from Planning	725,548			725,548
Transfer from Zoo	221,267		53,121	274,388
CETA Reimbursement	13,600			13,600
Local Revenue	-0-		10,000	10,000
Total Resources	<u>1,643,070</u>	<u>-0-</u>	<u>150,858</u>	<u>1,793,928</u>
Requirements				
Personnel Services	800,438	47,370		847,808
Materials and				
Services	598,100	(8,500)	10,000	599,600
Capital Outlay	12,597			12,597
Contingency	79,177	*(38,870)	140,858	181,165
Transfer to				
Planning Fund	152,758			152,758
Total Requirements	<u>1,643,070</u>	<u>-0-</u>	<u>150,858</u>	<u>1,793,928</u>
<u>Planning Fund</u>				
Resources				
Net Working Capital	340,000		(58,949)	281,051
Grants - Federal	857,521			857,521
Grants - State	736,000			736,000
Grants - Subcontractee	217,200			217,200
Transfer from				
General Fund	152,758			152,758
Total Resources	<u>2,303,479</u>	<u>-0-</u>	<u>(58,949)</u>	<u>2,244,530</u>
Requirements				
Personnel Services	1,006,571	24,288		1,030,859
Materials and				
Services	470,504	(11,000)		459,504
Capital Outlay	200			200
Contingency	100,656	*(13,288)	(58,949)	28,419
Transfer to				
General Fund	725,548			725,548
Total Requirements	<u>2,303,479</u>	<u>-0-</u>	<u>(58,949)</u>	<u>2,244,530</u>

\*NET CHANGE

	Adopted Budget <u>ORD #</u>	Transfers (Council Action)	Supplemental Budget (Proposed to TSCC)	Revised Budget
<u>Zoo Fund</u>				
Resources				
Net Working Capital	1,026,777		1,242,352	2,269,129
Property Taxes	1,928,000			1,928,000
Grants	260,100			260,100
Local Revenues	186,226		25,000	211,226
Enterprise Revenues	1,552,951			1,552,951
Interest	100,000			100,000
Total Resources	5,054,054	-0-	1,267,352	6,321,406
Requirements				
Personnel Services	1,545,928	179,813		1,725,741
Materials and Services	1,014,337	40,000	25,000	1,079,337
Capital Outlay	56,835			56,835
Transfer to General Fund	221,267		53,121	274,388
Contingency	333,107	*(219,813)	36,211	149,505
Unappropriated Balance	100,000			100,000
General Capital Improvement	1,782,580			2,935,600
Total Requirements	5,054,054	-0-	1,267,352	6,321,406
<u>Solid Waste Operations</u>				
Resources				
Net Working Capital	588,651		483,816	1,072,467
User Fees	875,000			875,000
Interest	15,000			15,000
Miscellaneous	870			870
Total Resources	1,479,521	-0-	483,816	1,963,337
Requirements				
Personnel Services	184,813	17,000		201,813
Materials and Services	374,990			374,990
Capital Outlay	1,910			1,910
Transfer to General Fund	143,998		53,121	197,119
Transfer Debt Ser. Fund	635,076			635,076
Transfer to Cap. Imp. Fund	37,663			37,663
Unappropriated Bal.	4,060			4,060
Contingency	97,011	(17,000)	430,695	510,706
Total Requirements	1,479,521	-0-	483,816	1,963,337

\*NET CHANGE

	Adopted Budget <u>ORD #</u>	Transfers (Council Action)	Supplemental Budget (Proposed to TSCC)	Revised Budget
<u>Solid Waste Debt Srvs.</u>				
Resources				
Net Working Capital	40,881		3,425	44,306
Transfer from Solid Waste Fund	635,076			635,076
Loan Repayment	10,445			10,445
Total Resources	<u>686,402</u>	<u>-0-</u>	<u>3,425</u>	<u>689,827</u>
Requirements				
Loan Repayment	455,521			455,521
Unappropriated Bal.	230,881		3,425	234,306
Total Requirements	<u>686,402</u>	<u>-0-</u>	<u>3,425</u>	<u>689,827</u>
<u>Solid Waste Capital</u>				
Resources				
Net Working Capital	1,652,000			1,652,000
State Grants	3,417,300			3,417,300
State Loan	5,998,700			5,998,700
Interest	180,000			180,000
Transfer from SWOPS	37,663			37,663
Total Resources	<u>11,285,663</u>	<u>-0-</u>	<u>-0-</u>	<u>11,285,663</u>
Requirements				
Projects	11,139,300			11,139,300
Contingency	146,363			146,363
Total Requirements	<u>11,285,663</u>	<u>-0-</u>	<u>-0-</u>	<u>11,285,663</u>
<u>Drainage Fund</u>				
Resources				
Fund Balance			5,092	5,092
Local Agency Pay.	3,400			3,400
Total Resources	<u>3,400</u>	<u>-0-</u>	<u>5,092</u>	<u>8,492</u>
Requirements				
Personnel Services		3,400	5,092	8,492
Materials and Srvs.	3,400	(3,400)		
Total Requirements	<u>3,400</u>	<u>-0-</u>	<u>5,092</u>	<u>8,492</u>

	<u>Adopted Budget ORD #</u>	<u>Transfers (Council Action)</u>	<u>Supplemental Budget (Proposed to TSCC)</u>	<u>Revised Budget</u>
<u>Criminal Justice Assistance Fund</u>				
Resources				
Federal Grants	1,626,000			1,626,000
Total Resources	1,626,000	-0-	-0-	1,626,000
Requirements				
Materials and Services	1,626,000			1,626,000
Total Requirements	1,626,000	-0-	-0-	1,626,000
<u>Transportation Assistance Fund</u>				
Resources				
Federal Grants	569,500			569,500
Total Resources	569,500	-0-	-0-	569,500
Requirements				
Materials and Services	569,500			569,500
Total Requirements	569,500	-0-	-0-	569,500
TOTAL ALL FUNDS	24,651,089	-0-	1,851,594	26,502,683



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### C O N S E N T   A G E N D A

The following business items have been reviewed by the staff and an officer of the Council. In my opinion, these items meet the Consent List Criteria established by the Rules and Procedures of the Council.

  
Executive Officer

4.1 A-95 Review, Directly Related to Metro

Action Requested: Concur in staff findings

mec

## DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW

*Application 2 to Metro*

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>1. <u>Project Title:</u> Wrulstad Addition (#7912-8)  <u>Applicant:</u> River Bend Realty  <u>Project Summary:</u> Construction of 29 single family units in the City of Molalla, 12 of which will be sold to low and moderate income families through the Farmers Home Administration.  <u>Staff Recommendation:</u> Favorable action.</p>	\$630,000 (FHA-Rural Housing Loan)	-0-	-0-	-0-	\$630,000
<p>2. <u>Project Title:</u> Amendment to Hillsboro "Westside" Facilities Plan (#7912-9)  <u>Applicant:</u> Unified Sewerage Agency  <u>Project Summary:</u> Amendment to the 1977 Hillsboro Westside Facilities Plan to address alternatives identified in the "208" plan developed later by CRAG. The amendment will address:            (1) a minimum of three alternatives,            (2) impact of infiltration/inflow and            (3) regulatory agency restrictions and requirements.  <u>Staff Recommendation:</u> Favorable action.</p>	\$ 27,771 (Environmental Protection Agency)	-0-	\$ 9,257	-0-	\$ 37,028
<p><u>OTHER PROJECTS</u></p> <p>X <u>Project Title:</u> Bonneville Power Administration Draft Environmental Impact Statement (#7912-4)  <u>Project Summary:</u> The impact statement assesses the environmental impacts associated with (1) construction of approximately 288 miles of new or upgraded transmission line and two new substations (which will be addressed in subsequent environmental documents) and (2) maintenance of existing facilities.  <u>Staff Recommendation:</u> Acceptance of the statement as prepared.</p>	-	-	-	-	-

*who reviewed*

# MEETING REPORT

DATE OF MEETING: December 18, 1979

GROUP/SUBJECT: Solid Waste/Public Facilities Council Committee

PERSONS ATTENDING: Councilors: Jane Rhodes, Craig Berkman, Jack Deines, Gene Peterson  
Donna Stuhr

STAFF: Merle Irvine, John LaRiviere, Tom Miller

GUESTS: Bob Brown, DEQ  
Gene Plew, Land Reclamation Inc.  
Ralph Gilbert, Columbia Sand & Gravel  
Bill Plew, Land Reclamation Inc.  
Brian Johnson, Seton, Johnson & Odell

MEDIA: None

## SUMMARY:

The November 27, 1979 and December 4, 1979 meeting reports were approved as submitted.

Coun. Berkman reviewed with the Committee his proposed statement regarding landfill siting and the proposed Memorandum of Agreement between Metro and the Department of Environmental Quality. He indicated that on Wednesday, December 19, 1979, at 1:30 p.m. a press conference is scheduled to review the status of Metro's landfill siting process and to announce DEQ's involvement. Coun. Berkman indicated that it was his proposal to modify the landfill siting procedure by substituting a regional landfill siting committee for the local landfill siting committees. It has become apparent that the local committees are placed in an adversary role. The charge for the new regional siting committee will be to review and prioritize new potential landfill sites both inside and outside of Metro's boundary. However, special attention will be given to property outside of Metro's boundary which until recently was not available for landfilling.

After some discussion the Committee indicated its concurrence with the Memorandum of Agreement between Metro and DEQ and the items contained within Coun. Berkman's statement that includes the modification of the landfill siting procedure.

Mr. Irvine discussed with the Committee the staff's effort to develop an emergency routing plan. This plan includes diversion

of non-food waste from the St. Johns Landfill to the Nash Pit or other approved sites. In addition, the construction of a transfer station in Oregon City prior to 1982, the construction of public transfer stations and the possibility of providing a shredding facility in North Portland will also be considered as part of this plan. Mr. Irvine indicated the routing plan should be available for the Committee's review in February.

Brian Johnson of Seton, Johnson & Odell Inc. presented Land Reclamation Inc. proposal to operate a limited-use landfill in the Columbia Sand & Gravel Pit located at N.E. 122nd Avenue and San Rafael. After the presentation, Mr. Irvine noted that Land Reclamation's application was incomplete because of the absence of a financial plan required as part of the feasibility study. In addition, he indicated that DEQ has denied the application because of possible adverse affect on groundwater. After some discussion, the Committee indicated that until such time as DEQ approves the landfill from the standpoint of groundwater protection and methane gas control the District would not proceed with issuing a certificate.

Mr. Irvine reviewed the City of Portland's request for \$1.9 million to expand the St. Johns Landfill. DEQ has indicated that the expansion cost are eligible for State Pollution Control Bond funds and must be provided from Metro's original allocation of \$11.4 million. Since the expansion costs are not part of the original allocation it will be necessary to request an increase in original allocation. In addition, a request must be made to the State Emergency Board to remove a restriction placed upon Metro that all loan funds from the Pollution Control Bond be spent prior to receiving any grant funds. After discussion, it was moved by Coun. Rhodes and seconded by Coun. Peterson that the Council approve Resolution 79-117 authorizing the Executive Officer to signed the Department of Environmental Quality's Grant/Loan Offer and Acceptance in the amount of \$1.9 million for the purpose of expanding the St. Johns Landfill. In addition, the resolution recommends that the restriction placed upon Metro by the Emergency Board which requires expenditure of all loan funds prior to receiving grant funds be remove. The passed unanimously.

The Committee discussed briefly the applications received for membership on Metro's Solid Waste Policy Alternatives Committee. Mr. Irvine indicated that Jerry Powell has submitted his resignation from the Policy Alternatives Committee because of a possible conflict of interest. It was the concensus of the Council Committee to hold this item over until the next meeting.

Coun. Rhodes presented a status report of the Johnson Creek Drainage project. She indicated that five of the six juris-

Solid Waste/Public Facilities Council Committee  
December 18, 1979  
Page 3

diction have approved the Interim Development Guidelines. She noted that the ordinance adopting the Johnson Creek Stormwater Basin Plan is scheduled for the first public hearing at the December 20, 1979 Council meeting.

John LaRiviere distributed copies of the Corps of Engineers report-"Drudging in Portland Harbor" and "Land Application of Sewage Effluent in Clackamas and Multnomah Counties". After some discussion, the Committee voted to recommend Council's authorization to release both reports for public review and comment.

Meeting report prepared by Merle Irvine.

# Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

## Memorandum

Date: January 14, 1980  
 To: Metro Council  
 From: Executive Officer  
 Subject: A-95 Review Report

The following is a summary of staff responses regarding grants not related to Metro programs.

1. Project Title: Energy Crisis Assistance Program (#7911-2)  
Applicant: State of Oregon  
Project Summary: Program to provide households at or below 125% of poverty income with heating assistance. Maximum assistance is \$300 per household.  
Federal Funds Requested: \$2,097,080 (Community Service Administration)  
Staff Response: Favorable Action.
2. Project Title: Primary Medical/Dental Care Clinic (#7911-7)  
Applicant: Salud de la Familia, Inc.  
Project Summary: Continuation grant to provide out-patient health care services to migrant and seasonal workers and other low income residents in Marion, Polk, Yamhill and Clackamas Counties.  
Federal Funds Requested: \$305,000 (Public Health Service)  
Staff Response: Favorable Action.
3. Project Title: Curriculum for Deaf Students (#7911-8)  
Applicant: Northwest Regional Education Laboratory  
Project Summary: Develop and demonstrate a social-affective curriculum for hearing impaired students, ages 8-13.  
Federal Funds Requested: \$100,000 (Office of Education, Bureau of Education for the Handicapped)  
Staff Response: Favorable Action.
4. Project Title: Community Action Program (#7911-12)  
Applicant: North Community Action Council, Inc.  
Project Summary: Operating grant to fund agency administration, resource development, community services and a used clothing center. The agency serves low income residents within the North Portland target area.  
Federal Funds Requested: \$92,000 (Community Services Administration)  
Staff Response: Favorable Action.



## A G E N D A   M A N A G E M E N T   S U M M A R Y

TO: Metro Council  
FROM: Executive Officer  
SUBJECT: Directing the Executive Officer to Prepare Preliminary Plans and Specifications for Flood Control and Pollution Abatement Improvements in the Johnson Creek Basin

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of the attached Resolution No. 80-121 which directs the Executive Officer to prepare plans and preliminary engineering estimates and specifications for improvements proposed as part of the Johnson Creek Flood Control and Pollution Abatement Project.
- B. POLICY IMPACT: Adoption of this Resolution is the first step in the formation of a Johnson Creek Local Improvement District (LID) as required by Ordinance No. 80-78 (5). Upon receipt of the preliminary engineering report, the Council shall determine whether proceedings for the proposed improvements should go forward.
- C. BUDGET IMPACT: A portion of the \$40,000 in loans provided by local jurisdictions and the \$15,000 budgeted by the Metropolitan Service District for the LID formation will be used to develop the preliminary engineering report. Temporary staff will be hired to develop assessment roles.

II. ANALYSIS:

- A. BACKGROUND: Metro, at the request of local jurisdictions, declared the Johnson Creek Basin an area of Regional Concern and appointed a task force to recommend solutions to the Creek's perennial flooding and water quality problems. An initial recommendation of the Task Force was the formation of an LID as the mechanism for funding both planning and implementation of problem solutions. Task Force members provided valuable input in the drafting of Ordinance No. 79-78.

Ordinance No. 79-78 provides three options for initiating the formation of an LID; public request by more than 50 percent of the property owners to be benefited; at the request of local jurisdictions; and by Council action. The cities of Gresham and Portland have, by resolution, requested Metro to initiate an LID in the Johnson Creek Basin.

The Council's first step in the initiating option is passage of a resolution directing the Executive Officer to prepare preliminary plans and engineering specifications



for Phase I and an estimate of Phase II costs. This report must also include:

- (1) A description of the project, its boundaries and the general plan proposed;
- (2) A description of each lot to be benefited;
- (3) An estimate of the probable cost of such projects including legal, administrative, engineering, planning, construction, finance and assessment costs attributable thereto;
- (4) An estimate of the probable annual cost for operation and maintenance of the project;
- (5) A proposed method of assessment apportionment and an estimate of the portion of total costs to be specifically assessed.

If a single hearing is to be held for both the LID formation and the proposed assessment, the apportionment to each benefited lot must also be included.

The Johnson Creek Task Force at their next meeting (January 17, 1980) will consider staff reports concerning the LID boundary and assessment formula. The Task Force will also consider the proposed schedule for completing the first phase of the Johnson Creek Project (see attachments). The Task Force recommendations on these items will be presented to the Council at the January 24, 1980, meeting.

- B. ALTERNATIVES CONSIDERED: Ordinance No. 79-78 outlines the specific procedure for forming LIDs and the apportionment and levy of related assessments. No alternative procedures are permitted.

Prior to recommending the formation of an LID the Johnson Creek Task Force considered the following financing alternatives: (a) a Special District, (b) federal grants such as "208" Water Quality Management grants, etc., and (c) Corps of Engineers assistance. These alternatives are either less efficient and effective than an LID or cannot provide the total resources needed.

- C. CONCLUSION: The Johnson Creek Task Force has recommended the formation of an LID to finance Flood Control and Water Pollution Abatement improvements in the Johnson Creek Basin.

Local jurisdictions within the Basin have supported the formation of an LID by providing loans to Metro to finance its formation.

In order to meet the July 1 deadline for inclusion of the assessments on the FY 1981 county property tax bills, and to enable the Council to act May 22 on formation of the District, the preparation of the preliminary engineering report must begin now.

III. Attachments:

- A. Johnson Creek LID Boundary Description
- B. Johnson Creek LID Assessment Formula
- C. Johnson Creek Project Schedule -- Phase I

JL:gl  
6612/92  
1/24/80

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF DIRECTING THE	)	RESOLUTION NO. 80-121
EXECUTIVE OFFICER TO PREPARE	)	
PRELIMINARY PLANS AND SPECIFICA-	)	Introduced by the
TIONS FOR FLOOD CONTROL AND	)	Solid Waste/Public
POLLUTION ABATEMENT IMPROVEMENTS	)	Facilities Committee
IN THE JOHNSON CREEK BASIN	)	

WHEREAS, There is a long history of perennial flooding problems in the Johnson Creek Basin; and

WHEREAS, The Johnson Creek Basin has been designated by the Metropolitan Service District as an Area of Regional Concern pursuant to the State law; and

WHEREAS, The governing bodies for the cities of Milwaukie and Portland, together with the governing bodies for the counties of Multnomah and Clackamas have approved by resolution Interim Guidelines for Stormwater Runoff Management; and

WHEREAS, The governing bodies for the cities of Portland, Milwaukie and Gresham, by Resolution, have expressed a desire for the formation of a Johnson Creek Local Improvement District; now, therefore,

BE IT RESOLVED,

1. That the Council directs the Executive Officer to prepare plans and preliminary engineering estimates, and specifications for Phase I and an estimate of Phase II costs for Flood Control Pollution Abatement improvements in the Johnson Creek Basin.

2. That the Council further directs the Executive Officer to file with the Clerk of the Council a preliminary engineering

report, complying with the requirements of Section 5 (b) (1)-(5) of Ordinance No. 79-78, not later than the 15th day of May, 1980.

Adopted by the Council of the Metropolitan Service District  
this 24th day of January, 1980.

Presiding Officer

TM:gl  
6539/92

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# Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

## Memorandum

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*Date:* January 2, 1980  
*To:* Johnson Creek Task Force  
*From:* Metro Staff  
*Subject:* Johnson Creek LID Boundary Descriptions

Attached is a draft report defining the boundaries of the Johnson Creek basin and floodplain. Once finalized these boundaries will be used for the formation of the Johnson Creek Local Improvement District.

The definition of the basin boundary has been taken largely from the November 1975 MSD Staff report, Drainage Management in the Johnson Creek Basin. Staff has checked some questionable points for their continued validity, but no changes from the original definition have been made. For the purpose of the LID formation the boundary would be adjusted to the nearest tax lot.

The boundary of the floodplain has been based on the Preliminary Floodplain Information for Johnson Creek, Oregon prepared by the Corps of Engineers. This boundary includes all revisions through April 10, 1979. Like the basin boundary the floodplain boundary will be adjusted to the nearest tax lot for the purposes of the LID.

