

C O U N C I L

Metropolitan Service District

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

Agenda

Date: March 27, 1980
Day: Thursday
Time: 7:30 p.m.
Place: Council Chamber

E.O. report
a) employee status report
b) operations plan
c) local Elected Forum
d) status of Beaverton at HCOE
e) Wash Co. meeting

CALL TO ORDER (7:30)

1. INTRODUCTIONS
2. WRITTEN COMMUNICATIONS TO COUNCIL
3. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS
4. CONSENT AGENDA
 - 4.1 A-95 Review, directly related to Metro
 - 4.2 Minutes of Meetings of February 28 and March 10, 1980
5. REPORTS
 - 5.1 Report from Executive Officer (7:40)*
 - 5.2 Council Committee Reports (8:00)*
 - 5.3 A-95 Review Report (8:20)*
6. NEW BUSINESS
 - PUBLIC HEARING (8:30)*
 - 6.1 Ordinance No. 80-87, Relating to Times for Regular Council Meetings and Order of Agendas and Amending Ordinance No. 79-65 (First Reading) (8:30)*
 - 6.2 Resolution No. 80-135, Approving a Project Manager Classification and Authorizing Establishment of Two Positions in that Classification (8:50)*
 - 6.3 Resolution No. 80-136, Approving and Authorizing Positions of Operation Manager and Operation Assistant in Solid Waste Division (9:00)

Council Agenda
March 27, 1980

Page 2

- 6.4 Resolution No. 80-137, Amending the Unified Work Program to Include the Banfield Light Rail Transit Station Area Planning Program (9:10)*
- 6.5 Resolution No. 80-138, Authorizing Federal Funds for Oregon Department of Transportation - St. Helens Road, West City Limits to NW Kittridge (9:20)*
- 6.6 Resolution No. 80-139, Approving Westside Corridor Project Phase II Alternatives Analysis/DEIS Work Program (9:30)*
- 6.7 Resolution No. 80-140, Distributing Federal Safer-Off-System Road Funds (9:35)*
- 6.8 Resolution No. 80-141, Authorizing FAU and Portland Reserve Funding for I-5 North Rideshare Program (9:40)*

ANNOUNCEMENTS

ADJOURNMENT (9:45)*

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

mec

COUNCIL

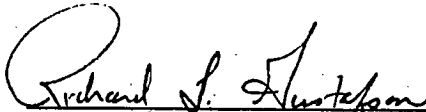
Metropolitan Service District
527 SW Hall Portland, Oregon 97201 503/221-1646

Agenda

Date: March 27, 1980
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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

4.2 Minutes of Meetings of February 28 and March 10, 1980

Action Requested: Approve minutes as circulated

mec

DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW

3/27

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>1. <u>Project Title:</u> Rivergate Interceptor (#802-15) <u>Applicant:</u> City of Portland <u>Project Summary:</u> Construction of an interceptor sewer to serve approximately 1860 acres in the Rivergate Industrial area in North Portland to facilitate industrial development. <u>Staff Recommendation:</u> Favorable Action</p>	<p>\$1,282,450 (Economic Development Admin.)</p>	<p>-</p>	<p>\$ 641,255</p>	<p>\$ 641,255</p>	<p>\$2,564,900</p>
<p>2. <u>Project Title:</u> Tri-Cities Area Sewerage Facilities Plan (#803-5) <u>Applicant:</u> Clackamas County <u>Project Summary:</u> Design of sewerage treatment and collection facilities to serve the cities of Gladstone, Oregon City and West Linn and adjacent urbanizing areas. Facilities will include interceptors, sewer system rehabilitation and replacement and treatment plant construction. <u>Staff Recommendation:</u> Favorable Action</p>	<p>1,012,500 (Environmental Protection Agency)</p>	<p>-</p>	<p>-</p>	<p>-</p>	<p>1,012,500</p>

MINUTES OF THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

February 28, 1980

Councilors in Attendance

Presiding Officer Marge Kafoury
Vice Presiding Officer Jack Deines
Coun. Mike Burton
Coun. Donna Stuhr
Coun. Charles Williamson
Coun. Craig Berkman
Coun. Corky Kirkpatrick
Coun. Jane Rhodes
Coun. Betty Schedeen
Coun. Ernie Bonner
Coun. Cindy Banzer
Coun. Gene Peterson

In Attendance

Executive Officer Rick Gustafson

Staff In Attendance

Mr. Denton U. Kent
Mr. Andrew Jordan
Mr. James Sitzman
Mr. Charles Shell
Mr. C. William Ockert
Ms. Priscilla Ditewig
Ms. Sue Klobertanz
Ms. Judy Ellmers
Ms. Marilyn Holstrom
Mr. Gayle Rathbun
Ms. Mary Carder