The attached map gives a general location of both boundaries. The boundaries are being transferred to County Assessors maps and will be available in the Metro office for detailed review.

JL:pj

JOHNSON CREEK LOCAL IMPROVEMENT DISTRICT (LID)

PHYSICAL BOUNDARY DESCRIPTION

A. DEFINITION OF BASIN BOUNDARY

The original basin boundary used by Metro was based primarily on the surface drainage divide as defined by general topography (1" to 2000' scale topographic map). One small boundary segment just east of Milwaukie was based on storm sewer drainage. This boundary segment remains unchanged for the proposed basin boundary. (Fig. I)

The proposed modified basin boundary uses the following criteria for its definition:

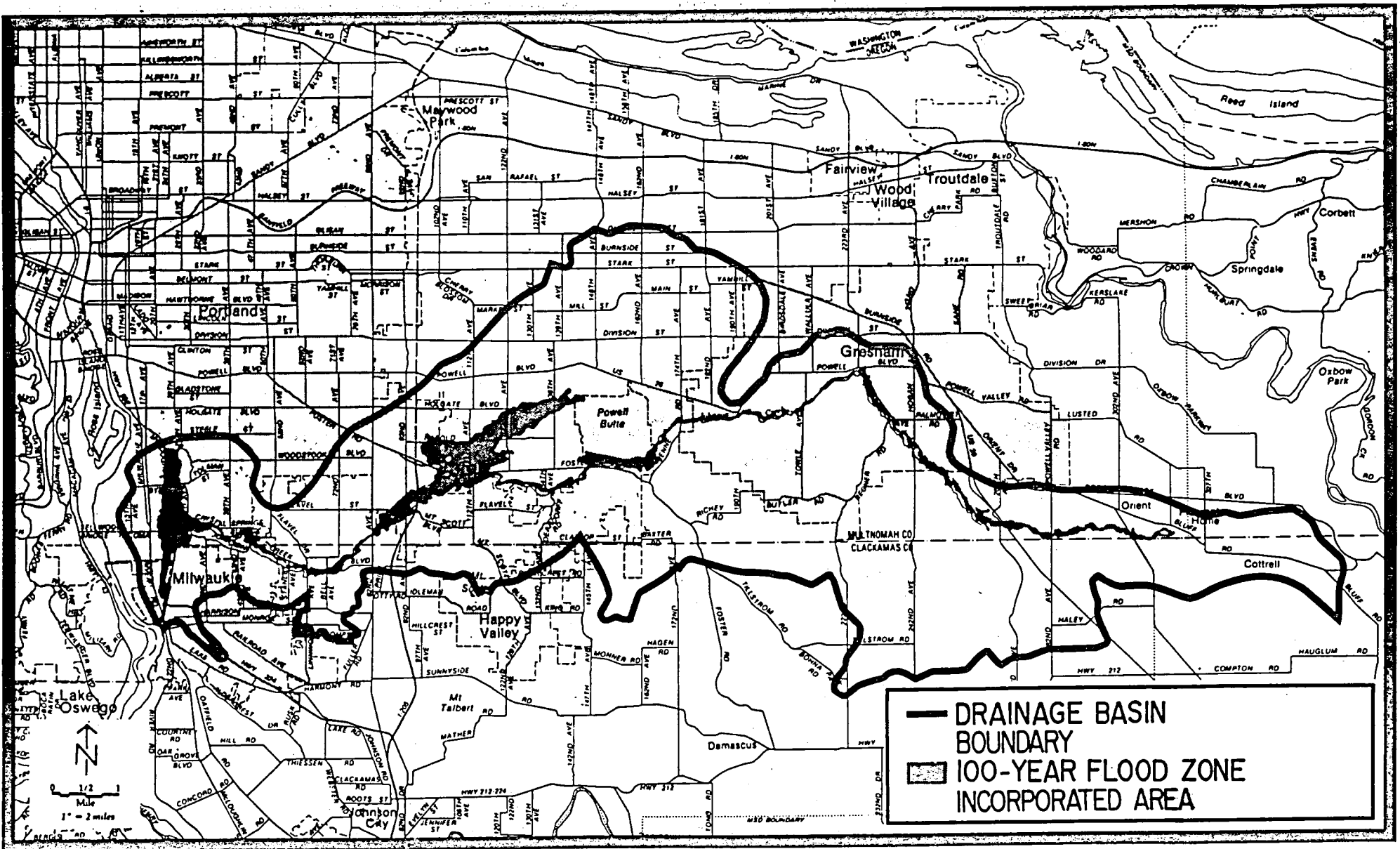
1. Detailed topography;
2. Storm sewer and drainage systems; and
3. Groundwater data.

The surface drainage boundary is determined in detail by using a 1" to 2000' scale topographic map and 1" to 100' scale topographic maps for that portion of Multnomah County east of 87th Avenue.

Storm sewer systems throughout the basin area are considered for basin boundary impact. Only those of Portland and Milwaukie are found to have impact. Areas served by these systems are either included or excluded from the basin according to whether the systems, existing or planned, empty into or out of the surface drainage basin. Parts of the Sellwood, Eastmoreland, Westmoreland, and Woodstock districts of Portland are excluded from the basin since storm water from these areas is carried out of the basin by the Portland combined sewer system. Land immediately adjacent to Crystal Springs Creek and Johnson Creek in the Eastmoreland and Westmoreland parks and Reed College area is included within the basin since their drainage empties into Johnson Creek. An area in Clackamas County east of Milwaukie which lies outside the surface drainage basin is included within the basin since the storm sewer system serving this area empties into Johnson Creek.

In the Gresham vicinity, the proposed basin boundary conforms to the drainage plan of that City. This portion of the basin boundary generally follows highways and the Portland Traction Company railway route through the City.

Groundwater data is also considered in modifying the surface drainage basin boundary. Well log data from the U. S. Geological Survey's open files and a publication on water wells of the east Portland area (Foxworthy, 1964) were used to obtain groundwater data for the basin area. Water level elevations were adjusted for seasonal and non-seasonal fluctuations by using data obtained from the U. S. Weather Bureau precipitation records, the above mentioned water well data publication (Foxworthy, 1964), and a publication on observation wells



# JOHNSON CREEK DRAINAGE BASIN

NOVEMBER 1979

Johnson Creek Flood Control And Pollution Abatement Project



of Oregon (Bartholomew, 1973). Background information on geomorphology, hydrology, geology and groundwater geology of the basin area was obtained from two U. S. Geological Survey publications (Hogenson, 1965; and Trimble, 1963).

From the adjusted data, a modified groundwater table contour map of the drainage basin area was constructed. The groundwater basin boundary for Johnson Creek was then established. This boundary has been modified in the Holgate Lake area to correct for uneven data distribution and as a compromise to the slightly divergent groundwater basin boundary depicted by a map of groundwater flow directions in the east Portland area (Tawfik, 1974).

To determine the relative importance of surface water versus groundwater drainage within the drainage basin area, maps showing man-made impermeable surface ground cover and soil infiltration rates are utilized. The map depicting impermeable surface cover due to urbanization is based on the density of man-made structures as shown on the latest available issues (mostly 1970) of 1" to 2000' scale U. S. Geological Survey topographic maps. Four categories of impermeable surface coverage are used: 0-10% (typically rural areas); 10-45% (typically light to normal residential areas); 45-60% (typically dense residential areas); 60-100% (typically industrial areas, downtown business and shopping centers).

The map depicting soil infiltration rates is based on the map "Soils Limitations for Dwellings Without Basements", from the General Soil Map portfolio of Multnomah County and the map "Soils Limitations for Building Sites", from the General Soil Map portfolio of Clackamas County (U. S. Soil Conservation Service, 1974 and 1970, respectively). Although titled differently, these two maps essentially depict identical physical conditions. Neither of these maps is specifically intended to define soil infiltration rates but their category definitions include three of the four basic physical factors that affect soil infiltration rates: land slope, soil permeability, and groundwater depth. The fourth factor of vegetation cover density can, under the influence of the area's relatively humid and temperate climate, be considered to be nearly a constant factor for the basin area. Thus, the two maps are satisfactory for depicting general soil infiltration rates.

A composite map was then prepared depicting areas where greatest surface water infiltration can be expected; areas with both high soil infiltration rates and low impermeable surface coverage. By physical criteria alone, those areas with a large amount of surface water infiltration and corresponding low amount of surface water runoff should be included within or excluded from the proposed drainage basin boundary in accordance with the location of the groundwater basin boundary.

Further analysis shows that areas with high soil infiltration rates and without unified storm sewer systems maintain their dominant subsurface drainage with considerably larger amounts of impermeable surface coverage than previously considered. In these areas, surface

water drains off of impermeable surfaces onto natural ground and infiltrates.

The Holgate Lake area of the basin (see Basin map) is the only large area with a high soil infiltration rate, a low to moderate amount of impermeable surface coverage, and without a unified storm sewer system where a large divergence between surface and groundwater drainage boundaries occurs. This is the only area where the proposed drainage basin boundary uses the groundwater drainage boundary for its definition.

Political considerations dictate a conservative approach in choosing between the surface or groundwater drainage boundary in the Holgate Lake area. By choosing the inner boundary (relative to Johnson Creek), the area lying between the two boundaries, which is only marginally justifiable for inclusion within the drainage basin, is excluded. The final basin boundary through the Holgate Lake area reflects this decision and follows the inner, groundwater basin boundary.

Once the general surface drainage boundary was established using the above methods it was transferred to the County Assessor maps for the area and the basin boundary was adjusted to the nearest tax lot.

#### B. DEFINITION OF FLOODPLAIN BOUNDARY

The floodplain boundary is based on the 100-year flood event mapped on the U. S. Army Engineering District, Portland, Preliminary Floodplain Information for Johnson Creek, Oregon, as revised 10 April, 1979. This boundary has also been transferred to County Assessor's maps.

Copies of these maps for both the Basin Boundary and the Floodplain Boundary will be available for review in the Metro offices.

JL/gl  
6346/66

## APPENDIX

### BIBLIOGRAPHY


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6346/66

# Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

## Memorandum

Date: January 10, 1980  
To: Johnson Creek Task Force  
From: John LaRiviere   
Subject: Assessment Formula for Johnson Creek LID

In the draft report on LID financing alternatives dated 8/24/79 several LID assessment options were discussed including a flat rate, variable rate and constant rate along with a discussion of the pro's and con's of each option. The major factor to be considered, regardless of the formula selected is that the assessment must be based on benefit received. In discussing this draft report the Task Force made the following points:

- . the formula should be kept simple
- . there should be two separate rates. One for property in the floodplain and a second for property within the basin.
- . commercial and industrial property should be assessed at a different rate than residential property.

An additional factor which must be considered in developing an assessment formula is the method of billing to be utilized. Metro does not have the in-house capability to manage a billing system of the magnitude required for the Johnson Creek LID (30,000 accounts). Therefore this capability must be obtained through some other means. The simplest method appears to be including the LID assessment on the county property tax bill. To accomplish this however, the assessment formula must be compatible with the county billing procedure. This means that the assessment must be either a flat rate for each account or a rate based on assessed valuation. To use any other formula such as one based on land use or impervious area, would mean that a separate assessment must be computed for each individual tax lot. We do not have sufficient time or money budgeted for this task.

The following are Phase I assessment formula options using either the flat rate or variations of an assessed value rate. Estimates

January 10, 1980  
Johnson Creek Task Force  
Page 2

of current assessed valuation were obtained from the 1974 CRAG staff report, "Drainage Management in Johnson Creek Basin -- CRAG Interim Action Program" and the 1975 U.S. Army Corps of Engineers Design Memorandum "Johnson Creek at Portland". These estimates were adjusted to 1979 dollar values.

To differentiate between Phase I costs of general benefit and those of special benefit the following rational was used:

<u>TASK</u>	<u>ESTIMATED COST</u>	<u>BENEFIT</u>
LID formation	\$ 50,000	General
Remedial Channel Clearing*	100,000	Special
Drainage Management Plan	200,000	General
Engineering and Administration	70,000	General
Contingencies	60,000	General

\* local share of costs

(It should be noted that all cost and assessed valuation figures are merely estimates intended for comparing alternative assessment formulas. Accurate estimates will be compiled once the Metro Council authorizes the Executive Officer to prepare a preliminary engineering report.)

#### OPTION A - Flat Rate

##### 1. Single Rate - Basinwide

Estimated cost	\$480,000
Estimated number of tax lots	30,000
Rate per lot	\$16.00

Advantages - cost per lot is relatively low.

Disadvantages - does not distinguish between basin and floodplain lots.

- does not differentiate between residential, commercial or industrial properties or lot size.
- does not reflect benefit.

2. Double Rates - Basin and Floodplain

a. General Benefit Rate (basinwide)

Estimated cost	\$380,000
Estimated number of tax lots	30,000
Rate per lot	\$12.67

b. Special Benefit Rate (100 year floodplain)

Estimated cost	\$100,000
Estimated number of tax lots*	1,800
Rate per lot	\$55.56

\* based on 6% of total land area

Total cost per floodplain lot      \$68.23

Advantages - differentiates between basin and floodplain properties

Disadvantages - does not differentiate between residential, commercial and industrial property or lot size.

- does not reflect benefit.

OPTION B - Based on Total Assessed Value

1. Single Rate - Basinwide

Estimated cost	\$480,000
Estimated assessed valuation	\$1,316,754,500
Millage rate	$\frac{480,000}{1,316,754,500} = 0.36 \text{ mills}$

Cost per \$50,000 assessed valuation      \$18.00

Advantages - rate relatively low.

- differentiates between property types.

- differentiates between lot size.

- reflects benefit as a function of assessed value.

Disadvantages - does not differentiate between basin and floodplain properties.

2. Double Rates - Basin and Floodplain

a. General Benefit Rate (basinwide)

Estimated cost	\$380,000
Estimated assessed valuation	\$1,316,754,500

Millage rate	$\frac{380,000}{1,316,754,500} = 0.29 \text{ mills}$
--------------	--

Cost per \$50,000 assessed valuation	\$14.50
--------------------------------------	---------

b. Special Benefit Rate (100 year floodplain)

Estimated cost	\$100,000
Estimated assessed valuation	\$96,143,568

Millage rate	$\frac{100,000}{96,143,568} = 1.04 \text{ mills}$
--------------	---

Cost per \$50,000 assessed valuation	\$52.00
--------------------------------------	---------

Total cost per \$50,000 assessed valuation in floodplain (a+b) =	\$66.50
---	---------

Advantages - all the advantages of B1 plus  
- differentiates between basin and floodplain properties.

Disadvantages - undeveloped properties which are later developed will reap the benefits of the project at a much lower rate.

OPTION C - Based on Assessed Value of Land Only

1. Single Rate - Basinwide

Estimated cost	\$480,000
Estimated assessed valuation	\$249,788,320

Millage rate	$\frac{480,000}{249,788,320} = 1.92 \text{ mills}$
--------------	--

Cost per \$10,000 assessed valuation	\$19.20
--------------------------------------	---------



- Advantages - same as B1 plus  
- treats developed and developable land equally.  
Disadvantages - same as B1 plus  
- does not consider contribution to present problem

2. Double Rate -- Basin and Floodplain

a. General Benefit Rate

Estimated cost	\$380,000
Estimated assessed valuation	\$249,788,320
Millage rate	$\frac{380,000}{249,788,320} = 1.52 \text{ mills}$
Cost per \$10,000 assessed valuation	\$15.20

b. Special Benefit Rate (100 year floodplain)

Estimated cost	\$100,000
Estimated assessed valuation	\$18,240,741
Millage rate	$\frac{100,000}{18,240,741} = 5.48 \text{ mills}$
Cost per \$10,000 assessed valuation	\$54.80
Total cost per \$10,000 assessed valuation in floodplain (a+b) =	\$70.00

- Advantages - same as C1 plus  
- differentiates between basin and floodplain property.  
Disadvantages - same as C1.

STAFF RECOMMENDATIONS

Options B2 or C2

JL:pj

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## Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

### *Memorandum*

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*Date:* December 31, 1979  
*To:* Johnson Creek Task Force  
*From:* Metro Staff  
*Subject:* Project Schedule -- Phase I

The attached schedule presents a time line for the first phase of the Johnson project (Local Improvement District (LID) formation, Snagging and Clearing Work, Basin Plan Development). This material will be discussed at the January 10 meeting along with the continuing role of the Task Force throughout Phase I.

REVISED

JOHNSON CREEK PROJECT SCHEDULE  
PHASE I

December 1, 1979 - September 1, 1981

TASK

SCHEDULE

1. Acquire Remaining Easements for Phase I:

- |   |                      |
|---|----------------------|
| a. Map actual floodplain and drainage basin boundaries.                     | by December 31, 1979 |
| b. Describe and map LID boundaries to nearest tax lot.                      | by January 7, 1980   |
| c. Collect all existing easements.  | by January 15, 1980  |
| d. Map existing easements.  | by January 31, 1980  |
| e. Determine additional easement requirements (Phase I) and estimate costs. | by February 15, 1980 |
| f. Acquire easements (Phase I).   | by April 1, 1981     |

2. Develop Preliminary Assessment Formula:

- |   |                     |
|---|---------------------|
| a. Determine acreage within each assessment category.   | completed           |
| b. Estimate total number of lots/category and average size.   | by January 7, 1980  |
| c. Develop alternative assessment formula based on preliminary Phase I cost estimate of \$480,000.00. | by January 15, 1980 |

3. Form Johnson Creek LID:

- |   |                     |
|---|---------------------|
| a. Execute contracts for loans with local jurisdictions.  | by January 24, 1980 |
| b. Prepare and adopt Council resolution authorizing plans and preliminary engineering estimates (ORD. 79-78 5a).  | by January 24, 1980 |
| c. Make arrangements for assessment billing with counties.  | by March 1, 1980    |
| d. Develop assessment roles and notices.  | by May 15, 1980     |
| e. Prepare plans and preliminary Phase I engineering estimates including:<br><br>i. project description, boundaries, general plan<br>ii. preliminary plans and specifications<br>iii. description of each lot benefited<br>iv. estimated project cost<br>v. estimated annual O & M cost<br>vi. proposed assessment formula and estimates of cost to be assessed<br>vii. list of proposed assessment for each property | by May 15, 1980     |

TASKSCHEDULE

- f. Prepare and adopt Council resolution to proceed with LID.\* by May 22, 1980
  - g. Prepare improvement district Ordinance. by June 1, 1980
  - h. Publish Notice of Intent to Construct (Resolution g) by May 24-26, 1980
  - i. post "Notice of Proposed Improvement." by May 28, 1980
  - j. Notify property owners of Remonstrance Hearing. by June 1, 1980
  - k. Publish Public Hearing notice. by June 1, 1980
  - l. Hold Remonstrance Hearing. by June 12, 1980
  - m. First reading of LID and Assessment Ordinance. by June 12, 1980
  - n. Second reading of Ordinance. by June 26, 1980
  - o. Negotiate and sign formal agreement with Corps of Engineers (Phase I). by July 10, 1980
  - p. Deadline for County Prop. Tax Assessment by July 1, 1980
4. Perform Legal Analysis:
- a. Resolve agency and public questions concerning LID. ongoing
  - b. Prepare draft enabling legislation for Drainage Utility District or General Obligation Warrants. ongoing after LID adoption
5. Adopt Interim Johnson Creek Basin Stormwater Runoff Plan:
- a. Prepare management summary. completed
  - b. Solid Waste/Public Facilities Committee approval. by December 18, 1979
  - c. Public hearing and first reading. by December 20, 1979
  - d. Second reading and adoption. by January 10, 1980
  - e. Develop implementation plans. prior to July 1, 1980
  - f. Review implementation plans. after July 1, 1980
6. Coordinate Public Information Program:
- a. First Round Meetings -- Neighborhood Grant and Local Jurisdictions thru January, 1980
  - b. Develop LID Public Information Campaign by March 1, 1980
    - i. inhouse referral
    - ii. information packet for local jurisdiction
    - iii. brochure/flyers
  - c. Develop and implement media campaign for LID. by March 1, 1980 and ongoing thru June, 1980
  - d. Develop local constituency (Second Round meetings -- Neighborhood Grants and Local Jurisdictions)

TASKSCHEDULE7. Obtain Funds and Initiate Phase I Project -- Channel Clearing:

- |   |                        |
|---|------------------------|
| a. Request Corps project changed to active status.                                    | by December 15, 1979   |
| b. Request fund transfer for planning.  | by December 22, 1979   |
| c. Include Phase I funds in FY 1981 Corps budget.                                     | by March 1, 1980       |
| d. Prepare economic and feasibility study.  | by May, 1980           |
| e. Determine interim Phase I financing method.  | by July 1, 1980        |
| f. Secure funding for channel improvement.<br>Demonstration project to begin in 1980. | by March 1, 1980       |
| g. Prepare plans and specs for demonstration project.                                 | by May-September, 1980 |
| h. Coordinate demonstration project with Phase I project.                             | by September 1, 1980   |
| i. Complete demonstration project.  | by September 1, 1980   |
| j. Prepare plans and specs for Phase I project.                                       | by December, 1980      |
| k. Retain contractor for Phase I project.   | by April, 1981         |
| l. Complete Phase I project.  | by September 1, 1981   |

8. Initiate:

- |  |                            |
|--|----------------------------|
| a. Review preliminary scope of work with Corps.    | by February 1, 1980        |
| b. Revise scope of work and cost estimates.        | by March 1, 1980           |
| c. Approve final scope of work and cost estimates. | by March 13, 1980          |
| d. Send out RFP's.                                 | after July 1, 1980         |
| e. Review proposals and select consultant.         | by August 1-15, 1980       |
| f. Negotiate contract.                             | by August 15-Sep. 15, 1980 |
| g. Begin planning.                                 | after September 15, 1980   |

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\* Recommended participants - Task Force representatives from Portland, Clackamas County, Multnomah County, Gresham, Milwaukie, Metro.

\*\* Metro should attempt to expedite these requests with help from Duncan's office.

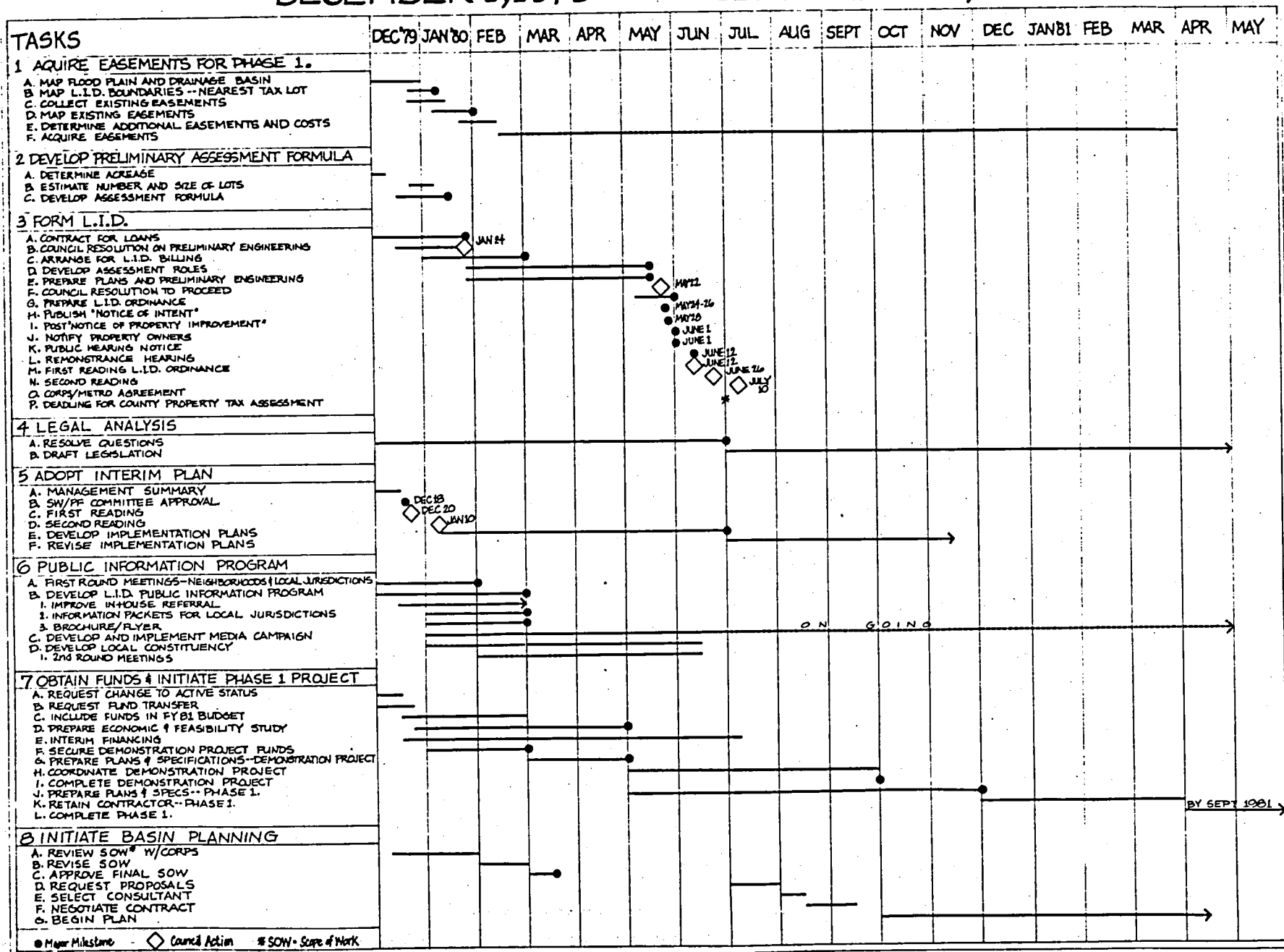
IMPORTANT DEADLINES

January 10, 1980	Adoption of Interim J. C. Drainage Management Plan
January 24, 1980	Council resolution to prepare preliminary plans and estimates for LID formation.
May 22, 1980	Council resolution to proceed with LID formation.
May 24-26, 1980	Publish "Notice of Intent to Construct."
May 28, 1980	Post "Notice of Proposed Improvement."
June 1, 1980	Notify property owners of Assessment and Remonstrance Hearing.
June 1, 1980	Publish General Public Hearing Notice.
June 12, 1980	Hold Remonstrance Hearing.
June 12, 1980	First reading and adopt LID ordinance.
June 26, 1980	Second reading and adopt LID ordinance.
July 1, 1980	Deadline for including assessment on County Property Tax Bill.
July 10, 1980	Sign formal agreement with Corps for Phase I.

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# REVISED JOHNSON CREEK PROJECT SCHEDULE

## DECEMBER 1, 1979 — SEPTEMBER 1, 1981



A G E N D A   M A N A G E M E N T   S U M M A R Y

TO: Metro Council  
 FROM: Executive Officer  
 SUBJECT: Expressing the Council's Intent Regarding Metropolitan Service District Funding Measures to be Submitted to the Voters at the 1980 Primary and General Elections

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of attached Resolution expressing Council intent to seek voter approval of a serial levy for the Zoo at the May, 1980, Primary election and a measure to fund other Metro operations at the November 1980 General election.
- B. POLICY IMPACT: Such measures will permit continued Zoo operations and will allow additional time to determine other Metropolitan Service District program priorities and financial needs.
- C. BUDGET IMPACT: Since the existing serial levy for the Zoo expires at the end of the 1981 fiscal year, additional funds will be needed to maintain Zoo operations. The proposed serial levy is the funding option recommended to replace the expiring levy.

II. ANALYSIS:

- A. BACKGROUND: The authority to collect two key revenue sources, serial levy supporting the Zoo and dues assessed on local governments for support of general Metropolitan Service District activities, expires at the end of FY 1981. To help plan for the replacement of these two revenue sources, the Council formed a 12-member Finance Task Force comprised of State Legislators, local elected officials and general citizens to recommend a course of action. The Finance Task Force completed its work and made a recommendation on November 26, 1979. The Resolution presented for Council action follows the Finance Task Force recommendations.
- B. ALTERNATIVES CONSIDERED: The Finance Task Force considered many different alternatives which are summarized in the draft of the final report which has been distributed to the Council for review.
- C. CONCLUSION: The adoption of the attached Resolution is in line with the Finance Task Force recommendation and is the appropriate course of action for the Council to take in requesting funding for all Metro activities, including the Zoo.



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF EXPRESSING )  
THE COUNCIL'S INTENT REGARDING )  
METROPOLITAN SERVICE DISTRICT'S )  
FUNDING MEASURES TO BE SUBMITTED )  
TO THE VOTERS AT THE 1980 )  
PRIMARY AND GENERAL ELECTIONS )

RESOLUTION NO. 80-122  
Introduced by the  
Ways and Means Committee

WHEREAS, The Metropolitan Service District's authority to secure program funding support by collecting dues from member jurisdictions is set to expire at the end of FY 1981; and

WHEREAS, The existing serial levy which provides 40 percent of the total Zoo revenues is set to expire at the end of FY 1981; and

WHEREAS, The Council has recognized that the Metropolitan Service District's current dependence on federal and state grants to fund planning activities has the undersirable affect of requiring that program priorities be set by grant availability; and

WHEREAS, The Council has appointed a Finance Task Force to analyze and make recommendations regarding Metro financing options; and

WHEREAS, The Finance Task Force has examined a number of financing options including: serial levy, tax base, surtax on state income tax, federal revenue-sharing, motor vehicle registration and inspection tax, real estate transfer tax, land subdivision and partition tax, cable TV franchise tax, extension of Metropolitan Service District dues assessment authority, and sharing state revenues; and

WHEREAS, The Finance Task Force examined both long-term

revenue sources which would provide growth potential and a stable base for the organization, and short-term revenue sources which would provide an extended interim period of funding for existing levels of services and planning for longer-term goals and objectives; and

WHEREAS, The Finance Task Force considered but rejected a proposal to place a serial levy for general Metro activities, including the Zoo, on the Primary election ballot; and

WHEREAS, The Finance Task Force found a need for further program planning through development of a work plan prior to submitting a request for a focal tax measure to support general Metropolitan Service District activities; now, therefore,

BE IT RESOLVED,

1. That the Council agrees with the report and recommendations of the Finance Task Force.
2. That the Metropolitan Service District should place a serial levy and capital funding measure question on the May Primary election ballot to fund Zoo operations and development.
3. That following development of a work plan and further exploration of other financing options, a question to secure a long-term permanent funding source in the form of a tax base or income tax measure for general Metropolitan Service District activities, including the Zoo, be placed on the November General election ballot.

ADOPTED by the Council of the Metropolitan Service District this 24th day of January, 1980.

---

Presiding Officer

ORDINANCE NO. 80-82

TITLE TRANSFERRING APPROPRIATIONS  
WITHIN FUNDS FOR FY 1981 METROPOLITAN  
SERVICE DISTRICT BUDGET

DATE INTRODUCED 1/24/80

FIRST READING 1/24/80

SECOND READING \_\_\_\_\_

DATE ADOPTED \_\_\_\_\_

DATE EFFECTIVE \_\_\_\_\_

ROLLCALL

	Yes	No	Abst.
Burton			
Stuhr			
Williamson			
Berkman			
Kirkpatrick			
Deines			
Rhodes			
Schedeen			
Miller			
Banzer			
Peterson			
Kafoury			

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF TRANSFERRING )  
APPROPRIATIONS WITHIN FUNDS FOR )  
THE FISCAL YEAR 1981 METRO- )  
POLITAN SERVICE DISTRICT BUDGET )

ORDINANCE NO. 80-82  
Introduced by the  
Ways and Means Committee

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1.

That the following transfers of appropriations be adopted:

a. General Fund

\$47,370 from Contingency to Personal Services to  
cover the increases in the salary Compensation Plan  
and cost of living increases.

\$8,500 from Materials and Services to Contingency.  
To reduce operating appropriations.

b. Planning Fund

\$24,288 from Contingency to Personal Services to  
cover the increases in the salary Compensation Plan  
and the cost of living increases.

\$11,000 from Material and Services to Contingency to  
reduce Operating appropriations.

c. Zoo Fund

\$179,813 from Contingency to Personal Services to  
cover the increase in the salary Compensation Plan,  
cost of living increases and the new Development  
Officer position approved by the Council.

\$40,000 from Contingency to Materials and Services to  
cover increased insurance cost.

d. Solid Waste

\$17,000 from Contingency to Personal Services to cover the increase in the salary Compensation Plan, cost of living increases and new staff positions approved by the Council.

e. Drainage Fund

\$3,400 from Materials and Services to Personal Services. This transfer will leave the cost of legal services being provided by the in-house staff to the Tualatin Drainage Project.

ADOPTED by the Council of the Metropolitan Service District  
this 24th day of January, 1980.

\_\_\_\_\_  
Presiding Officer

ATTEST:

\_\_\_\_\_  
Clerk of the Council

CS/gl  
6622/92

APPENDIX A  
Metropolitan Service District  
Revised Budget  
for Fiscal Year 1979-80

	<u>Adopted Budget ORD #</u>	<u>Transfers (Council Action)</u>	<u>Supplemental Budget (Proposed to TSCC)</u>	<u>Revised Budget</u>
<u>General Fund</u>				
Resources				
Net Working Capital	525		34,616	35,141
Dues	538,132			538,132
Transfer from				
Solid Waste	143,998		53,121	197,119
Transfer from Planning	725,548			725,548
Transfer from Zoo	221,267		53,121	274,388
CETA Reimbursement	13,600			13,600
Local Revenue	-0-		10,000	10,000
Total Resources	<u>1,643,070</u>	<u>-0-</u>	<u>150,858</u>	<u>1,793,928</u>
Requirements				
Personnel Services	800,438	47,370		847,808
Materials and				
Services	598,100	(8,500)	10,000	599,600
Capital Outlay	12,597			12,597
Contingency	79,177	*(38,870)	140,858	181,165
Transfer to				
Planning Fund	152,758			152,758
Total Requirements	<u>1,643,070</u>	<u>-0-</u>	<u>150,858</u>	<u>1,793,928</u>
<u>Planning Fund</u>				
Resources				
Net Working Capital	340,000		(58,949)	281,051
Grants - Federal	857,521			857,521
Grants - State	736,000			736,000
Grants - Subcontractee	217,200			217,200
Transfer from				
General Fund	152,758			152,758
Total Resources	<u>2,303,479</u>	<u>-0-</u>	<u>(58,949)</u>	<u>2,244,530</u>
Requirements				
Personnel Services	1,006,571	24,288		1,030,859
Materials and				
Services	470,504	(11,000)		459,504
Capital Outlay	200			200
Contingency	100,656	*(13,288)	(58,949)	28,419
Transfer to				
General Fund	725,548			725,548
Total Requirements	<u>2,303,479</u>	<u>-0-</u>	<u>(58,949)</u>	<u>2,244,530</u>

\*NET CHANGE

	Adopted Budget ORD #	Transfers (Council Action)	Supplemental Budget (Proposed to TSCC)	Revised Budget
<u>Zoo Fund</u>				
Resources				
Net Working Capital	1,026,777		1,242,352	2,269,129
Property Taxes	1,928,000			1,928,000
Grants	260,100			260,100
Local Revenues	186,226		25,000	211,226
Enterprise Revenues	1,552,951			1,552,951
Interest	100,000			100,000
Total Resources	5,054,054	-0-	1,267,352	6,321,406
Requirements				
Personnel Services	1,545,928	179,813		1,725,741
Materials and Services	1,014,337	40,000	25,000	1,079,337
Capital Outlay	56,835			56,835
Transfer to General Fund	221,267		53,121	274,388
Contingency	333,107	*(219,813)	36,211	149,505
Unappropriated Balance	100,000			100,000
General Capital Improvement	1,782,580			2,935,600
Total Requirements	5,054,054	-0-	1,267,352	6,321,406
<u>Solid Waste Operations</u>				
Resources				
Net Working Capital	588,651		483,816	1,072,467
User Fees	875,000			875,000
Interest	15,000			15,000
Miscellaneous	870			870
Total Resources	1,479,521	-0-	483,816	1,963,337
Requirements				
Personnel Services	184,813	17,000		201,813
Materials and Services	374,990			374,990
Capital Outlay	1,910			1,910
Transfer to General Fund	143,998		53,121	197,119
Transfer Debt Ser. Fund	635,076			635,076
Transfer to Cap. Imp. Fund	37,663			37,663
Unappropriated Bal.	4,060			4,060
Contingency	97,011	(17,000)	430,695	510,706
Total Requirements	1,479,521	-0-	483,816	1,963,337

	Adopted Budget ORD #	Transfers (Council Action)	Supplemental Budget (Proposed to TSCC)	Revised Budget
<u>Solid Waste Debt Svcs.</u>				
Resources				
Net Working Capital	40,881		3,425	44,306
Transfer from Solid Waste Fund	635,076			635,076
Loan Repayment	10,445			10,445
Total Resources	686,402	-0-	3,425	689,827
Requirements				
Loan Repayment	455,521			455,521
Unappropriated Bal.	230,881		3,425	234,306
Total Requirements	686,402	-0-	3,425	689,827
<u>Solid Waste Capital</u>				
Resources				
Net Working Capital	1,652,000			1,652,000
State Grants	3,417,300			3,417,300
State Loan	5,998,700			5,998,700
Interest	180,000			180,000
Transfer from SWOPS	37,663			37,663
Total Resources	11,285,663	-0-	-0-	11,285,663
Requirements				
Projects	11,139,300			11,139,300
Contingency	146,363			146,363
Total Requirements	11,285,663	-0-	-0-	11,285,663
<u>Drainage Fund</u>				
Resources				
Fund Balance			5,092	5,092
Local Agency Pay.	3,400			3,400
Total Resources	3,400	-0-	5,092	8,492
Requirements				
Personnel Services		3,400	5,092	8,492
Materials and Svcs.	3,400	(3,400)		
Total Requirements	3,400	-0-	5,092	8,492



	<u>Adopted Budget ORD #</u>	<u>Transfers (Council Action)</u>	<u>Supplemental Budget (Proposed to TSCC)</u>	<u>Revised Budget</u>
<u>Criminal Justice Assistance Fund</u>				
Resources				
Federal Grants	1,626,000			1,626,000
Total Resources	1,626,000	-0-	-0-	1,626,000
Requirements				
Materials and Services	1,626,000			1,626,000
Total Requirements	1,626,000	-0-	-0-	1,626,000
<u>Transportation Assistance Fund</u>				
Resources				
Federal Grants	569,500			569,500
Total Resources	569,500	-0-	-0-	569,500
Requirements				
Materials and Services	569,500			569,500
Total Requirements	569,500	-0-	-0-	569,500
TOTAL ALL FUNDS	24,651,089	-0-	1,851,594	26,502,683

EXHIBIT A

Metropolitan Service District  
Revised Budget  
for FY 1980

	<u>Adopted Budget ORD #79-72</u>	<u>Transfers ORD #80-82</u>	<u>Supplemental Budget Certified by TSCC</u>	<u>Revised Budget</u>
<u>General Fund</u>				
Resources				
Net Working Capital	525		34,091	34,616
Dues	538,132			538,132
Transfer from Solid Waste	143,998		53,121	197,119
Transfer from Planning	725,548			725,548
Transfer from Zoo	221,267		53,121	274,388
CETA Reimbursement	13,600			13,600
Local Revenue	0		10,000	10,000
Total Resources	<u>1,643,070</u>	<u>0</u>	<u>150,333</u>	<u>1,793,403</u>
Requirements				
Personal Services	800,438	47,370		847,808
Materials and Services	598,100	(8,500)	10,000	599,600
Capital Outlay	12,597			12,597
Contingency	79,177	(38,870)	140,333	180,640
Transfer to Planning Fund	152,758			152,758
Total Requirements	<u>1,643,070</u>	<u>0</u>	<u>150,333</u>	<u>1,793,403</u>
<u>Planning Fund</u>				
Resources				
Net Working Capital	340,000		(58,949)	281,051
Grants - Federal	857,521			857,521
Grants - State	736,000			736,000
Grants - Subcontractee	217,200			217,200
Transfer from General Fund	152,758			152,758
Total Resources	<u>2,303,479</u>	<u>0</u>	<u>(58,949)</u>	<u>2,244,530</u>
Requirements				
Personal Services	1,006,571	24,288		1,030,859
Materials and Services	470,504	(11,000)		459,504
Capital Outlay	200			200
Contingency	100,656	(13,288)	(58,949)	28,419
Transfer to General Fund	725,548			725,548
Total Requirements	<u>2,303,479</u>	<u>0</u>	<u>(58,949)</u>	<u>2,244,530</u>

A G E N D A   M A N A G E M E N T   S U M M A R Y

TO: Metro Council  
 FROM: Executive Officer  
 SUBJECT: Transmitting the Fiscal Year 1980 Supplemental Budget to Tax Supervising and Conservation Commission

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached Resolution and appendix approving the supplemental budget for transmittal to the TSCC.
- B. POLICY IMPACT: The supplemental budget will make the necessary changes in the adopted fiscal year 1980 budget to reflect policy decisions previously made by the Council on transfers from the Zoo and Solid Waste funds and appropriate new local revenues in the Zoo and General funds.
- C. BUDGET IMPACT: The supplemental budget will make the changes in the legal appropriations adopted by the Council to authorize the transfers from the Zoo and Solid Waste funds and the General fund, and appropriate the increased fund balances and local revenues not previously included in the budget.