Others In Attendance

Mr. Bruce Etlinger
Mr. Mel Stearns
Mr. Charles Patrick
Mr. Carl M. Lindholm
Mr. Arthur Oulman
Mr. Ron Dennis
Mr. Richard Hamen
Ms. Cora Van Swearingen
Mr. Glen Patterson
Ms. Alwilda Wright
Mr. Walter R. Mitchell
Mr. Robert S. Miller
Mr. Alex Hogue
Mr. Todd Bauman
Ms. Beth Blunt
Mr. R. W. Blunt, Jr.
Mr. Terri Doctor
Mr. Dean Smith
Mr. Clyde H. Doctor

Metro Council
Minutes of February 28, 1980

CALL TO ORDER

After declaration of a quorum, the February 28, 1980, meeting of the Council of the Metropolitan Service District (Metro) was called to order by Presiding Officer Marge Kafoury at 7:30 p.m. in the Council Chamber, 527 S. W. Hall Street, Portland, Oregon 97201.

1. INTRODUCTIONS

There were no introductions at this meeting.

2. WRITTEN COMMUNICATIONS TO THE COUNCIL

The Presiding Officer noted that she had received a letter from the Urban Education Housing Conference. The Presiding Officer said that she had received a letter from the Home Builders Association of Metropolitan Portland relating to agenda Item 7.1 that will be discussed under that agenda item.

The Presiding Officer noted that, in view of the interest of those in the audience, if no objection was heard, Resolution No. 80-133, Relating to Possible Metro Law Suit Veterans Administration, would be heard at this time.

Coun. Peterson introduced Resolution No. 80-133, saying that the Council of the Metropolitan Service District had discussed the matter of the Veterans Hospital on three different occasions, on none of which the Veterans Hospital was listed as an agenda item. As a result, Coun. Peterson felt that there had been no opportunity for public comment other than from those who were advocating mainstreaming of veterans in existing community hospitals. Coun. Peterson felt that mainstreaming did have some theoretical potential for saving money and providing better treatment for some veterans. He called attention to the fact that the "no build" option, required to be included in the Environmental Impact Statement (EIS) for a federal agency, had not been included for this facility. Therefore, the Council authorized staff to comment on the Draft EIS to the effect that the "no build" option was missing.

There is now before the Metro Council a question of whether the Council should help sponsor a law suit to seek an injunction to stop construction of the Veterans Hospital because of the alleged deficiency in the EIS. The Resolution proposed by Coun. Peterson and eight other Councilors indicates that, if Multnomah County desires to offer funds for legal action, the Council will hold public meetings for the purpose of hearing both pros and cons on this issue before deciding to proceed further with any action. Coun. Peterson said he personally had strong reservations about the timeliness, the propriety and the

Metro Council
Minutes of February 28, 1980

wisdom of Metro becoming involved in this issue, because the hospital is already authorized and because Metro has very heavy commitments in other areas.

Coun. Peterson moved, seconded by Coun. Banzer, that Resolution No. 80-133 be adopted.

Executive Officer Gustafson outlined a memo that he had provided to the Council concerning Metro involvement in the Veterans Administration Hospital issue. He summarized Metro's involvement in a proposed siting of the VA replacement hospital, calling attention to a number of points that staff had found to be inadequate on the Draft EIS.

Coun. Berkman said that, in light of the major staff commitment, and in light of potential involvement or non-involvement on the part of Metro, he would make a motion to table this Resolution.

Coun. Berkman moved, seconded by Coun. Schedeen, that Resolution No. 80-133 be tabled. All Councilors present voting aye, the motion carried.

Coun. Kirkpatrick asked to propose another motion. She stated that, although she recognized the Council's mandated role as an A-95 agency and the Council responsibility to review the EIS, and although she had some sympathy with the approach suggested to the VA to address a "no build" philosophy and mainstream veterans in this State, she felt it was clear that exercising that mandated function through legal action could significantly harm the veterans of this State by substantially denying them any upgrading and care if hospital funds were lost and mainstreaming did not happen.

Coun. Kirkpatrick moved, seconded by Coun. Schedeen, that the Metro Council declare its intent not to accept funds from Multnomah County to initiate legal action challenging the adequacy of the EIS for the Veterans Hospital.

Coun. Bonner said that it seemed to him that unless there was an official request for action on the part of the Metro Council that the Council would be ill-advised to continue the discussion.

Coun. Bonner moved, seconded by Coun. Williamson, to table Coun. Kirkpatrick's motion. The motion failed.

Coun. Williamson said he thought it was premature to terminate Metro's involvement in this matter at this time. He said the Council had not had a great deal of option for hearing the other side of the story.

Metro Council
Minutes of February 28, 1980

After further discussion of the motion, Coun. Bonner proposed an amendment. He said that it appeared Metro had commented on the Final EIS--that there was no documented need for a facility. With reference to that, Coun. Bonner moved, seconded by Coun. Banzer, to amend Coun. Kirkpatrick's motion to add a preliminary clause to the motion "Even though Metro has found that the Final EIS did not adequately address the need for the VA Hospital...."

Question called on the motion. All Councilors present voting aye, the motion carried unanimously.