II. ANALYSIS:

- A. BACKGROUND: State budget law establishes procedures for appropriating funds during the course of the fiscal year, which were not anticipated when the budget was adopted, or making transfers from special revenue funds to the General fund not included in the adopted budget. These procedures involve the following steps:
  - a. The Council approves the transmittal of the supplemental budget to the Tax Supervising and Conservation Commission (TSCC) (January 24).
  - b. The TSCC will schedule public hearings to be held by late February.
  - c. The Council will adopt the supplemental budget by ordinance in March.

The supplemental budget includes the following items:

- a. Transfers: Appropriation of a transfer of \$53,121 from both the Zoo and Solid Waste funds for a total transfer of \$106,242 to the General fund.
- b. Increased fund balances: Appropriate the following increases in fund balances:

Zoo	\$1,252,354
Solid Waste operations	483,816
Solid Waste debt service	3,425

- c. Increased local funds: The following increases in funds from local sources have been received since the budget was adopted:

<u>General Fund</u>	\$ 10,000
from Multnomah County for special study to be conducted by Portland State University	

<u>Zoo Fund</u>	5,000
from Meier and Frank Company for jazz concerts	

<u>Zoo Development Fund</u>	20,000
from Meyer Foundation for Zoo Development fund	

- d. Net decrease in fund balances: a net decrease of \$24,857 in the General and Planning funds are included to conform with the fund balances as reported in the audit. The General and Planning funds are being adjusted as follows:

	<u>Budgeted</u>	<u>Audited</u>	<u>Change</u>
General Fund	\$ 525	\$ 34,616	\$ 34,091
Planning	<u>340,000</u>	<u>281,051</u>	<u>(58,949)</u>
	\$340,525	\$315,667	\$(24,858)

- B. ALTERNATIVES CONSIDERED: The policy alternatives involved in the supplemental budget have been previously considered by the Council. The supplemental budget makes the necessary changes in the legally adopted Fiscal Year 1980 budget to reflect these changes.

- C. CONCLUSION: Adoption of the supplemental budget is needed to reflect prior decisions made by the Council in the fiscal year 1980 budget.

CS/gl  
6625/92  
1/24/80

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF TRANSMITTING	)	RESOLUTION NO. 80-123
THE FISCAL YEAR 1980 SUPPLE-	)	
MENTAL BUDGET TO TAX SUPERVISING	)	Introduced by the
AND CONSERVATION COMMISSION	)	Ways and Means Committee

WHEREAS, The need exists to appropriate funds not anticipated in the fiscal year 1980 budget as adopted on June 28, 1979; and

WHEREAS, The need also exists to transfer funds from two special revenue funds, the Zoo and Solid Waste Operations funds to the General fund; and

WHEREAS, Such action requires a supplemental budget, pursuant to Oregon Budget Law; and

WHEREAS, The supplemental budget must be transmitted to the Tax Supervising and Conservation Commission (TSCC) for public hearing and review; now, therefore,

BE IT RESOLVED,

1. That the supplemental budget to the fiscal year 1980 budget, which is attached hereto, is hereby approved for submission to the TSCC.

2. That the Executive Officer is directed to submit the attached supplemental budget to the TSCC for public hearing and review.

ADOPTED by the Council of the Metropolitan Service District  
this 24th day of January, 1980.

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Presiding Officer



## A G E N D A   M A N A G E M E N T   S U M M A R Y

TO: Metro Council  
FROM: Executive Officer  
SUBJECT: Amending the FY 1980 Unified Work Program for Purposes of Accelerating the Westside Project Schedule

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached Resolution amending the FY 1980 Unified work Program (UWP) and authorize the use of an additional \$205,700 of Interstate Transfer funds for Preliminary Engineering (PE) on the Westside Transitway.
- B. POLICY IMPACT: Resolution No. 79-113, adopted on December 20, 1980, authorized funding for a process that would lead to initiation of PE for the Westside Transitway within nine months. It now appears feasible to accelerate this time frame and initiate PE within three months. This will require Urban Mass Transit Administration (UMTA) funding immediately for an intense three-month effort and further UMTA funding in April, 1980, for the remainder of the 15-18 month PE process while the current 1980 Unified Work Program provides for a portion of the work required during the next three months (work to be accomplished by Metro, Tri-Met, ODOT, and affected local jurisdictions), the UWP must be amended to add new work activities which would meet the needs of this accelerated process.
- C. BUDGET IMPACT: Metro's participation in the three-month accelerated effort is already outlined in the UWP. Included would be \$125,000 of budgeted funds. The responsibility to provide the local matching funds and carry out the additional work lies with Tri-Met and/or the Oregon Department of Transportation (ODOT). As such there is no budget impact on Metro.

II. ANALYSIS:

- A. BACKGROUND: In order to make most efficient use of available time, funding authorized by this Resolution will allow certain PE tasks to be accelerated. This will allow early completion of PE and the Draft Environmental Impact Statement (DEIS). Tasks that would be accelerated with this funding are:
1. Air Quality Monitoring;
  2. Acquisition of Aerial Photography and Mapping;  
and
  3. Initiation of Transitway Engineering  
Reconnaissance.

- B. ALTERNATIVES CONSIDERED: The alternative to this approach is to delay funding these tasks until the full PE grant is funded. This approach would lead to a three-month project schedule delay and construction cost increases to the project due to inflation.
- C. CONCLUSION: Acceleration of these key PE tasks by three months will likely result in time savings to complete PE. It is, therefore, desirable to provide funding through the UWP amendment to authorize these tasks to proceed as expeditiously as possible. The Transportation Policy Alternatives Committee (TPAC) has recommended adoption of the Resolution. The Joint Policy Advisory Committee on Transportation (JPACT) will consider the Resolution at its meeting January 16, 1980.

SS:gl  
6639/92  
1/24/80

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE )  
FY 1980 UNIFIED WORK PROGRAM FOR )  
PURPOSES OF ACCELERATING THE )  
WESTSIDE PROJECT SCHEDULE )  
 )  
 )

RESOLUTION NO. 80-124  
  
Introduced by the  
Joint Policy Advisory  
Committee on Transporta-  
tion\*

WHEREAS, The Metro Council adopted Resolution No. 79-113 establishing a detailed study of Westside Transitway options which was to lead to a decision to proceed into Preliminary Engineering (PE); and

WHEREAS, Resolution No. 79-113 amended the Unified Work Program (UWP) to meet the financial needs of the first six months of the study under the assumption that PE would not start for nine months; and

WHEREAS, It now appears that the schedule could be accelerated to begin PE in three months, if the early stages of the study are made more intensive; and

WHEREAS, The intensification of the early stages of the study requires inclusion of several tasks not currently accounted for in the UWP, as amended; now, therefore,

BE IT RESOLVED,

1. That the Metropolitan Service District Council hereby authorizes the use of an additional \$205,700 of the Westside Corridor Reserve (Interstate Transfer Funds) for use in the Phase II Westside Transitway Work Program, as shown in Attachment A.

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\* The Joint Policy Advisory Committee on Transportation will consider this Resolution at their meeting on January 16, 1980.



2. That the Metropolitan Service District Council hereby amends the FY 1980 Unified Work Program consistent with the continuous, coordinated and comprehensive transportation planning process and, therefore, grants positive A-95 action.

3. That the Metropolitan Service District Council hereby authorizes the Executive Officer to take all administrative actions necessary to apply for Interstate Transfer funds and revision of the Unified Work Program.

ADOPTED by the Council of the Metropolitan Service District this 24th day of January, 1980.

---

Presiding Officer

SS:gl  
6640/92A

ATTACHMENT A

<u>TASK</u>	<u>AMOUNT OF FEDERAL \$</u>
<u>AIR QUALITY MONITORING:</u> Ambient air contaminant measures will be taken at 26 places to supplement existing data.	\$ 44,200
<u>AERIAL PHOTOGRAPHS AND MAPPING:</u> Obtain detailed contour mapping required for reconnaissance engineering and final design during Preliminary Engineering.	\$ 85,000
<u>TRANSITWAY RECONNAISSANCE ENGINEERING:</u> Develop a preliminary design of transitway options which are necessary to proceed with Preliminary Engineering.	<u>\$ 76,500</u>
TOTAL	\$205,700

## A G E N D A   M A N A G E M E N T   S U M M A R Y

TO: Metro Council  
FROM: Executive Officer  
SUBJECT: Authorizing Federal Funds for City of Portland I-505  
Withdrawal Projects

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached Resolution which authorizes \$11,279,800 of Federal Interstate Transfer funds (from the City Reserve fund) to support preliminary engineering, right-of-way acquisition, construction, and related activities on eight proposed City of Portland projects.
- B. POLICY IMPACT: This action represents the continuation of a process begun with the decision to withdraw the I-505 freeway. At the time the I-505 freeway withdrawal was approved, a City of Portland Reserve was established to fund regional highway and transit projects in the City. The City has developed an overall program of projects to solve significant transportation problems within its boundaries. The projects proposed for funding at this time are part of this overall program.
- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments. Using budgeted funds, Metro staff, in cooperation with the City of Portland, will continue to evaluate projects proposed to be funded with I-505 withdrawal funds.

II. ANALYSIS:

- A. BACKGROUND: In December, 1978, the CRAG Board requested the Governor to concur and forward to the U. S. Department of Transportation (USDOT) the withdrawal of the I-505 freeway. The withdrawal of the freeway from the Interstate Highway System was approved by USDOT in December, 1979. Approximately \$165 million of federal funds is involved in the I-505 withdrawal. In response to a request by the City of Portland, a Reserve fund was established to support regional highway and transit projects in the City. As of September 30, 1979, this fund contained \$35,701,911. The City has identified a program of projects proposed to be funded with the City Reserve fund. The projects proposed for funding authorization are part of that overall program and are recommended after City and Metro staff evaluation.
- B. ALTERNATIVES CONSIDERED: Each of the individual projects in the program has been evaluated in regard to alternative

solutions and specific project objectives. (See attached System Planning Reports.)

- C. CONCLUSION: Based on Metro staff analysis, it is recommended that the attached Resolution funding the preferred project alternatives be approved. The Transportation Policy Alternatives Committee (TPAC) recommended adoption of the Resolution. The Joint Policy Advisory Committee on Transportation (JPACT) will consider the Resolution at its meeting January 16, 1980.

JG/gl  
6641/92  
1/24/80

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING )  
FEDERAL FUNDS FOR CITY OF PORTLAND )  
I-505 WITHDRAWAL PROJECTS )

RESOLUTION NO. 80-125

) Introduced by the  
) Joint Policy Advisory  
) Committee on Transpor-  
) tation\*

WHEREAS, The CRAG Board of Directors through CRAG Resolution BD 781210 has agreed that the I-505 freeway should be withdrawn from the Interstate Highway System; and

WHEREAS, Contingent on the official withdrawal of I-505 by U. S. Department of Transportation (USDOT), the CRAG Board of Directors through CRAG Resolution BD 781213 established a City Reserve to fund regional highway and transit projects in the City of Portland; and

WHEREAS, USDOT in December, 1979, approved the withdrawal of I-505 from the Interstate Highway System; and

WHEREAS, The City of Portland has developed a program of transportation projects and studies to be funded with that reserve; and

WHEREAS, The City of Portland has submitted for funding authorization eight of those projects involving \$11,279,800 from federal funds; and

WHEREAS, The Metro Systems Planning Program has been established to develop and evaluate transportation improvement alternatives, including the development of project objectives and

---

\* The Joint Policy Advisory Committee on Transportation will consider this Resolution at their meeting on January 16, 1980.

general specifications for regional projects; and

WHEREAS, The Metro Systems Planning Program efforts indicate that the projects and studies will be appropriate solutions to identified transportation objectives (see attached Systems Planning Report); now, therefore,

BE IT RESOLVED,

1. That \$11,279,800 (federal) be authorized from the City of Portland Reserve account for engineering, right-of-way acquisition, construction, and related activities for the eight proposed projects.

2. That the Transportation Improvement Program (TIP) and its Annual Element be amended to reflect this authorization as set out in Exhibit A.

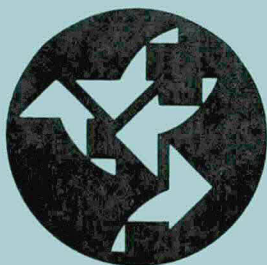
3. That the Metro Council finds the eight projects in accordance with the region's continuing, cooperative, comprehensive planning process and hereby gives affirmative A-95 approval.

ADOPTED by the Council of the Metropolitan Service District this 24th day of January, 1980.

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Presiding Officer

JG/gl  
6642/92



STAFF REPORT No. 61

*Date:* DECEMBER 28, 1979

*Title:* METRO SYSTEMS PLANNING REPORT-SELECTED  
PROJECTS TO BE FUNDED BY THE CITY RESERVE

Transportation Department  
**Metropolitan Service District**

PUBLISHED BY

METROPOLITAN SERVICE DISTRICT  
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## 1. BACKGROUND

In December, 1978 the CRAG Board requested the Governor to concur and forward to the U.S. Department of Transportation (USDOT) the withdrawal of the I-505 Freeway. Approximately \$165 million of federal funds is involved in the I-505 withdrawal. In response to a request by the City of Portland, a reserve fund of I-505 withdrawal funds was established to support regional highway and transit projects in the City of Portland. The City of Portland has formulated a program of projects which are proposed to use this Reserve. The basis for this program is described in this report along with a description of the objectives of the proposed projects. This report also describes the transportation system impacts of eight projects which the City of Portland is requesting funding authorizations for at this time.

## 2. PROGRAM OBJECTIVES

The program of projects developed by the City of Portland involves a set of improvements to the transportation system aimed at 1) improving neighborhood liveability, 2) facilitating economic development, 3) promoting energy conservation (especially through the support of transit), and 4) maintaining the existing transportation system. Individual projects within the program respond to identified needs and problems of localized and regional scale. Problems and projects responding to the problems have been identified by a variety of citizen groups and agencies. Most of the projects result from previous studies and analyses.

## 3. PROGRAM OF PROJECTS

Seventeen projects have been identified for using City Reserve. These are as follows:

- \* Marine Drive
- \* Lombard-Killingsworth
- \* Columbia Way/Columbia Blvd./North Portland Rd.
- \* Columbia-Lombard Connection  
Terminal 4 Rd.  
Columbia Blvd.
- \*\* Powell Phase II  
Terwilliger/Barbur  
82nd Avenue
- \*\* Greeley/I-5
- \* Hollywood District
- \*\* Holgate Bridge  
Willamette Greenway
- \* Street Light Conversion  
Traffic and Pedestrian Signal and Sign Improvements
- \* Burnside/Tichner
- \* Powell Butte/Mt. Scott Transportation Study

- 
- \* Projects requested for initial funding authorization from the City Reserve.
  - \*\* Projects previously authorized for funding from other sources.

#### 4. ACHIEVEMENT OF THE OBJECTIVES

The goal of improving neighborhood liveability can be supported by proper improvement and management of the transportation system. The City of Portland's Arterial Streets Classification Policy (adopted June 30, 1977), enacted to guide investments in transportation improvements within the City, includes the stated desire of the City Council "to provide for safe and efficient movement of people and goods while preserving and enhancing the quality of City neighborhoods."

The diversion of truck traffic and through traffic from neighborhood streets is one of the most important ways of improving neighborhood liveability. Improvement of traffic circulation and traffic safety in the neighborhood, reduction of traffic-generated noise levels, and improved pedestrian safety are examples of the positive impacts associated with this diversion of traffic. The Terminal 4 Rd, Greeley/I-5, Columbia-Lombard connection, and Columbia Blvd./North Portland Rd. Intersection Redesign Projects all aid in the removal of auto and truck traffic from North and Northeast Portland residential streets. The Terminal 4 Rd. Project will provide a new access road for existing St. Johns riverfront industrial development, in order to divert trucks from residential areas, the business district and Cathedral Park. Greeley/I-5 provides a convenient connection between I-5 (to and from the south) and the Swan Island Industrial Park. The new I-5 access would be used by at least half of Swan Island traffic, diverting it from the current Going St., which passes directly through the Overlook neighborhood. The Columbia/North Portland Rd. Project would allow trucks using Columbia Blvd. to access North Portland Rd. and I-5 northbound, thereby diverting these trucks from Fessenden, Smith, and other St. Johns residential streets.

Neighborhood liveability is also enhanced by improving internal circulation and external access. The Powell Project facilitates safer, more efficient traffic movement to and from Southeast Portland neighborhoods, and the 82nd Ave. project does the same for neighborhoods along the east city limits.

An improved pedestrian environment and better access to transit also make neighborhoods more liveable by making it possible for residents to reduce dependence on the private automobile. The Barbur/Terwilliger Intersection Redesign, 82nd Ave. Corridor Improvement, and Hollywood District Transportation Improvement Projects each contain elements designed to make pedestrian activity more safe and convenient.

A second City goal to be supported by the City Reserve Program of Projects is economic development through improved access. An objective of the City's Economic Development Policy is to "support capital and Transportation Systems Management improvements, as consistent with the Arterial Streets Policy, to enhance access for and the circulation of goods and workers to and within designated industrial districts." Economic development can be supported by improving

traffic circulation in industrial areas and business districts. The Hollywood improvements and Holgate Bridge replacement project are examples of projects which facilitate improved traffic circulation in the Hollywood Business District and Brooklyn Industrial Area, respectively.

Improvement of auto, truck, and transit access to industrial areas also supports economic development. The Marine Dr. Terminal 4 Rd. Lombard-Killingsworth Connection, and Greeley/I-5 Projects all facilitate better access to industry located on Swan Island, in Rivergate, or along Columbia Blvd. This improved access is crucial for Swan Island and Rivergate, where the traffic generated by industrial expansion and employment growth must be accommodated if the growth is not to be constrained.

The goal of reducing energy consumption is addressed in the City's Energy Conservation Policy (adopted August 15, 1979). Policy #5 - Transportation, states that "the consumption of nonrenewable fuels for transportation shall be reduced through actions which increase the efficiency of the transportation system operating within the City. These actions will encourage individuals to choose the method of travel which is the most fuel-efficient for the purpose of the trip; promote the energy-efficient movement of goods; and provide incentives for the use of fuel-efficient vehicles." Two of the objectives of this policy, "to improve the operations and service delivery capability of the transit system" and "to speed and smooth the flow of traffic by carrying out appropriate projects," are supported by the program of projects.

The Columbia-Lombard Connection, Lombard-Killingsworth, 82nd Ave., Hollywood District, and Powell Blvd. Projects facilitate efficient traffic flow on a localized or corridor basis, while the Traffic Signal Improvement Program does so on a citywide basis. Transit operations and service delivery capability are improved by projects promoting more efficient transit operations, and safer, more convenient transit transfers and pedestrian access to transit. Barbur/Terwilliger, 82nd Ave., and Hollywood District are examples of such projects included in the program.

In addition to improvements to the transportation system, it is important to maintain the existing system so that it can continue to support the quality of neighborhoods, economic growth and activity, and energy conservation efforts. Elements of the Barbur/Terwilliger and Holgate Bridge Projects address this need to maintain existing facilities; in this case, the Terwilliger Bridge over I-5 and the Holgate Bridge over the Brooklyn rail yards, respectively.