Coun. Banzer commented that she was committed to the concept of mainstreaming and believed that building the hospital was an ineffective use of people's tax money. She would encourage the people that supported these efforts to continue their support.

Coun. Peterson said he intended to vote for the motion, because he felt that among other reasons it was inappropriate for Metro to sponsor such a law suit alone.

Question called on the main motion as amended. All Councilors present voting aye, the motion carried unanimously.

Mr. Arthur Oulman spoke in opposition to the proposed VA Hospital.

4. CONSENT AGENDA

4.1 Minutes of the meeting of January 24, 1980.

Coun. Kirkpatrick moved, seconded by Coun. Peterson, that the minutes of January 24, 1980, be approved as circulated. All Councilors present voting aye, the motion carried.

5. REPORTS

5.1 Report from Executive Officer

Executive Officer Gustafson said that, with regard to the Oregon City Bypass, when the CRAG Board prioritized the Interstate Transfer funds it placed conditions on the use of those funds which specified that Clackamas County should provide assurances that development on land adjacent to the Bypass would be controlled to assure that the highway would not be overloaded. Clackamas County has complied with the conditions set for funding of the Bypass and federal Interstate Transfer funds should now be authorized. There was no action necessary on this item.

Metro Council
Minutes of February 28, 1980

The Executive Officer offered thanks for the assistance of Couns. Berkman and Burton, and said they had contributed to a very successful meeting with the Portland City Council. The Council has informally agreed that Metro should have responsibility for rate setting and management of the St. Johns Landfill.

The Executive Officer called attention to the mid-year status report which outlined expenditures and revenues, grant status and investment earnings.

Mr. Gustafson introduced Mr. Gayle Rathbun, the new Visitor Services Manager at the Zoo.

The Executive Officer informed the Council that Metro had reached agreement with Humphrey Construction Company for construction of the primate facility at the Zoo. Work is to be completed by March 1, 1981.

Mr. Gustafson told the Council that the Supreme Court, in a 5 to 1 decision, had ruled in Metro's favor in regard to the Clackamas County law suit. This was a strong endorsement by the Supreme Court of the concept of regional government.

5.2 Council Committee Reports

Ways and Means Committee: Coun. Kirkpatrick said that the Ways and Means Committee, in its final meeting this month, had recommended a process for Budget Task Force composition to consist of four Councilors and four citizen members.

Coun. Kirkpatrick called attention to a pink sheet she had prepared which outlined a Charge to the Budget Task Force. This was still in draft form, but it was basically the Charge that would be given to the Budget Task Force by the Council.

Councilors discussed the budget process and opportunities that would be provided for Council input. Coun. Rhodes said that she would strongly recommend that the Council have some background before making any decision. Coun. Kirkpatrick agreed with the suggestion and said that opportunities would be made available to the Council for input.

Planning and Development Committee

Coun. Peterson said the Planning and Development Committee

Metro Council
Minutes of February 28, 1980

had met February 25, and discussed the Beaverton Comprehensive Plan. This matter will be on this agenda at a later time.

Transportation Committee: Coun. Williamson said the Transportation Committee had not met since the last Council meeting.

Solid Waste/Public Facilities Committee: Coun. Deines said the Council had met in Executive Session to discuss the resource recovery facility.

Coun. Deines said that he wished to recommend the appointment of Howard Harvey to fill the remaining vacant seat on the Regional Landfill Siting Committee. Mr. Harvey would represent Washington County. The Washington County Solid Waste Advisory Committee had made the recommendation, and Mr. Harvey was a member of the Durham Siting Committee.

Presiding Officer Kafoury said that with no objection being voiced she would appoint Mr. Harvey to this Committee.

Coun. Rhodes reported on the program of information being disseminated regarding Johnson Creek. She said that most of the work of the Task Force has been put on "hold" until the boundaries are clarified.

5.3 A-95 Review Report

There was no discussion of this item and no action required.

6. OLD BUSINESS

6.1 Ordinance No. 80-86, Submitting Metropolitan Service District Zoo Serial Levies (two levies) (Second Reading).

Executive Officer Gustafson said that he was proposing an alternative which was not one of the staff's choosing. He was recommending that the Council postpone action on this measure until a time certain. As he had told the Council two weeks ago, he was uncertain whether Metro would receive the inflationary increase on the \$2 million serial levy. Since that time, he and staff had been investigating this matter through the Department of Revenue and the Attorney General's Office. The Attorney General had agreed to give a formal opinion by March 11.

Metro Council
Minutes of February 28, 1980

Mr. Gustafson asked to be allowed to review the legal aspects of the question. If Council agreed to postpone consideration of this matter, it would require a special meeting of the Council because the Ordinance must be filed by March 11. Mr. Gustafson suggested that the Council not set a specific time, but wait for delivery of the Attorney General's opinion to determine what potential effect his ruling would have.

Coun. Rhodes moved, seconded by Coun. Stuhr, to postpone adoption of the Ordinance to a special meeting to be held prior to 5:00 p.m., March 11.

Coun. Williamson moved, seconded by Coun. Kirkpatrick, to amend the motion to provide that the meeting be held at noon on March 11. Coun. Rhodes accepted that as a friendly amendment. There was a discussion of the motion and the amendment and the implications of the two.

Coun. Williamson said he would withdraw the motion for amendment. Coun. Kirkpatrick agreed to allow that. Coun. Williamson moved, seconded by Coun. Deines, to postpone the Second Reading of the Ordinance to a special meeting of the Council. All Councilors present voting aye, the motion carried unanimously.

A short break was taken.

7. NEW BUSINESS

7.1 Resolution No. 80-130, Recommending City of Beaverton Request for Acknowledgment of Compliance with LCDC Goals.

Executive Officer Gustafson said there were two issues under this agenda item. The first issue was a conditional action generally. That issue is being presented in a pink sheet which is before the Councilors.

Coun. Peterson said the Planning and Development Committee had considered this item. Essentially what Metro is suggesting is that LCDC not require that every Comprehensive Plan be complete to the last detail before action may occur. The Planning and Development Committee is recommending conditional acknowledgment until a deficiency has been corrected.

Mr. Jordan explained that at the present time the LCDC has three options; it can grant, deny or continue a matter until local jurisdictions solve deficiencies which LCDC discovers. Metro staff is suggesting that LCDC consider a

Metro Council
Minutes of February 28, 1980

new rule allowing a fourth option which would provide that a Plan which has one or more relatively minor deficiencies, but otherwise complies, could be acknowledged based on conditions to be carried out by a specified time. Mr. Jordan explained that, in appropriate cases, use of this option would be of benefit to the Oregon Land Use Program by rewarding local areas for jobs well done, while focusing future effort on specific deficiencies.

Coun. Peterson said the Planning and Development Committee had considered this proposed rule and would recommend that the Council approve forwarding this proposal to LCDC.

Coun. Peterson moved, seconded by Coun. Stuhr, that the Metro Council authorize the Executive Officer to forward the conditional acknowledgment draft rule proposal to LCDC for adoption.

Presiding Officer Kafoury noted that the draft rule provided a 10-day period for appeal. She questioned whether this would be consistent with other appeal processes and if this would allow sufficient time. Mr. Jordan agreed that this was not as long as most appeal processes that LCDC has; however, parties having interest in the matter will have had notice prior to the decision in any case.

There was a discussion of the appeal notice provision.

Coun. Banzer moved, seconded by Coun. Bonner, to amend page 4 to say "within 10 days of public issuance." She explained that the word "public" would be inserted before the word "issuance" in line 1.

Coun. Rhodes asked the definition of "issuance." She expressed concern that the decision could be rendered but the public would not really be notified. She thought there should be some provision for public notice of the decision.

Coun. Peterson suggested that the wording could be "10 days issuance of the Director's evaluation and public notice thereof."

Coun. Williamson called attention to the fact that a copy of the decision had to be forwarded to everyone who was listed under Item "E." Mr. Jordan agreed with Coun. Williamson and asked for time to work with this language. He said that if the Council could approve a rule and give the flexibility to work with those words he could prepare

Metro Council
Minutes of February 28, 1980

The Presiding Officer called attention to a communication from the Home Builders Association, saying they were filing an opposition to the Beaverton Comprehensive Plan.

Coun. Kirkpatrick objected to the Home Builders Association addressing their letter to LCDC, and said that the Planning and Development Committee had not received a copy of this correspondence. She felt that some of their charges were not valid. Ms. Klobertanz said that she had expressed the same concerns to the the Home Builders Association and they had apologized for not gearing into the Metro process.

Question called on the motion. All Councilors present voting aye, the motion carried unanimously.

7.2 Resolution No. 80-131, Authorizing Urban Mass Transportation Administration (UMTA) Federal Funds for Special Transportation Section 16 (b) (2) Projects.

Coun. Williamson explained that adoption of Resolution No. 80-131 would authorize federal funds of \$136,920 to purchase ten lift vehicles to provide special transportation services in the metro region. Coun. Williamson said that the Resolution had been approved by TPAC and JPACT.

Coun. Williamson moved, seconded by Coun. Rhodes, that Resolution No. 80-131 be adopted. All Councilors present voting aye, the motion carried unanimously.

7.3 Resolution No. 80-132, Allocating a Metro Reserve of Approximately \$22.1 Million.

Coun. Williamson reminded the Council of past action Council had taken to work out criteria to allocate the approximately \$20 million Reserve to fund specific projects in the area as well as to specify eligible projects. Adoption of this Resolution would authorize use of portions of the fund for ten of the eligible projects which do not directly relate to the McLoughlin and Westside Corridor projects. Adoption would also allocate 32.8 percent of the Reserve funds to a new account to support regional projects relating to the Westside Corridor. In addition, 27.2 percent of the Metro Reserve would be allocated to support projects relating to the McLoughlin Corridor project. The JPACT has recommended that Council allocate the funds in three separate phases. The first phase involves funding the eligible projects. The second and third phases (to allocate the new revenues) will come before the Council at a later date.