## 5. DESCRIPTION OF PROJECTS FOR WHICH FUNDING AUTHORIZATION HAS BEEN REQUESTED

### 5.1 I-505 to Rivergate Access

Four projects have been identified which will improve accessibility between I-205, I-5, and the Rivergate Industrial Area. They are

Marine Dr.; Lombard-Killingsworth; Columbia Way/Columbia Blvd./North Portland Rd.; and Columbia-Lombard Connection.

The overall objectives of these projects are to provide adequate traffic capacity, pavement section and safety features for present and future traffic accessing regionally-significant activities in the Columbia River Corridor. The projects are also designed to reduce the impact of truck traffic on North Portland neighborhoods and to improve the connectivity and efficiency of the transportation system.

The package of projects developed for this program meet the objectives through a series of widening, reconstruction, traffic management, signalization, lighting, and safety improvement activities along major east-west routes in North Portland.

I-205 and I-5 are major freeway components in the regional transportation system. The Rivergate Industrial Park in North Portland is a major regional employment concentration. In addition, a number of other important activity areas are located along the Columbia River. The proposed projects will provide improved travel flows along this corridor providing service between I-205, I-5, and Rivergate. In addition, safety along the route will be improved, truck traffic will be diverted from neighborhood streets, a reduction in air quality problems is expected, and operating cost savings to the City and Multnomah County will be realized.

### 5.1.1 North Portland Road -- Marine Drive Project

#### - Objectives of the Project

Project objectives are to:

1. increase traffic capacity between I-5 and the Rivergate Industrial Park,
2. improve pavement sections along Marine Dr.,
3. divert truck traffic from residential neighborhoods, and
4. improve safety along the route.

#### - How the Project Meets the Objectives

The project meets the objectives with the reconstruction of Marine Dr. to a full four-lane section with curbs and sidewalks, thereby increasing capacity and safety. The Burlington Northern Railroad overcrossing at Marine Dr. would be widened to provide adequate clearance for four travel lanes. Increased capacity on Marine Dr. will also improve travel flows (reducing vehicle emissions), and divert a portion of the existing Rivergate traffic which uses Columba Blvd. and Lombard St. to North Portland Hwy. This diversion will improve neighborhood livability and divert truck traffic from local streets.

#### - Impact on the Regional Transportation System

The proposed project impacts two major regional freeway facilities (I-5 and I-205) and a significant state highway facility (Marine Dr.). Impacts on the regional transportation system include:

1. improvement of travel flows between I-5 and the Rivergate Industrial Park, and
2. diversion of truck and commuter traffic from North Portland neighborhood streets.

The proposed project on I-5 was designed to accommodate the levels of traffic projected for full Rivergate employment. This route is consistent with that design and is needed to accommodate the projected volumes.

### 5.1.2 Lombard/Killingsworth (NE Portland Hwy.) Project

#### - Objectives of the Projects

Objectives are to increase traffic capacity and improve safety of Portland Hwy. in the area where it changes from Killingsworth to Columbia Blvd.

#### - How the Project Meets the Objectives

Lombard and Killingsworth are proposed to be widened to a continuous full four-lane section. In addition, a left-turn bay at the Lombard/Killingsworth intersection is proposed to be added. These activities will increase capacity through this section. A traffic signal replacement, sidewalk construction, and improvements to the lighting system are also included in the project, providing increased safety levels along the route.

#### - Impact on the Regional Transportation System

The Lombard/Killingsworth/Columbia Route is the major northern east-west travel route in the City of Portland. It also serves as a major connecting link for two components of the regional freeway systems (I-205 and I-5N) and a major regional employment concentration (Rivergate). The project will impact travel between these routes as follows:

1. Improve the traffic flow between I-205, I-5 and Rivergate;
2. reduce vehicular accidents at the Lombard/Killingsworth intersection;
3. improve pedestrian safety;
4. reduce air quality problems; and
5. reduce electrical and maintenance costs.

The project will facilitate the movement of truck traffic on NE Portland Highway and could divert commercial vehicles from other arterials. Otherwise the overall system will not be significantly impacted.

### 5.1.3 Lombard to Columbia Connection Project

#### - Objectives of the Project

The objectives are:

1. To provide adequate traffic capacity pavement section and safety features for present and future traffic demands through Northeast Portland between I-5 and I-205.
2. To reduce the impact of truck traffic on residential neighborhoods and to improve system efficiency.

#### - How the Project Meets the Objectives

The project would involve the installation of signals and channelization on Lombard and Columbia to create a full connection via NE 60th Ave. It would also involve the widening of the existing two-lane undercrossings of railroad track on 60th to four lanes and strengthen pavements, provide left-turn refuges where needed, construct sidewalks and improve the lighting system.

#### - Impacts on the Regional Transportation System

The project would provide increased connectivity along a major east-west route between two regional freeway components: I-5 and I-205. In addition, local improvements in traffic flow, safety and air quality are expected, as well as the diversion of traffic from the residential neighborhoods along Lombard St. Truck traffic should be diverted from local streets west of the project area.



#### 5.1.4 Columbia Way/Columbia Blvd./North Portland Rd. Interchange Ramps Project

- Objectives of the Project

The objectives are to provide all full connection between Columbia Blvd. (the northerly entrance to the Rivergate Industrial Park and Marine Drive), to reduce truck traffic on North Columbia (North Portland Rd. extension), and to reduce impact of traffic on residential neighborhoods.

- How Does the Project Meets the Objectives

The project would involve the installation of left-turn refuges and signals with left-turn indications at the North Portland Rd. ramp connection to North Columbia Blvd. This will permit southbound North Portland Rd. traffic to turn eastbound on North Columbia Blvd. and eastbound North Columbia Blvd. traffic to head north. Northbound to westbound turns are already provided as are southbound to westbound trips. This project does not permit movements to the south.

- Impacts on the Regional Transportation System

The project improves connectivity at the intersection of a significant North Portland intersection of major access routes to a regional employment concentration (Rivergate).

Significant project impacts are primarily local in nature, although some diversions of traffic from local streets will occur as a result of the improved connectivity.

## 5.2 Hollywood Transportation Project

### - Objectives of the Project

The objectives of the Hollywood Transportation Project are:

1. To improve operating conditions for through trips on Sandy Blvd.;
2. To improve local access to businesses;
3. To improve traffic circulation patterns in the district;
4. To reduce traffic on local residential streets;
5. To improve pedestrian access across Sandy Blvd.;
6. To improve safety in the area; and
7. To improve transit operating conditions and facilities.

### - How the Project Meets the Objectives

Four alternatives were analyzed by the City to determine which meet the objectives.

The preferred alternative would meet the objectives through project improvements in four major categories: traffic signals, traffic circulation, pedestrian facilities, and transit service.

A computer operated signal system in the Hollywood District is proposed to improve traffic flow on Sandy Blvd. New signals at 39th and Sandy, and at 43rd and Sandy, would improve local access to Sandy Blvd. and area businesses.

Through traffic would continue to be routed via Sandy Blvd. Left turns would be removed to improve traffic flow in the commercial district. Alternative routes would be provided for left-turning vehicles.

Routes to and from the Banfield Freeway would be simplified. First, westbound freeway traffic exiting at Hollywood would use Halsey to 39th. The 39th and Halsey bridge, rebuilt as part of the Banfield Transitway Project, would accommodate left turns at 39th Ave., eliminating the dangerous left turn at 39th and Sandy (the worst accident location in the district). Second, northbound 39th Ave. traffic entering the district from Laurelhurst would be provided a now-banned left turn at Sandy Blvd. This gives northbound 39th Ave. traffic which heads west on Sandy or the Banfield Freeway a designated route (this would avoid shortcuts on residential streets in Laurelhurst).

Traffic now turning left from Sandy blvd. would be provided

with alternative routes. First, eastbound business traffic entering the district would be routed east on Broadway (now one-way westbound). This would enable safe left turns at 40th, 42nd, and 43rd and Broadway for traffic wanting to go to businesses north of Sandy Blvd. An easy-to-read signing system would direct traffic unfamiliar with these new routes.

Two new pedestrian crossings would be added: at 39th and Sandy, and at 43rd and Sandy. The latter will improve the worst pedestrian accident location in the district.

Sidewalk extensions at signalized intersections are proposed to reduce the curb to curb walking distance for pedestrians, to maximize green time for Sandy Blvd. traffic, and to improve pedestrian visibility.

The closure of Hancock to traffic (except buses) between 42nd and 43rd, will provide a small area for pedestrian use located in the heart of the district. The street closure also helps solve the problem of the hazardous six-legged intersections at 43rd and Sandy Blvd.

A transit station at Hollywood is proposed as part of the Banfield Transitway. Located at either 42nd Ave. or 38th Ave., the station will improve transit access to the district and tie the local bus routes to the light rail system.

#### - Impact of the Project on the Regional Transportation System

The proposed project impacts a major sub-regional route (Sandy Blvd.) and a regional transitway (Banfield LRT). Specifically, these impacts include:

##### Sandy Blvd. Impacts

- . relieving operational deficiencies on Sandy Blvd. would be relieved;
- . improving safety on the facility.

##### Areawide Impacts

- . improving transit operating conditions in the area and providing a transit link between the local bus service and the Banfield LRT;
- . decreasing through trips on local residential streets;

### 5.3 Burnside/Tichner Project

- Objectives of the Project: To improve safety at the intersection of W. Burnside and Tichner.
- How the Project Meets the Objectives: By widening the intersection and creating a left turn bay, the project will eliminate the safety hazard caused by cars waiting to turn left from W. Burnside St. onto Tichner and improve the radius of the Tichner to Burnside right turn.
- Impacts of the Project on the Regional Transportation System: Safety hazards on W. Burnside St. (Major City Traffic Street) would be eliminated. The improvement is a local project which has little impact on the overall transportation system.

#### 5.4 Arterial Street Light Conversions

- Objectives of the Project: To improve safety on the facilities, improve lighting effectiveness, and to reduce energy consumption.
- How the Project Meets the Objective: The objective would be met by replacing existing mercury vapor luminaires on arterial streets in non-residential areas and installing high pressure sodium vapor with cut-off luminaires.
- Impacts of the Project on the Regional Transportation System: The project will improve lighting conditions along approximately 100 miles of arterial roadways within the city of Portland and will save roughly 5 million kilowatt hours annually. Safety will be improved as a result.

#### 5.5 Powell Butte/Mt. Scott Transportation Study

- Objectives of the Study: To develop a program of improvements to upgrade the traffic circulation in the study area and to improve the ability of the roadway system, particularly Foster Rd. (a Major City Traffic Street), to accommodate increasing amounts of vehicular traffic resulting from the development of the Powell Butte/Mt. Scott area.
- How the Study Meets the Objectives: Through the identification of problem areas and the development of specific improvement projects to reduce congestion.
- Impact of the Study on the Regional Transportation System: The study will develop a program of improvement projects that will require Metro funding approval. The improvement program, when implemented, will increase capacity and improve safety on the facilities in the area.

JG:bk  
6489/44

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VANCOUVER  
METROPOLITAN AREA

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland  
LIMITS Marine Drive - I-5 to Rivergate LENGTH 1.3 miles  
DESCRIPTION Widen to 4 lanes. Entrance  
Construct curbs, illumination, drainage, reconstruct Burlington Northern  
RR over crossing of Marine Drive

PROJECT NAME N. Portland Rd. -  
Marine Drive  
ID No \_\_\_\_\_  
APPLICANT City of Portland

## SCHEDULE

TO ODOT 6-79  
PE OK'D \_\_\_\_\_ EIS OK'D \_\_\_\_\_  
CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_  
HEARING \_\_\_\_\_ COMPL'T \_\_\_\_\_

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN  
LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT X

## FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 79	FY 80	FY 81	FY 82	FY 83	TOTAL
TOTAL	_____	<u>500</u>	<u>50</u>	<u>3,350</u>	_____	<u>3,900</u>
FEDERAL	_____	<u>425</u>	<u>42</u>	<u>2,848</u>	_____	<u>3,315</u>
STATE	_____	_____	_____	_____	_____	_____
LOCAL	_____	<u>75</u>	<u>8</u>	<u>502</u>	_____	<u>585</u>
Portland	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

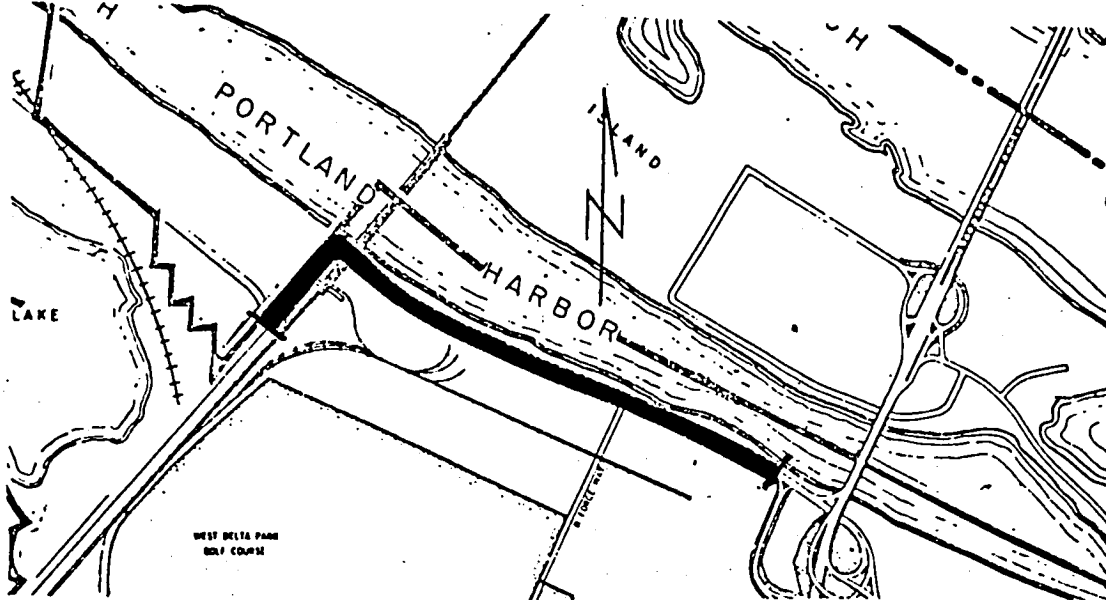
PRELIM ENGINEERING \$ 500,000  
CONSTRUCTION 2,050,000  
RIGHT OF WAY 50,000  
TRAFFIC CONTROL \_\_\_\_\_  
ILLUMIN, SIGNS, \_\_\_\_\_  
LANDSCAPING, ETC 100,000  
STRUCTURES 1,200,000  
RAILROAD CROSSINGS \_\_\_\_\_

TOTAL \$ 3,900,000

## SOURCE OF FUNDS (%)

FEDERAL  
FAUS (PORTLAND) \_\_\_\_\_  
FAUS (OREGON REGION) \_\_\_\_\_  
FAUS (WASH REGION) \_\_\_\_\_  
UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
INTERSTATE \_\_\_\_\_  
FED AID PRIMARY \_\_\_\_\_  
INTERSTATE \_\_\_\_\_  
SUBSTITUTION \_\_\_\_\_  
(I-505) e(4) 85  
NON FEDERAL  
STATE \_\_\_\_\_ LOCAL 15  
\_\_\_\_\_ 100

## LOCATION MAP



# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM PORTLAND-VANCOUVER METROPOLITAN AREA

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland  
 LIMITS NE 60th Avenue to I-205 of NE Portland HWY LENGTH 1.8 miles  
 DESCRIPTION Improve NE Portland Hwy to 4 lanes with left turn medians,  
drainage, curbs and illumination

PROJECT NAME NE Portland Hwy  
60th to I-205  
 ID No \_\_\_\_\_  
 APPLICANT City of Portland

## SCHEDULE

TO ODOT 6-79  
 PE OK'D \_\_\_\_\_ EIS OK'D \_\_\_\_\_  
 CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_  
 HEARING \_\_\_\_\_ COMPL'T \_\_\_\_\_

## RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT X

## FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 79	FY 80	FY 81	FY 82	FY 83	TOTAL
TOTAL		175		1425		1,600
FEDERAL		149		1211		1,360
STATE						
LOCAL		26		214		240

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

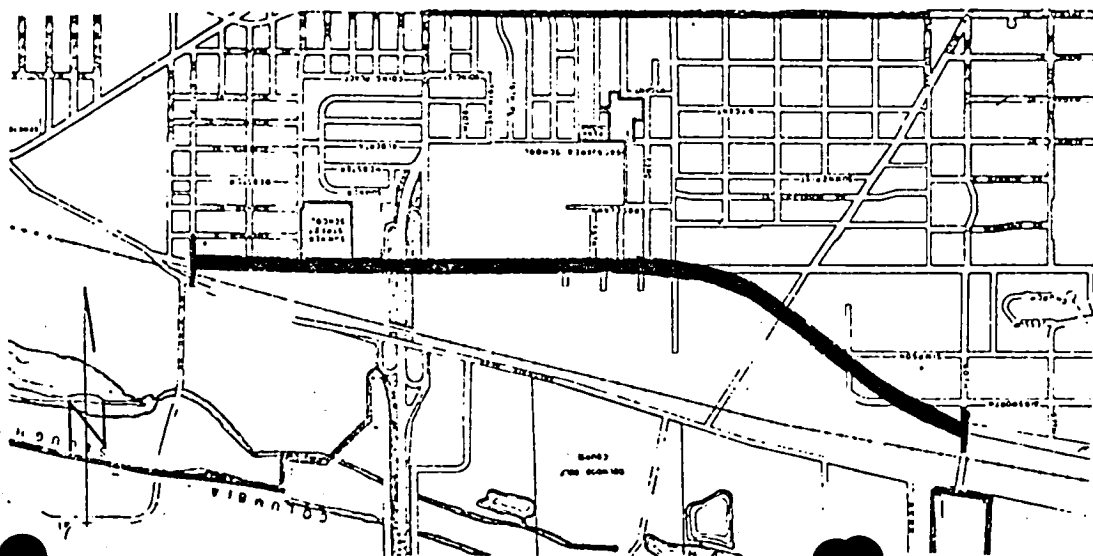
PRELIM ENGINEERING \$ 175,000  
 CONSTRUCTION 1,300,000  
 RIGHT OF WAY \_\_\_\_\_  
 TRAFFIC CONTROL 125,000  
 ILLUMIN, SIGNS,  
 LANDSCAPING, ETC \_\_\_\_\_  
 STRUCTURES \_\_\_\_\_  
 RAILROAD CROSSINGS \_\_\_\_\_

TOTAL \$ 1,600,000

## SOURCE OF FUNDS (%)

FEDERAL  
 FAUS (PORTLAND) \_\_\_\_\_  
 FAUS (OREGON REGION) \_\_\_\_\_  
 FAUS (WASH REGION) \_\_\_\_\_  
 UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 FED AID PRIMARY \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 SUBSTITUTION  
 I-505 23.104 e(4) 85  
 NON FEDERAL  
 STATE \_\_\_\_\_ LOCAL 15  
100

## LOCATION MAP





# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND - VANCOUVER  
METROPOLITAN AREA

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland  
LIMITS NE Lombard-Columbia Blvd. Connection LENGTH 0.1 miles  
DESCRIPTION Signalize and construct connection between  
NE Lombard and Columbia Blvd.; install signals  
construct or reconstruct railroad crossing structure  
at 60th Ave.; investigate alternatives.