Metro Council
Minutes of February 28, 1980

language that would reflect their concerns.

Coun. Banzer said that this would be agreeable. She did suggest that a copy of the evaluation should immediately be sent to a local coordination body. She said she would be comfortable to have Legal Counsel work on language with that intent.

Question called on the motion. Couns. Kafoury, Stuhr, Burton, Williamson, Berkman, Kirkpatrick, Rhodes, Schedeen, Bonner, Peterson voted aye. Coun. Deines voted nay. The motion carried.

The Council went on to deal with the issue of the city of Beaverton's request for acknowledgment of compliance with LCDC Goals. Coun. Peterson said the Planning and Development Committee were pleased with the presentation made by the city of Beaverton--everything was in compliance except one item.

Executive Officer Gustafson introduced Mayor Jack Nelson, and Planning Director Linda Davis, Mr. Mike Kronenberg, and Mr. Scott Burgess of the city of Beaverton.

Ms. Sue Klobertanz gave a brief overview of where the city of Beaverton is now and where it had been a few years ago. She gave a background of what went into preparation of the Plan.

Coun. Williamson moved, seconded by Coun. Stuhr, that Resolution No. 80-130 be adopted.

Mayor Nelson told the Council what the city of Beaverton had done to bring the plan into line with the Statewide Goals. He said the proposal for conditional acknowledgment was, in his opinion, a positive step for land use planning because planning is something that does not culminate with the placing of a sticker on a map.

Presiding Officer Kafoury asked Mayor Nelson how Beaverton was proceeding with capital improvements to keep up with the tremendous rate of growth. Mayor Nelson explained what the City is doing to keep capital improvements in line with growth.

Coun. Stuhr commented that Beaverton had met its responsibility as far as accepting its share of density in the region.

There was no public comment on the Plan.

Metro Council
Minutes of February 28, 1980

Coun. Williamson called attention to a technical error in the Resolution and asked that the Council adopt the Resolution with the understanding that it will be amended. The error is in the Attachment to the Resolution and should be amended to read "Clackamas Town Center Transit Station." Coun. Williamson said all the proposed items had been approved by affected jurisdictions.

Councilors commented on the Metro Reserve and the allocation of funds.

Coun. Rhodes expressed concern about the Rideshare Program. She said that it was listed in this Resolution and would also be eligible for funds reserved for projects relating to the Westside and Southern Corridors. She felt the Rideshare Program was a good program, but that these were not the right pots of money to use to fund this program.

Coun. Rhodes moved, seconded by Coun. Deines, to amend Resolution No. 80-132 to remove the Rideshare Program from the list on the second page of the Resolution under the first BE IT RESOLVED.

Coun. Williamson pointed out that the Rideshare funds were being expended by Tri-Met. This additional funding, together with funds being authorized by the City of Portland, would enable that program to continue in operation until approximately 1984. This portion of the allocation had been supported by all jurisdictions.

There was further Council discussion about the motion to amend. The Executive Officer pointed out that if other funds should become available for this purpose the Council could amend the Resolution at a later time.

Question called on the motion to amend the Resolution. The motion failed.

Coun. Deines moved, seconded by Coun. Bonner, to amend paragraph 8, page 3, to change the word "include" to "exclude."

Coun. Williamson said that there had been discussion about this item, and there had been reservations about using these funds, but including them would maintain flexibility and the Council could consider them at a later time.

Question called on the motion to amend. The motion failed.

Question was called on the main motion. All Councilors present voting aye, the motion carried.

Coun. Williamson said that he did not feel that the adoption of Ordinance No. 80-86 could be postponed to a special meeting. He suggested that the Council should have a Second Reading of the Ordinance at this time and have the next meeting an adjourned meeting of this one. Mr. Jordan suggested that this meeting be adjourned to a time to be set by the Chair. The reading could occur at that time.

Coun. Williamson moved, seconded by Coun. Berkman, that the Ordinance be read at this time.

It having been ascertained that it was the consensus of the Council to do so, the Clerk read Ordinance No. 80-86 the second time by title only.

8. DISCUSSION OF METRO OPERATIONAL PLAN SURVEY.

Ms. Jennifer Sims explained that the Operational Plan Survey had been printed and that a small group of people had filled out a sample survey after which they gave suggestions for revisions. She said that the staff is working to make the survey a little shorter, and has incorporated Council comments and those of the persons who tested the survey. Ms. Sims said approximately 450 persons have agreed to participate in the survey.

There was no action required on this matter.

Presiding Officer Kafoury said that she had circulated a memorandum which outlined proposed Committee and Task Force assignments for the year. Also attached to the memorandum was a brief description of the three new Task Forces she proposed for special Council projects. These Task Forces were: Goals and Objectives; Communication; Waste Reduction.

Presiding Officer Kafoury said that Committee assignments and formation of the new Task Forces were being presented for Council ratification. Presiding Officer Kafoury explained that upon ratification, the Council Coordinating Committee would develop and recommend for Council approval, Standing Committee and Task Force meeting schedules, and a detailed Charge for each new Task Force.