PROJECT NAME NE Lombard  
Columbia Connection at 60th Ave.  
ID No \_\_\_\_\_  
APPLICANT City of Portland

## SCHEDULE

TO ODOT 1-80  
PE OK'D \_\_\_\_\_ EIS OK'D \_\_\_\_\_  
CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_  
HEARING \_\_\_\_\_ COMPL'T \_\_\_\_\_

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN  
LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT X

## FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL	<u>300</u>	_____	<u>2800</u>	_____	_____	<u>3100</u>
FEDERAL	<u>255</u>	_____	<u>2380</u>	_____	_____	<u>2635</u>
STATE	_____	_____	_____	_____	_____	_____
LOCAL	<u>45</u>	_____	<u>420</u>	_____	_____	<u>465</u>
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 300  
CONSTRUCTION 350  
RIGHT OF WAY 50  
TRAFFIC CONTROL 100  
ILLUMIN, SIGNS,  
LANDSCAPING, ETC 50  
STRUCTURES \_\_\_\_\_  
RAILROAD CROSSINGS 2250

TOTAL \$ 3100

## LOCATION MAP

## SOURCE OF FUNDS (%)

### FEDERAL

FAUS (PORTLAND) \_\_\_\_\_  
FAUS (OREGON REGION) \_\_\_\_\_  
FAUS (WASH REGION) \_\_\_\_\_  
UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
INTERSTATE \_\_\_\_\_  
FED AID PRIMARY \_\_\_\_\_  
INTERSTATE \_\_\_\_\_  
SUBSTITUTION  
I-505 85%

### NON FEDERAL

STATE \_\_\_\_\_ LOCAL 15%  
100%

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VANCOUVER  
METROPOLITAN AREA

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland  
LIMITS Columbia Blvd/Columbia Way/N Portland Rd inter LENGTH \_\_\_\_\_  
DESCRIPTION Install left turn refuges section and traffic signal at  
N Portland Rd. Ramp to Columbia Blvd.

PROJECT NAME Columbia Blvd/  
N. Portland Rd. intersection  
ID No \_\_\_\_\_  
APPLICANT City of Portland

## SCHEDULE

TO ODOT 6-79  
PE OK'D \_\_\_\_\_ EIS OK'D \_\_\_\_\_  
CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_  
HEARING \_\_\_\_\_ COMPL'T \_\_\_\_\_

## RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT X

## FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 79	FY 80	FY 81	FY 82	FY 83	TOTAL
TOTAL			65	20	415	500
FEDERAL			55	17	353	425
STATE						
LOCAL			10	3	62	75

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 65,000  
CONSTRUCTION 340,000  
RIGHT OF WAY 20,000  
TRAFFIC CONTROL 50,000  
ILLUMIN, SIGNS,  
LANDSCAPING, ETC 5,000  
STRUCTURES 20,000  
RAILROAD CROSSINGS \_\_\_\_\_

TOTAL \$ 500,000

## LOCATION MAP



## SOURCE OF FUNDS (%)

FEDERAL  
FAUS (PORTLAND) \_\_\_\_\_  
FAUS (OREGON REGION) \_\_\_\_\_  
FAUS (WASH REGION) \_\_\_\_\_  
UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
INTERSTATE \_\_\_\_\_  
FED AID PRIMARY \_\_\_\_\_  
INTERSTATE \_\_\_\_\_  
SUBSTITUTION \_\_\_\_\_  
85  
NON FEDERAL  
STATE \_\_\_\_\_ LOCAL 15  
100

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM PORTLAND-VANCOUVER METROPOLITAN AREA

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland  
 LIMITS N.E. Sandy Blvd. (37th to 47th) LENGTH \_\_\_\_\_  
 DESCRIPTION The Hollywood Transportation Plan includes a simultaneous signal system on Sandy Blvd.; improved access to business district; improved circulation and access to freeway; reduced through traffic on residential streets; new pedestrian crossings, sidewalk extensions, and small plaza linked to Banfield Transit Station via widened sidewalks; and bus shelters and bus lanes.

PROJECT NAME Hollywood  
Transportation Plan  
 ID No \_\_\_\_\_  
 APPLICANT City of Portland

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN  
 LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT \_\_\_\_\_

## SCHEDULE

TO ODOT \_\_\_\_\_  
 PE OK'D \_\_\_\_\_ EIS OK'D N/A  
 CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_  
 HEARING June 79 COMPL'T \_\_\_\_\_  
 (Adopted by City Council)

## FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL	199		2101			2300
FEDERAL	169		1786			1955
STATE	18					18
LOCAL	12		315			327

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 199,000  
 CONSTRUCTION 790,000  
 RIGHT OF WAY \_\_\_\_\_  
 TRAFFIC CONTROL 707,000  
 ILLUMIN, SIGNS,  
 LANDSCAPING, ETC 604,000  
 STRUCTURES \_\_\_\_\_  
 RAILROAD CROSSINGS \_\_\_\_\_

TOTAL \$ 2,300,000

## LOCATION MAP



## SOURCE OF FUNDS (%)

### FEDERAL

FAUS (PORTLAND) \_\_\_\_\_  
 FAUS (OREGON REGION) \_\_\_\_\_  
 FAUS (WASH REGION) \_\_\_\_\_  
 UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
 X INTERSTATE \_\_\_\_\_  
 FED AID PRIMARY \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 SUBSTITUTION  
 (I-505 Withdrawal)\* 85

### NON FEDERAL

STATE 0 LOCAL 15

\*PE funded as follows: 85% Fed.  
 9% state, 6% local

PORTLAND-VANCOUVER  
METROPOLITAN AREA

## 100

This is a detailed street map of Beaverton, Oregon. The map shows a grid of streets with various labels. Key streets include Thompson, Cornell, Burns, and several numbered streets. The map also shows the Willamette River and surrounding areas. The map is oriented with North at the top.

Streets labeled on the map include:

- Thompson
- Cornell
- Burns
- Willamette
- Beaverton Hillsdale Highway
- Woodstock
- Forest
- Popple
- Chapman
- Starn
- Burnside
- Stark
- Hawthorne
- Chapman
- Popple
- Woodstock
- Forest
- Chapman
- Starn
- Burnside
- Stark
- Hawthorne
- Chapman
- Popple
- Woodstock
- Forest

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND METROPOLITAN AREA

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland  
 LIMITS City Wide LENGTH 116 miles  
 DESCRIPTION Conversion of existing mercury vapor street lighting system  
of commercial arterial streets to high pressure sodium vapor.

PROJECT NAME Commercial Arterial  
Street Light Conversion

ID No \_\_\_\_\_

APPLICANT City of Portland

## SCHEDULE

TO ODOT 5-79

PE OK'D 11-79 EIS OK'D \_\_\_\_\_

CAT'Y 3M BID LET \_\_\_\_\_

HEARING NA COMPL'T \_\_\_\_\_

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN  
 LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT X

## FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 79	FY 80	FY 81	FY 82	FY 83	TOTAL
TOTAL		50	2,431			2,481
FEDERAL			1,431			1,431
STATE						
LOCAL			253			253
Local Lightng		50	747			797

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 304,331

CONSTRUCTION \_\_\_\_\_

RIGHT OF WAY \_\_\_\_\_

TRAFFIC CONTROL \_\_\_\_\_

ILLUMIN, SIGNS, \_\_\_\_\_

LANDSCAPING, ETC 1,429,437

STRUCTURES \_\_\_\_\_

RAILROAD CROSSINGS \_\_\_\_\_

Undepreciated book 746,766

TOTAL \$ 2,480,534

## LOCATION MAP

CITY-WIDE

## SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND) \_\_\_\_\_

FAUS (OREGON REGION) \_\_\_\_\_

FAUS (WASH REGION) \_\_\_\_\_

UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_

INTERSTATE \_\_\_\_\_

FED AID PRIMARY \_\_\_\_\_

INTERSTATE \_\_\_\_\_

SUBSTITUTION \_\_\_\_\_

23.103 e(4) 85

NON FEDERAL

City will pay STATE 15

in non-participating costs LOCAL 100

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM PORTLAND, OREGON METROPOLITAN AREA

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland  
 LIMITS Powell Butte/Mt. Scott Study Area LENGTH N/A  
 DESCRIPTION Identification of specific improvement projects in the Powell Butte/Mt. Scott Study area to improve overall circulation and relieve congestion on Foster Road.

PROJECT NAME Powell Butte/Mt. Scott Transportation Study  
 ID No FAUS #s 9776, 9753, 9741  
 APPLICANT City of Portland  
 FAUS cont. 9789, 9745, 9781, 9785, 9748, 9752, 9753

## SCHEDULE

TO ODOT \_\_\_\_\_  
 PE OK'D \_\_\_\_\_ EIS OK'D \_\_\_\_\_  
 CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_  
 HEARING \_\_\_\_\_ COMPL'T \_\_\_\_\_

## RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT \_\_\_\_\_

## FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL	35					35
FEDERAL	29.8					29.8
STATE						
LOCAL	5.2					5.2

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ \_\_\_\_\_  
 CONSTRUCTION \_\_\_\_\_  
 RIGHT OF WAY \_\_\_\_\_  
 TRAFFIC CONTROL \_\_\_\_\_  
 ILLUMIN, SIGNS, \_\_\_\_\_  
 LANDSCAPING, ETC \_\_\_\_\_  
 STRUCTURES \_\_\_\_\_  
 RAILROAD CROSSINGS \_\_\_\_\_

## LOCATION MAP

See Attached Map

Project Development 35,000  
 TOTAL \$ 35,000

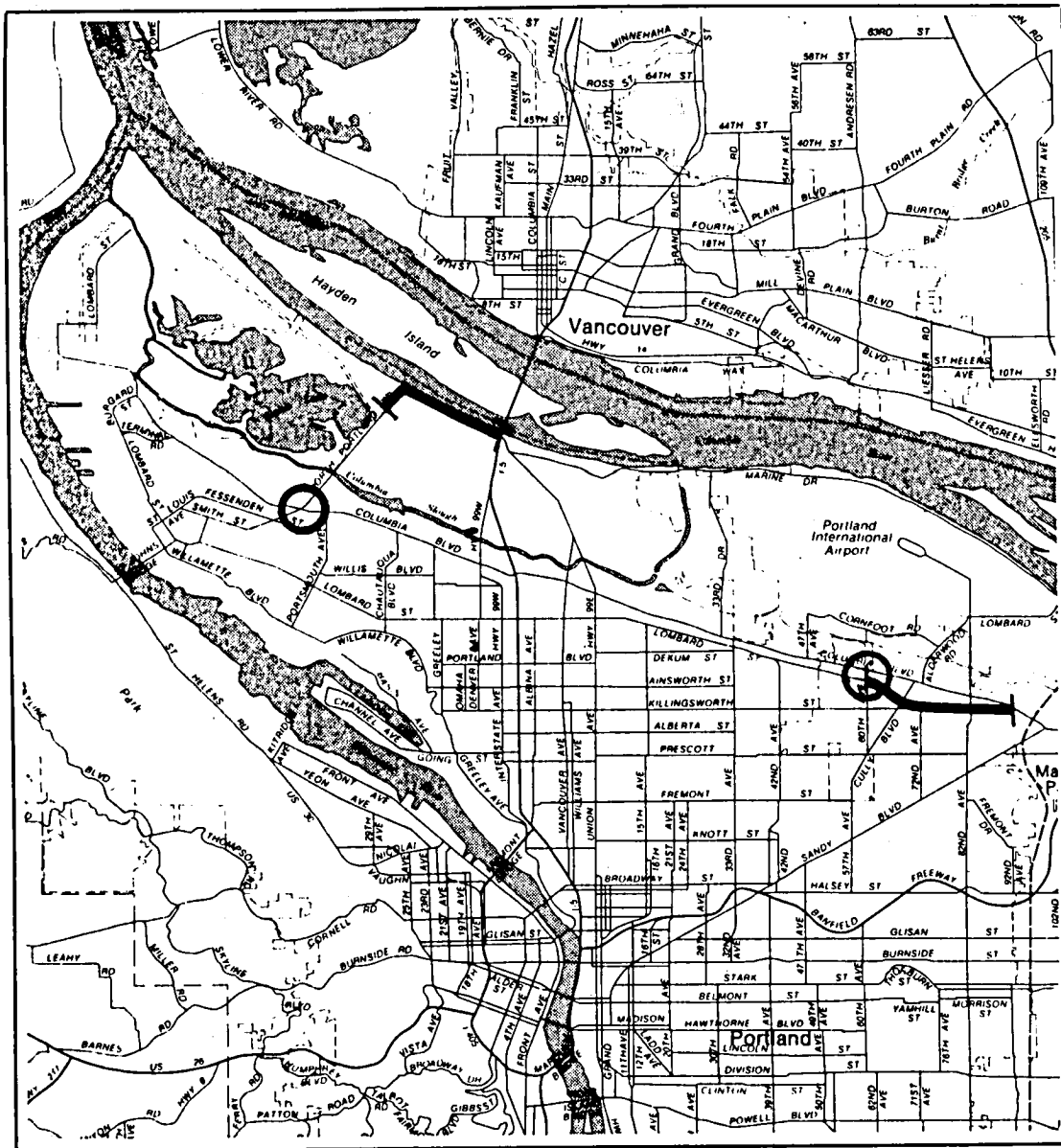
## SOURCE OF FUNDS (%)

### FEDERAL

FAUS (PORTLAND) \_\_\_\_\_  
 FAUS (OREGON REGION) \_\_\_\_\_  
 FAUS (WASH REGION) \_\_\_\_\_  
 UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 FED AID PRIMARY \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 SUBSTITUTION  
 I-505 e(4) 85

### NON FEDERAL

STATE \_\_\_\_\_ LOCAL 15

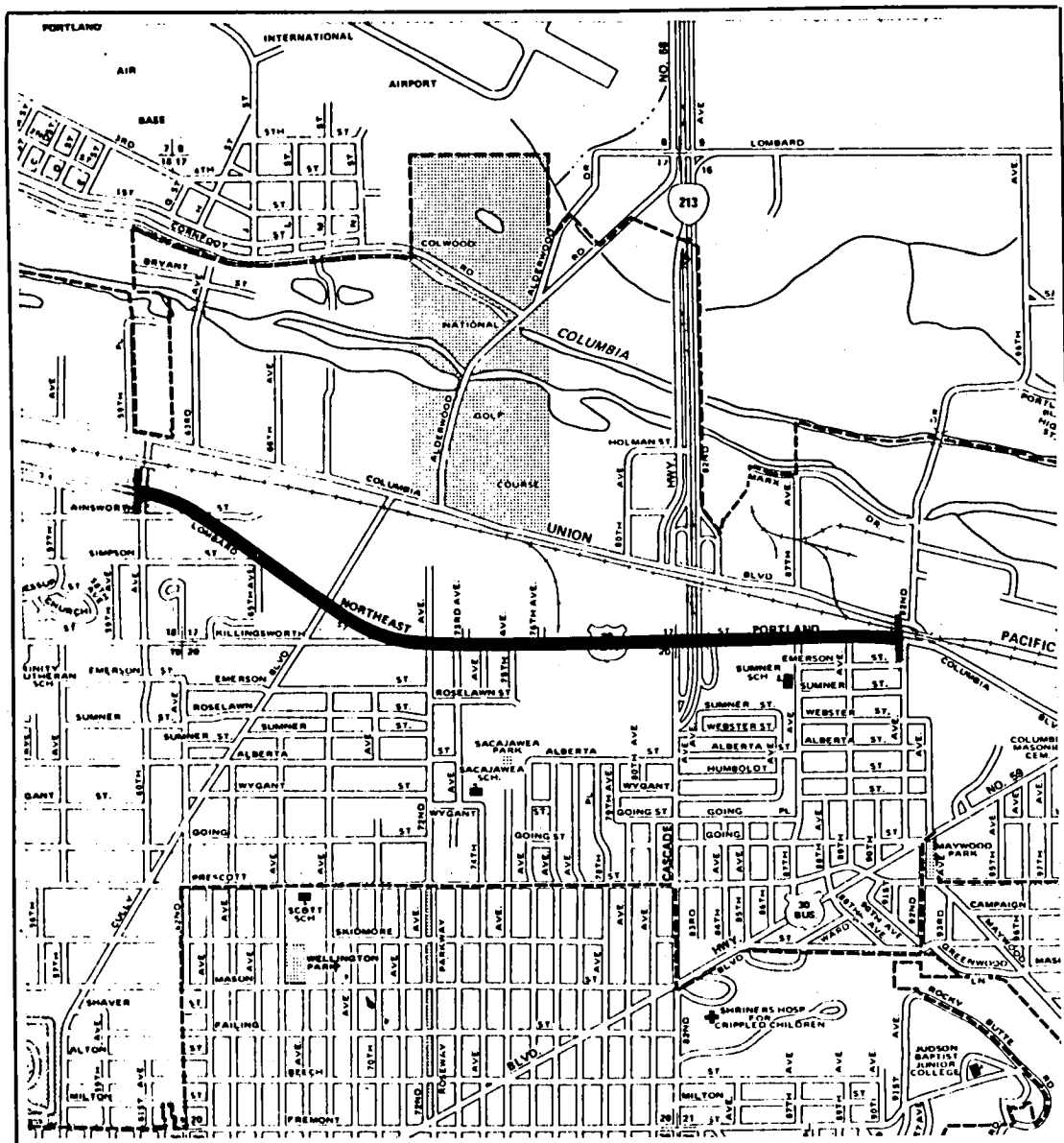


# Appendix B I-205 to Rivergate Truck Route Projects

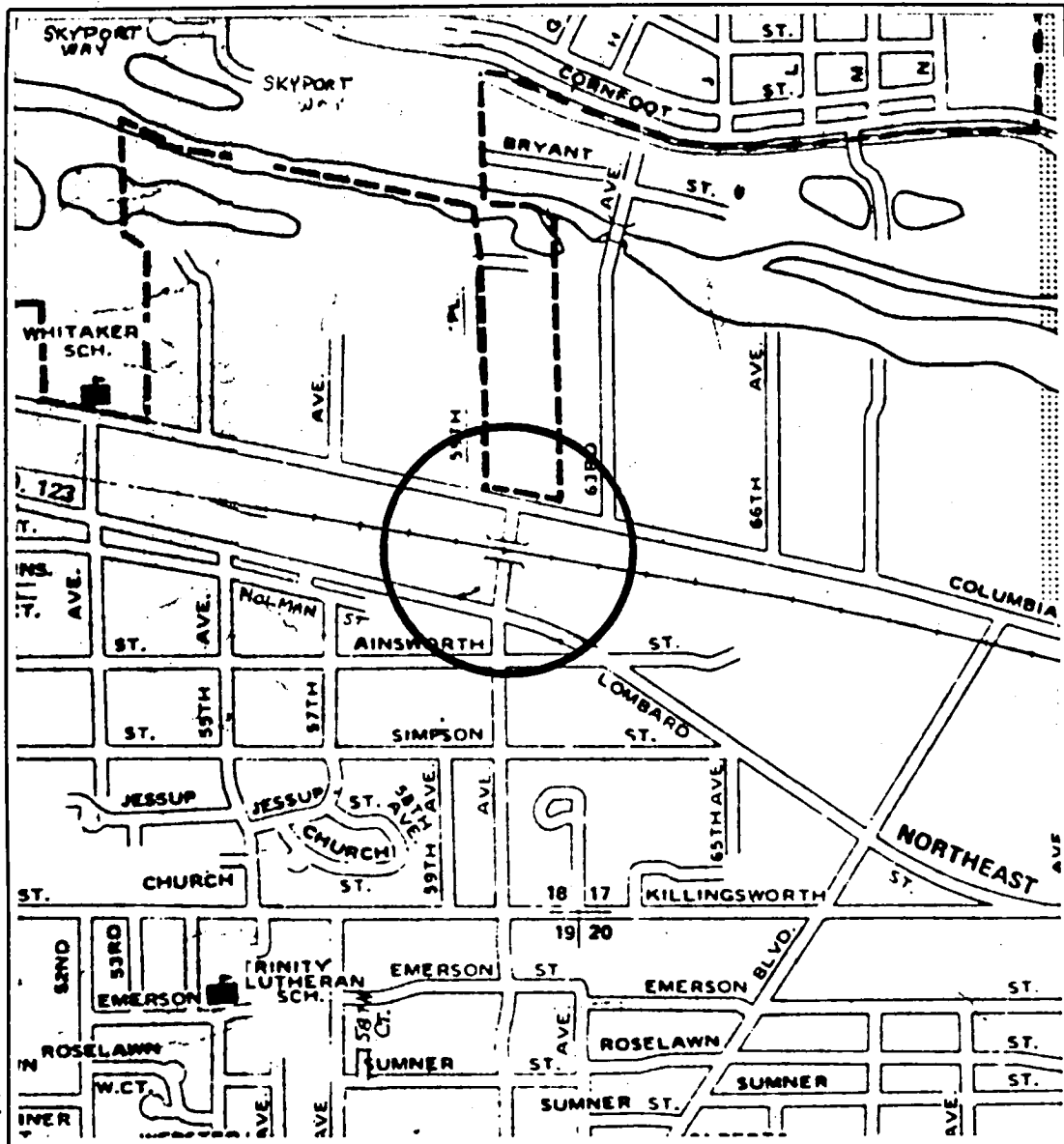
APPENDIX B



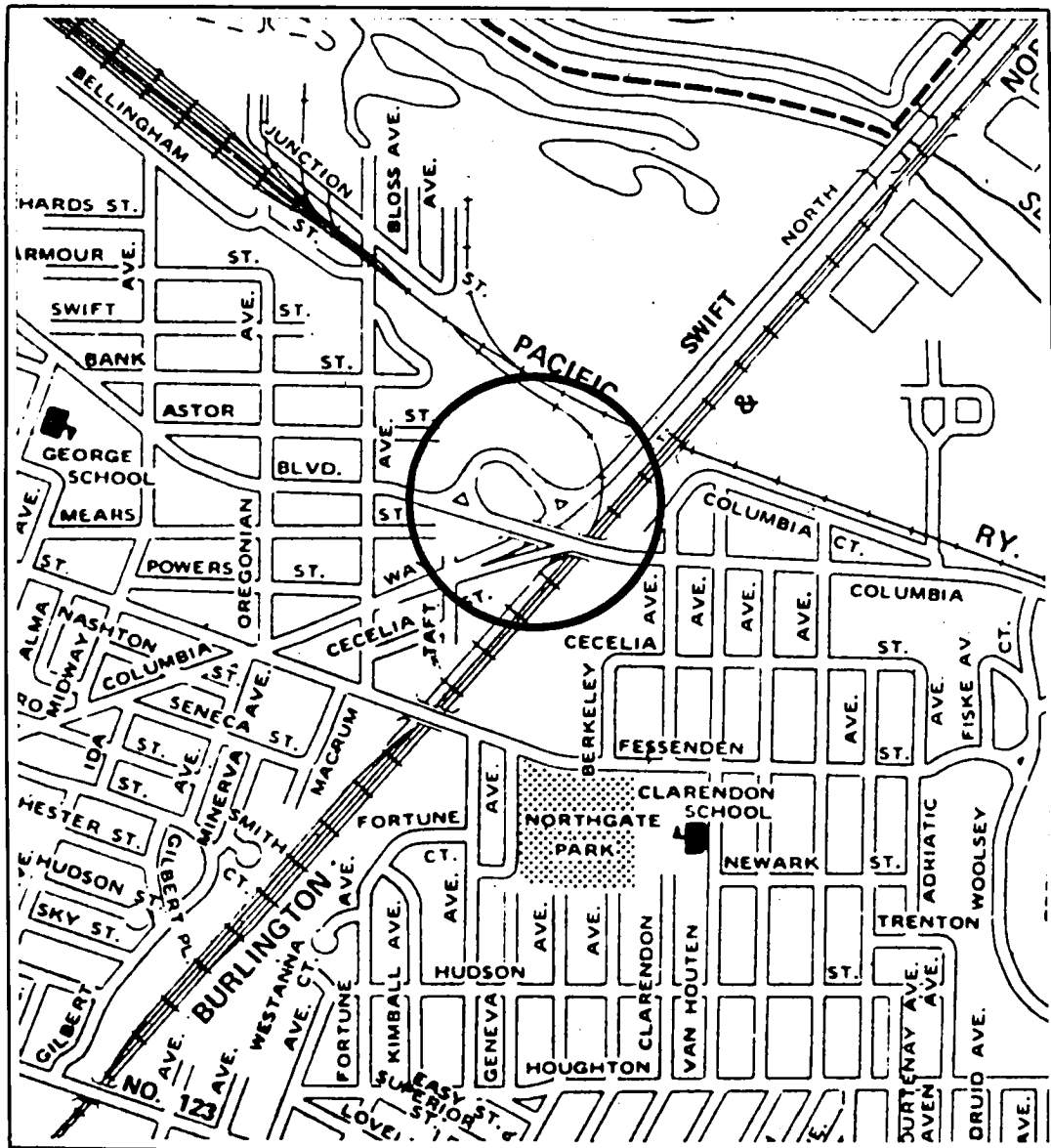




# Appendix B2 NE Portland Hwy: 60th to I-205

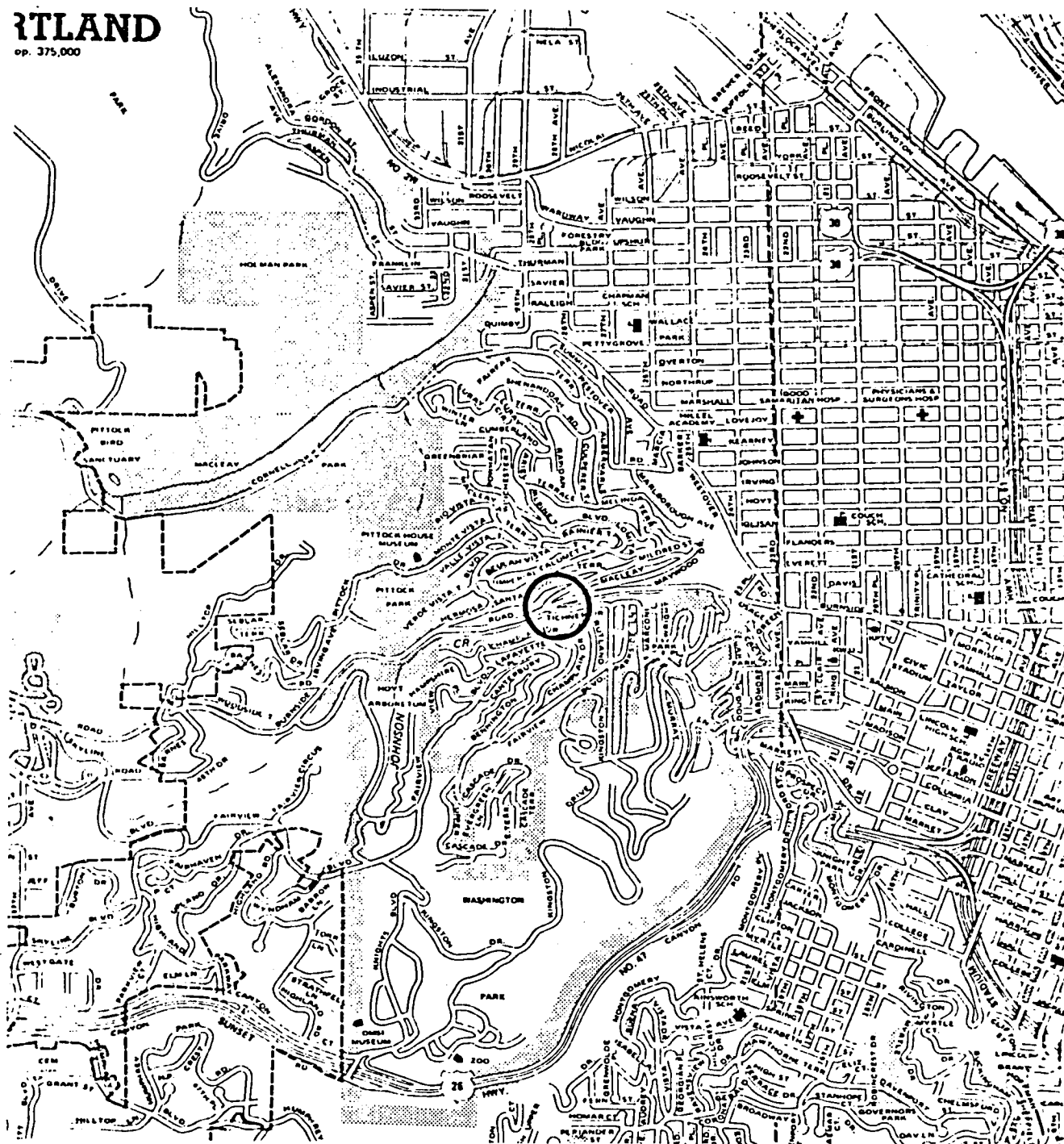


## Appendix B3 Lombard-Columbia Connection



# Appendix B4 Columbia Way/Columbia Blvd/ N. Portland Rd. Intersection

**PORTLAND**  
op. 375,000



# Appendix B

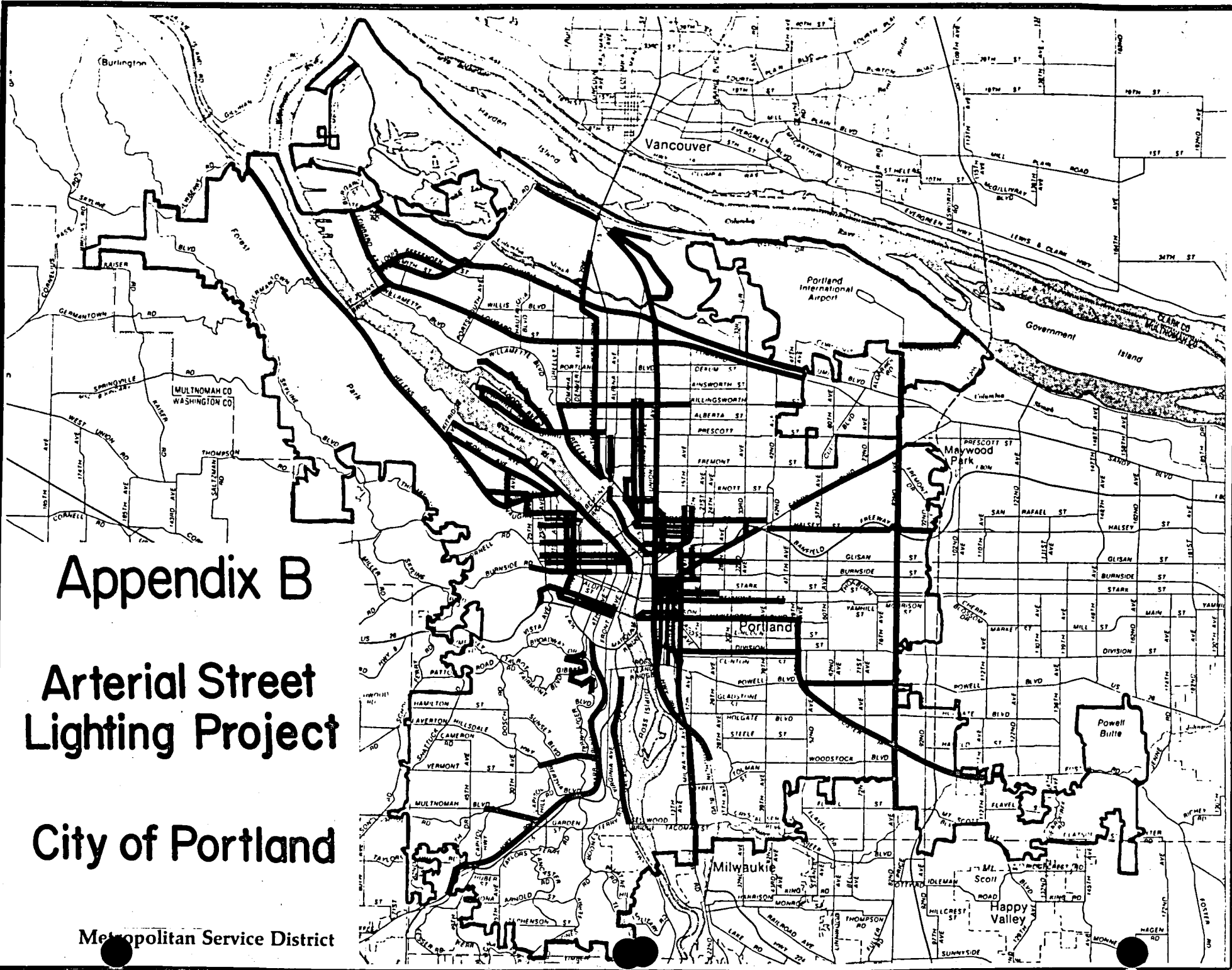
## Location of W. Burnside/Tichner Project