Coun. Schedeen moved, seconded by Coun. Rhodes, that the Council ratify Committee assignments and formation of three new Task Forces, as proposed by the Presiding Officer.

Coun. Rhodes said that she was concerned about the placement of the

Metro Council
Minutes of February 28, 1980

Johnson Creek Task Force. She thought it needed to coordinate with the Solid Waste Committee. Coun. Rhodes also expressed concern about the Goals and Objectives Task Force. She said that this would be an extremely time-consuming assignment for staff.

Coun. Kirkpatrick expressed concern that this memorandum had just been distributed at this meeting.

Coun. Kirkpatrick moved, seconded by Coun. Deines, to table the Committee assignments and formation of the Task Forces. A vote was taken on the motion. The motion failed.

Coun. Williamson said he was not opposed to putting off the decision on the assignments, but he could see no reason to do so.

Coun. Peterson said this was the first time the Council had been exposed to this proposal and that he really felt the Council should have an opportunity for an exchange of views before taking action.

Coun. Peterson said that he had expressed an interest in being a member of the Services Committee and that he was disappointed that the Presiding Officer had not included him on that Committee. Presiding Officer Kafoury said that she had agreed to include Coun. Peterson on the Services Committee and that it was simply an oversight that his name did not appear. She had intended that he be a member of the Services Committee.

Coun. Kirkpatrick said that her prime concern was having Committees that consisted of a majority of the Council members. She also felt that she could serve best on one of the other Committees--that she was not well versed on Services matters. The Presiding Officer said that she felt Coun. Kirkpatrick's point regarding the size of Committees was well taken and that this would be a good time to discuss this matter.

Coun. Williamson suggested that the Council adopt this proposal at this meeting and get started with the new Committees, and that if within the next two weeks there were suggestions for amendments, these could be made at the next meeting.

Coun. Berkman did not feel that the Council should adopt a motion with the understanding that it would be amended in two weeks.

The Presiding Officer called for a roll call vote. Couns. Rhodes, Schedeen, Bonner, Banzer, Kafoury, Stuhr, Williamson, Berkman voted aye. Couns. Kirkpatrick, Deines, Peterson voted nay. Coun. Burton abstained. The motion carried.

Presiding Officer Kafoury announced that the Council Coordinating Committee would meet after the Council meeting.

Metro Council
Minutes of February 28, 1980

Coun. Williamson moved, seconded by Coun. Deines, that the regular meeting of the Metropolitan Service District Council be continued to an adjourned meeting of the meeting of February 28, to be held on or about March 11, to be called at a time and place to be established by the Chair. All Councilors present voting aye, the motion carried unanimously.

There being no further business to come before the Council, the meeting was adjourned.

Respectfully submitted,



Mary E. Carder
Clerk of the Council

MC/gl
7372/87

Continued
MINUTES OF AN ADJOURNED MEETING
OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

March 11, 1980

Councilors in Attendance

Presiding Officer Marge Kafoury
Coun. Donna Stuhr
Coun. Charles Williamson
Coun. Corky Kirkpatrick
Coun. Jane Rhodes
Coun. Betty Shedeem
Coun. Ernie Bonner
Coun. Cindy Banzer
Coun. Gene Peterson
Coun. Mike Burton

Others in Attendance

Carolyn Young
Sylvia Stinson
Rick Newton
Bruce Pokarney
Phil Adamsak
Gina Tuttle
George Harris
Carol Lewis

In Attendance

Executive Officer Rick Gustafson

Staff in Attendance

Denton U. Kent
Andrew Jordan
Warren Iliff
Kay Rich
Caryl Waters
Ann Brown
Jack McGowan
Judy Bieberle
Judy Henry
Marie Nelson
Mary Carder

A special meeting of the Metropolitan Service District Council which was continued from the meeting of February 28, to March 11, was called to order by Presiding Officer Marge Kafoury at 12:00 noon. The meeting was held at the Zoo Education Building.

Presiding Officer Kafoury explained that the meeting of February 28 had been adjourned to March 11 for the purpose of continuing discussion of Ordinance No. 80-86, Submitting Metropolitan Service District Zoo Serial Levies, Second Reading.

Executive Officer Rick Gustafson advised the Council of complications which had arisen with reference to the proposed Zoo serial levy. Both

Metro Council
Minutes of Meeting of March 11, 1980

sections of a complex ballot must be approved by the voters or the Zoo will face severe operational cutbacks. The Attorney General's opinion had been received on this day, and left the Council no choice but to limit the "A" ballot proposal to \$1.46 million (27% less than the \$2 million previously approved by the voters).

Mr. Gustafson further explained that projected financial needs for operation and maintenance of the Zoo for FY 1981 to 1984 are \$2.7 million per year. He pointed out that, if the voters approve only the \$1.46 million "A" ballot, there will be no added or improved exhibits and it will be necessary to cut existing operations and maintenance 27%.