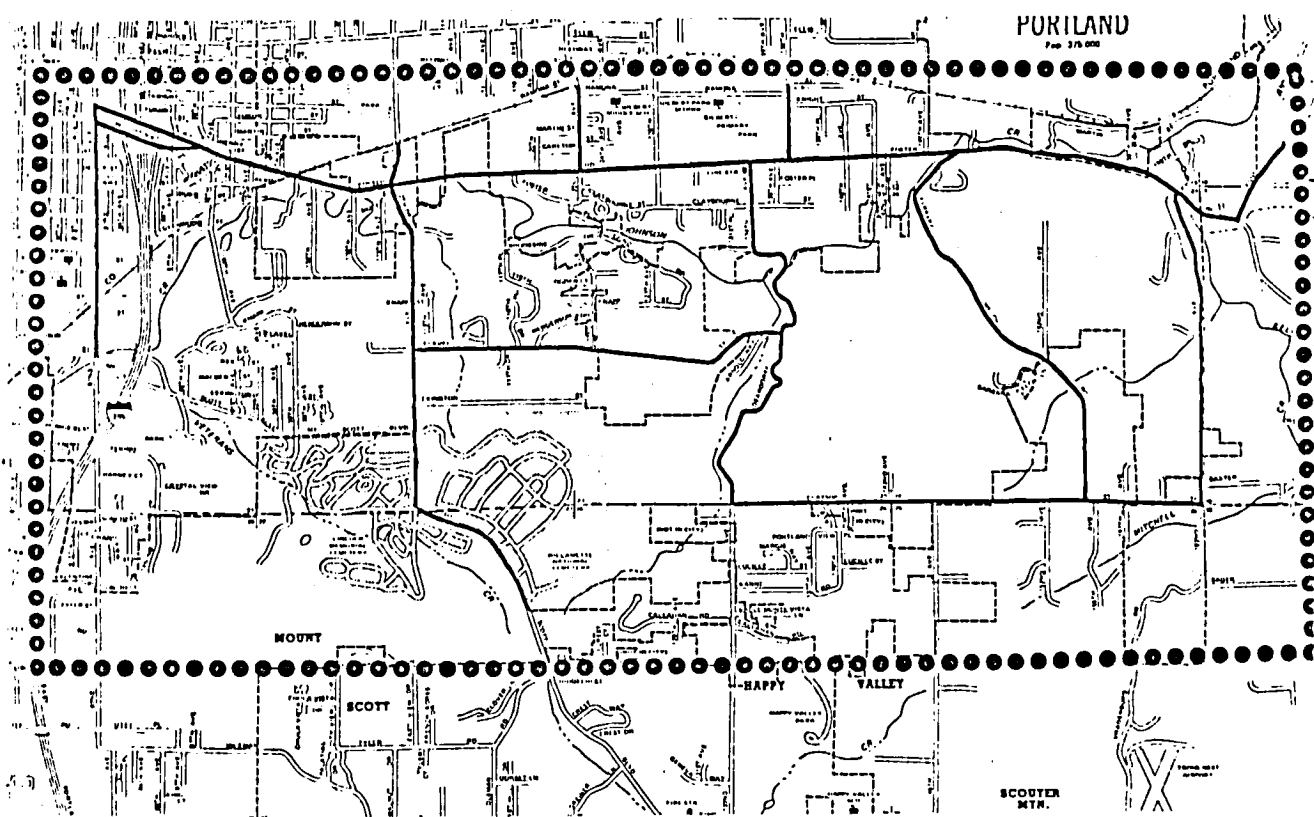
**Appendix B**

**Arterial Street  
Lighting Project**

**City of Portland**

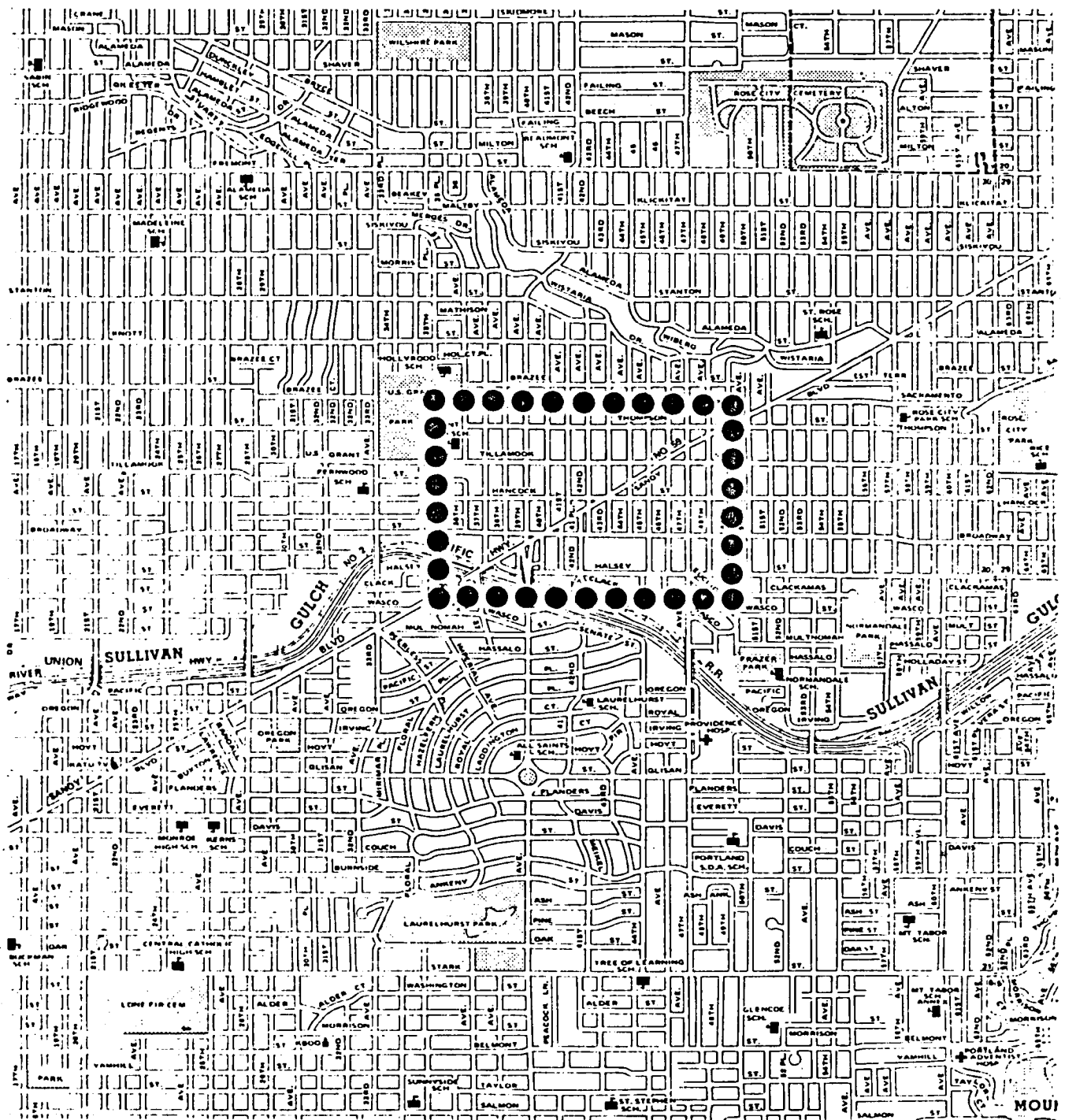
Metropolitan Service District





## Appendix B

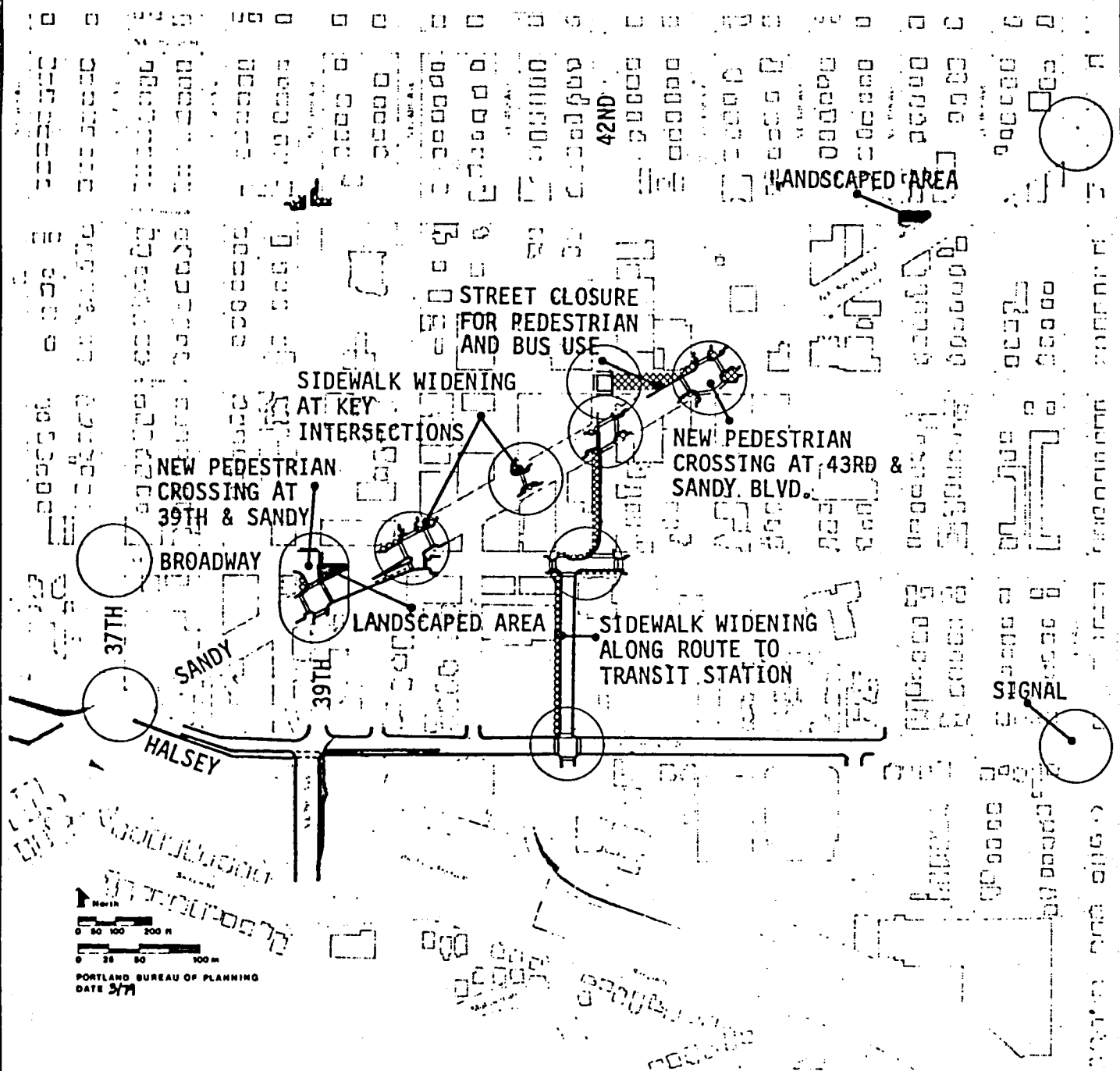
### Location of Powell Butte/Mt. Scott Study Area



# Appendix B-1

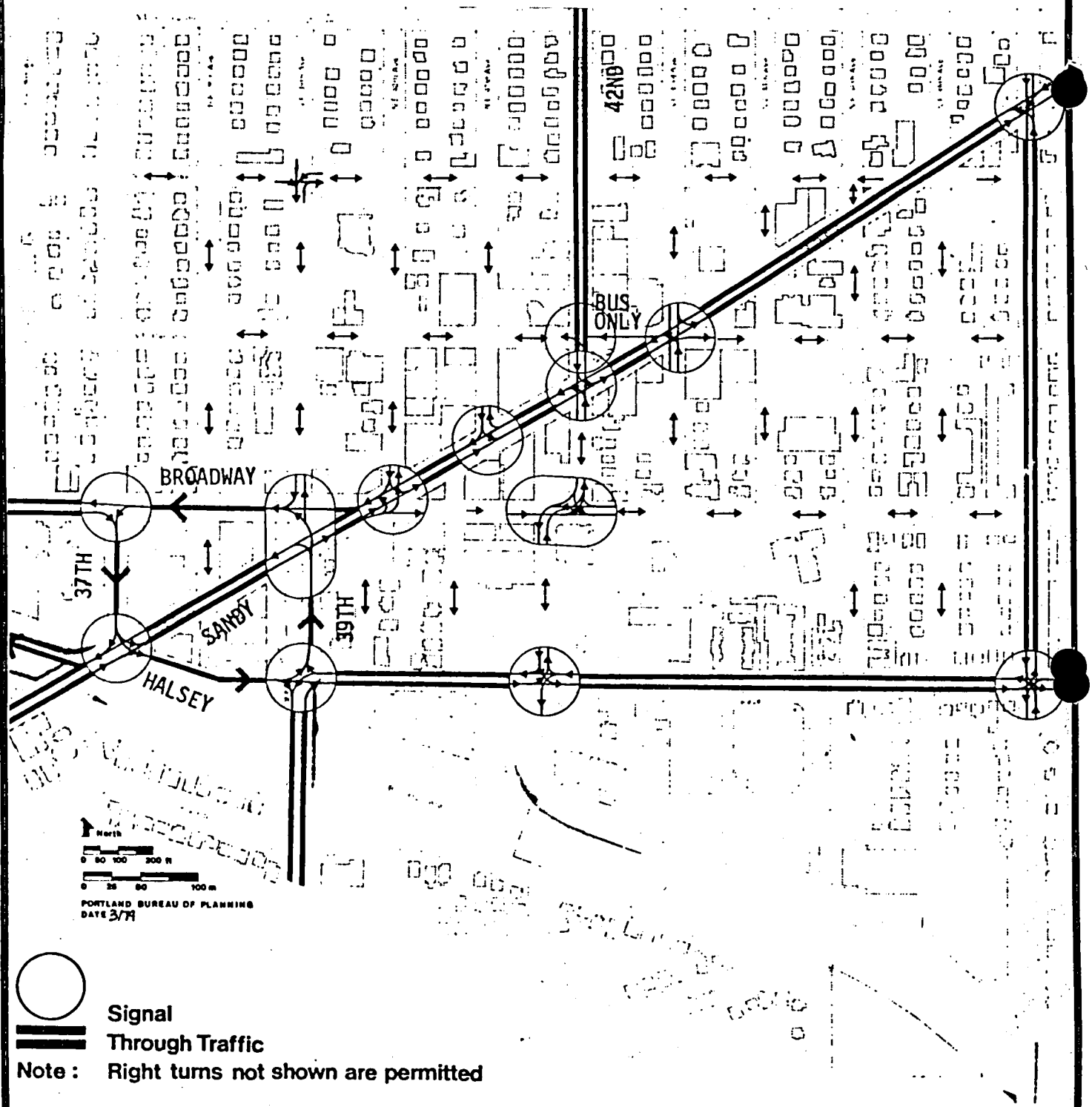
## Location of Hollywood Transportation Project





## Appendix B-2

# Pedestrian Facilities Plan: Hollywood Transportation Project



# Appendix B-3

## Traffic Circulation Plan: Hollywood Transportation Project

A G E N D A   M A N A G E M E N T   S U M M A R Y

TO: Metro Council  
 FROM: Executive Officer  
 SUBJECT: Authorizing Federal Funds For Oregon Department of Transportation I-505 Withdrawal Project

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached resolution which authorizes \$2,125,000 of the I-505 Withdrawal Funds to support preliminary engineering, right-of-way acquisition and construction of the 190th and Powell Blvd. project.
- B. POLICY IMPACT: This action represents the continuation of a process begun with the decision to withdraw the I-505 freeway. At the time the I-505 freeway withdrawal was approved, funding for this project was reserved. The funding authorization proposed at this time is consistent with the established policies.
- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments. Using budgeted funds, Metro staff in cooperation with the Oregon Department of Transportation (ODOT) will continue to evaluate projects proposed to be funded with I-505 Withdrawal Funds.

II. ANALYSIS:

- A. BACKGROUND: In December, 1978, the CRAG Board requested the Governor to concur and forward to USDOT the withdrawal of the I-505 Freeway. The withdrawal of the freeway from the Interstate Highway System was approved by USDOT in December, 1979. Approximately \$165 million of federal funds is involved in the I-505 withdrawal. In response to a request by ODOT, a reserve fund was established for three regional projects. One of these projects involved improvements to the 190th/Powell intersection. The project activities proposed for funding authorization in the attached resolution are a result of ODOT's evaluation of the problem at that intersection and have been recommended after Metro staff systems analysis.
- B. ALTERNATIVES CONSIDERED: Several alignments were evaluated in regard to affectiveness and degree of achievement of specific project objectives. (See the attached System Planning Report.)
- C. CONCLUSION: Based on Metro staff analysis, it is recommended that the attached resolution funding the preferred project alternative be approved. The Transportation Policy Alternatives Committee has recommended the Resolution. The Joint Policy Advisory Committee on Transportation will consider it at its meeting on January 16, 1980.

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING )  
FEDERAL FUNDS FOR OREGON DEPART- )  
MENT OF TRANSPORTATION I-505 )  
WITHDRAWAL PROJECT *for 190th and* )  
*Powell Boulevard Intersection* )

RESOLUTION NO. 80-126

Introduced by the  
Joint Policy Advisory  
Committee on Transpor-  
tation\*

WHEREAS, The CRAG Board of Directors through CRAG Resolution BD 781210 has agreed that the I-505 freeway should be withdrawn from the Interstate Highway System; and

WHEREAS, Contingent on the official withdrawal of I-505 by U. S. Department of Transportation (USDOT), the CRAG Board of Directors through CRAG Resolution BD 781213 established a Reserve to fund an unspecified project at the 190th and Powell Blvd. intersection; and

WHEREAS, USDOT in December, 1979, approved the withdrawal of I-505 from the Interstate Highway System; and

WHEREAS, Oregon Department of Transportation (ODOT) has developed a specific project to be funded with that Reserve; and

WHEREAS, ODOT has submitted for funding authorization a project involving \$2,125,000 of federal funds; and

WHEREAS, The Metro Systems Planning Program has been established to develop and evaluate transportation improvement alternatives, including the development of project objectives and general specifications for regional projections; and

WHEREAS, The Metro Systems Planning Program efforts

\* The Joint Policy Advisory Committee on Transportation will consider this Resolution at its meeting on January 16, 1980.

indicate that the project will be an appropriate solution to identified transportation objectives (see attached System Planning Report); now, therefore,

BE IT RESOLVED,

1. That \$2,125,000 (federal) be authorized from the Reserve account for engineering, right-of-way acquisition, construction, and related activities for the project.

2. That the Transportation Improvement Program (TIP) and its Annual Element be amended to reflect this authorization as set out in the attached Systems Report.

3. That the Metro Council finds the project in accordance with the region's continuing, cooperative, comprehensive planning process and hereby gives affirmative A-95 approval.

ADOPTED by the Council of the Metropolitan Service District this 24th day of January, 1980.

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Presiding Officer

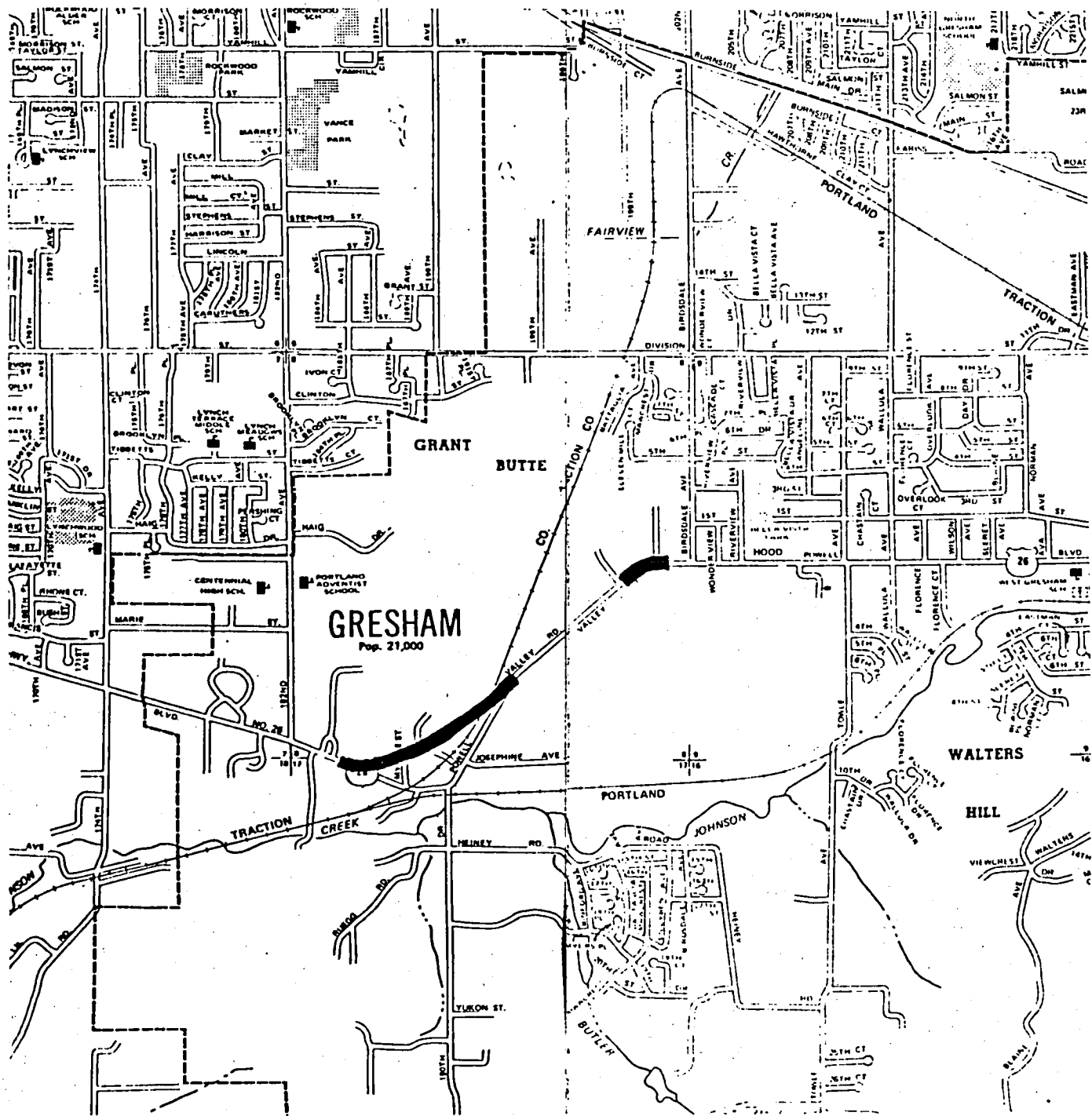
JG/gl  
6491/92

## SYSTEMS REPORT

Objectives of the Project: To improve the operating conditions and increase the safety on Powell Blvd. between 181st Ave. and Birdsdale Ave.

How does the Project Meet the Objectives: The project involves the realignment of Powell Blvd. by relocating the highway north of its current location. As a result, the curvature of the roadway is to be decreased, the intersection of 190th is to be relocated off the curve, and both operating conditions and safety are to be improved.

Impacts of the Project on the Regional Transportation System: The project will improve operating conditions by means of an improved alignment. Surrounding arterials will not be impacted by the project. The primary impact will be on traffic flows on Powell Blvd.



# Location of S.E. 182nd Ave. - Birdsdale Ave. / Powell Blvd. Project

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-SEASIDE  
METROPOLITAN AREA

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Oregon Department of Transportation  
LIMITS SE 182nd Ave.-Birdsdale Ave, Powell Blvd. LENGTH 1.3 mi.  
DESCRIPTION Realignment of Powell Blvd. in a new corridor between  
SE 182nd Ave. and SE 196th Ave. Minor realignment of the 20' curve just  
west of Birdsdale Ave. Included in the project is a grade separation  
structure for the Portland Traction Company railroad.  
The realigned sections will be constructed as two-lane roadways  
with sufficient right-of-way acquisition for four lanes.

PROJECT NAME SE182nd Ave.-  
Birdsdale Ave., Powell Blvd.  
ID No \_\_\_\_\_  
APPLICANT ODOT

## SCHEDULE

TO ODOT \_\_\_\_\_  
PE OK'D \_\_\_\_\_ EIS OK'D \_\_\_\_\_  
CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_  
HEARING \_\_\_\_\_ COMPL'T \_\_\_\_\_

## RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT \_\_\_\_\_

## FUNDING PLAN BY FISCAL YEAR (\$000)

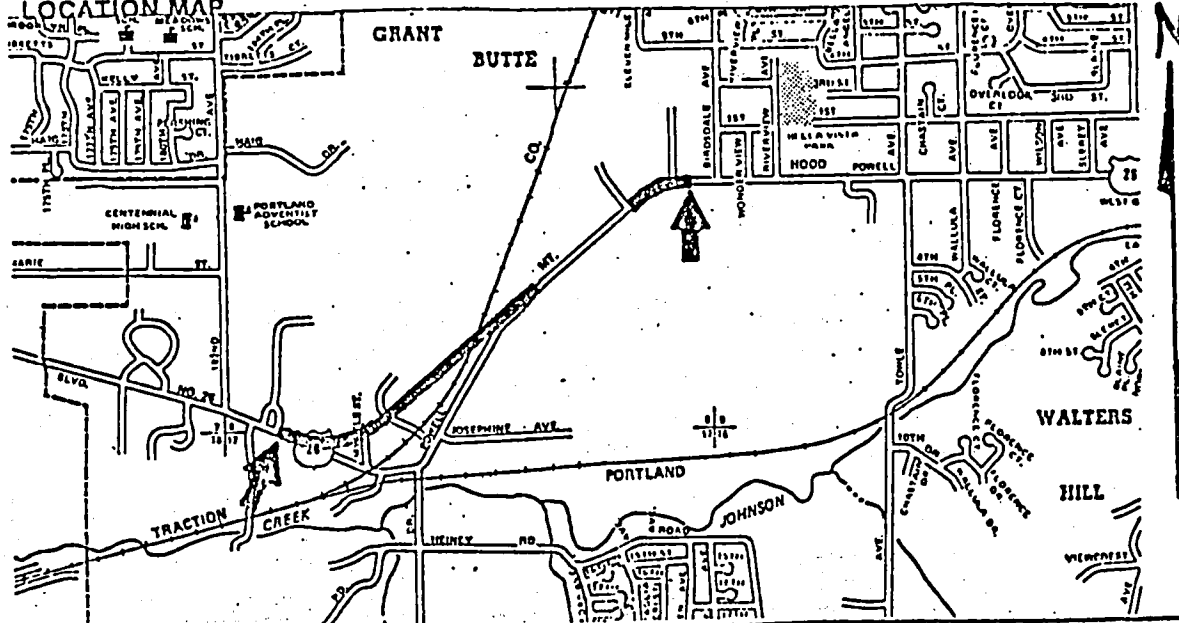
	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL	200	640		1,660		2,500
FEDERAL	170	544		1,411		2,125
STATE	30	96		249		375
LOCAL						

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 200  
CONSTRUCTION 1,160  
RIGHT OF WAY 640  
TRAFFIC CONTROL \_\_\_\_\_  
ILLUMIN, SIGNS, \_\_\_\_\_  
LANDSCAPING, ETC \_\_\_\_\_  
STRUCTURES 500  
RAILROAD CROSSINGS \_\_\_\_\_

TOTAL \$ 2,500

## LOCATION MAP



## SOURCE OF FUNDS (%)

FEDERAL  
FAUS (PORTLAND) \_\_\_\_\_  
FAUS (OREGON REGION) \_\_\_\_\_  
FAUS (WASH REGION) \_\_\_\_\_  
UNTA CAPITAL \_\_\_\_\_ UNTA OPRTG \_\_\_\_\_  
INTERSTATE \_\_\_\_\_  
FED AID PRIMARY \_\_\_\_\_  
INTERSTATE \_\_\_\_\_  
SUBSTITUTION 85  
NON FEDERAL  
STATE 15 LOCAL \_\_\_\_\_