Mr. Warren Iliff, Director of the Zoo, explained the severe curtailment of services that will be necessitated if either levy fails. He said staff will continue efforts to raise private capital, but in the event of levy failure, it will be necessary to use that capital for operations and maintenance.

Coun. Kirkpatrick asked for clarification on the required cuts. Mr. Iliff explained that the cuts would be for operation and capital replacement. There would be no new capital construction.

Presiding Officer Kafoury said that the Attorney General's opinion was regrettable. She reminded the Council of a commitment made in January to seek support for the Zoo in the May primary election, and that action had to be taken at this meeting to assure that the necessary measures would be on the ballot. She pointed out that to maintain operations and make minimal improvements for better animal facilities, \$5 million would be required. She urged the Council to take action on Ordinance No. 80-86, and to work to promote passage of both the "A" and "B" ballots. Without passage of both ballots, the future of the Zoo would be in jeopardy.

Coun. Stuhr asked for clarification of the impact of each levy on property taxes. The Executive Officer clarified that the combined levy would amount to about to approximately \$10 per \$50,000 house.

Coun. Williamson said he was opposed to putting this measure on the ballot separately from a measure to support Metro. He wanted to assure Councilors that this was not to be construed as action against the Zoo, but only an objection to the timing of the measure.

Presiding Officer Kafoury explained to Councilors that the Ordinance now before them reflected figures necessitated by the Attorney General's opinion. Therefore, a motion would be required to amend the ordinance which had been read at the meetings of February 14 and 28.

Metro Council
Minutes of Meeting of March 11, 1980

Coun Schedeen moved, seconded by Coun. Kirkpatrick that Ordinance No. 80-86 be amended to incorporate the figures substituted in the "A" and "B" ballots. All Councilors present voting aye, the motion carried unanimously.

Councilors discussed the Attorney General opinion, and its effect on passage of the measure and possible curtailment of Zoo operation and maintenance, as well as capital improvements.

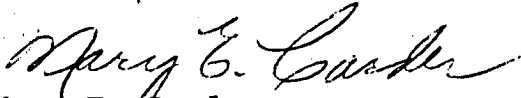
Coun. Banzer was concerned that the Council was dealing with a very serious problem and that Metro was being penalized for using good fiscal sense. She was not sure that the issue should be placed on the May ballot, but felt perhaps the Council should wait to propose a combined levy in November.

The Executive Officer informed Council that the Secretary of State's office had ruled that the deadline had passed for the Zoo measure to be included in the voter's pamphlet. Metro has a communication stating that, to be included in the voter's pamphlet the Zoo measure had to be filed by March 11. Unless there is a new ruling, Metro will contest the matter.

A rollcall vote was taken on the main motion, as amended. Coun. Rhodes, Schedeen, Bonner, Peterson, Kafoury, Burton, Stuhr and Kirkpatrick voted aye. Coun. Williamson voted nay. Coun. Banzer abstained. Couns. Deines and Berkman were absent. The motion carried.

There being no further business to come before the Council, the meeting was adjourned.

Respectfully submitted,


Mary E. Carder
Clerk of the Council

MEETING REPORT

DATE OF MEETING: March 17, 1980

GROUP/SUBJECT: Council Coordinating Committee

PERSONS ATTENDING: Couns. Kafoury, Deines, Rhodes, Schedeen,
Stuhr, Peterson, Kirkpatrick

Executive Officer Rick Gustafson
Staff: Denton Kent, Merle Irvine, Charlie Shell,
Sue Klobertanz, Caryl Waters, Jack Bails,
Priscilla Ditewig

SUMMARY:

Chairman Kafoury opened the meeting at 4:00 p.m. with a discussion of the Solid Waste proposal for authorization of the new positions of Solid Waste Operation Manager and Solid Waste Operation Assistant. Merle Irvine explained that these positions should be filled before June 1 because of Metro's planned takeover of the St. Johns landfill on that date and potential subsequent control of the Troutdale landfill and the gatehouse facility at the Nash Pit landfill.

Coun. Rhodes expressed the feeling that the salary classification of 13.5 seemed too high and asked for a more specific description of duties. Mr. Irvine indicated that the Operation Manager would have a very high level of responsibility. The position requires someone with a knowledge of landfill operation and the management of gates. The Operation Manager will be involved in specific contract monitoring - initially with the \$4 million St. Johns landfill contract and later with other landfill contracts.

Rick Gustafson pointed out that this request reflects the policy of the Council to franchise all landfills and to accept responsibility for management of the gates. Denton Kent added that the assignment of pay plans is not done on a random basis and that a debate over 5% salary levels would be unproductive.

Coun. Rhodes moved that the recommendation be approved and passed on to the Council. The motion was seconded and passed unanimously.

The discussion then focused on the two proposed Project Manager positions for the Westside Transit project and the Solid Waste Resource Recovery project. Coun. Rhodes stated that she and Coun. Kirkpatrick were concerned about the classification. Coun. Kirkpatrick said she disagrees philosophically with Project Managers being in the same classification as Department Heads. Rick Gustafson indicated that both projects represent major priorities for Metro and that requirements for both are equal to requirements for Department Heads. Denton Kent indicated that the qualifications required for Project Managers are identical to Department Heads and that if the salary were reduced, guidance should also be provided as to what qualifications should be reduced.

Coun. Rhodes moved to amend the recommendation to classify the two positions at level 14 - one grade behind Department Heads. Coun. Kirkpatrick seconded. The motion failed. Coun. Stuhr moved to approve the proposal at the recommended range of 14.5. The motion was seconded and passed unanimously. Chairman Kafoury asked that it be noted in the Project Manager job descriptions that these positions terminate at the end of the project.

An explanation of department budgets followed. Denton Kent explained that the reduction of 1.0 FTE in the Executive Management budget is due to the hiring freeze on the position of Executive Assistant to the Executive Officer. The major increase in the budget is reflected in the proposal to hire an external liaison by contract to represent Metro in Washington, D.C. and a lobbyist to the State legislature. In addition, there is a proposal to change the half time Legal Clerk position to a full time Assistant Legal Counsel position. Major funding for this position would come from funds for legal services in the Zoo and Solid Waste budgets. Denton Kent would advocate this position to assure continuity of our legal processes.

Charlie Shell discussed the Management Services budget. There is a decrease of 2.5 FTE due to the elimination of the positions of Office Manager, Cartographer and a CETA position. A Maintenance Aide has been hired at .5 FTE. The increase in Materials and Services is predominantly rent because of a 10% increase in existing rent and a need to expand to provide more space. The estimate for an additional 5,900 square feet is \$42,500. We are close to awarding a bid for the computer accounting system estimated at \$20,000. Mr. Shell stated that the major emphasis in Management Services is on improving personnel management. He has hired the Deputy Personnel Director of Marion County as the new Personnel Officer effective March 31. She has extensive experience in affirmative action and employee evaluation programs.

The major change in the Local Government and Citizen Involvement budget is an increase of 1.0 FTE. The CETA funds for the current secretarial position will run out in June and it is recommended that the new secretarial position will be shared by Local Government and Public Information. In the Materials and Services category there is \$10,000 eligible for recovery on federal grants which could be used to initiate the legislative liaison program in September.

In Public Information it is proposed that the secretarial position be transferred to Local Government and Citizen Involvement and that the vacant position be filled by a technical writer; therefore, there is no change in FTE or dollars. There is an additional \$20,000 in Materials and Services, which will provide room to use funds to implement recommendations made by the Public Relations Consultant.

Page 3
March 17, 1980
Council Coordinating Committee

The Criminal Justice budget was presented by Jack Bails and Denton Kent. It was pointed out that the budget is for the existing staff levels, and that local dues matching funds have been reduced through using interest returned on investing the LEAA funds. Program one is the level needed to secure and manage the pass through funds for local agencies. Program two is flexible in that the Council can determine priorities.

The proposed meeting schedule was discussed. By unanimous recommendation it was decided that, starting in May, the regular Council meetings will be on the first and fourth Thursdays - both starting at 7:30 p.m. The meeting on the first Thursday will have an abbreviated business schedule, with the remainder of the meeting to be discussion. The meeting on the fourth Thursday will be the formal business session. In April the abbreviated session will be held on the 10th - with budget discussion following the formal session. Andy Jordan will prepare an ordinance for first reading on March 27 to set time and place of meetings and the agenda format by resolution.

The meeting adjourned at 5:50 p.m.

pd

Metropolitan Service District

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

Memorandum

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

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

1. Project Title: Renovation of Chinese Consolidated Benevolent Association Hall (#801-15).

Applicant: Chinese Consolidated Benevolent Association (CCBA).

Project Summary: Renovation of CCBA Hall which is located at NW Third and Davis in Portland's historic Old Town district. The building will be used as a language school and community center.

Federal Funds Requested: \$150,000, Department of Housing and Urban Development (Neighborhood Self-Help Development Program).

Staff Response: Favorable action.

2. Project Title: Senior Community Service Employment Program (#802-1).

Applicant: State of Oregon.

Project Summary: Modification of existing grant to increase the FY 80 funding level by \$51,000 to create 23 part-time temporary positions for seniors.

Federal Funds Requested: \$51,000, Department of Labor.

Staff Response: Favorable action.

3. Project Title: Displaced Homemaker Program (#802-3).

Applicant: Portland Opportunities Industrialization Center.

Project Summary: Career counseling, vocational training and job placement program to serve displaced homemakers in the Portland metropolitan area. There are an estimated 27,000 displaced homemakers within the Portland metropolitan target area.

Federal Funds Requested: \$200,000, Department of Labor.

Staff Response: Favorable action.

4. Project Title: Oregon State Health Planning and Development Agency Operating Grant (#802-2).

Applicant: State of Oregon.

Project Summary: Funding for the State Health Planning and Development Agency to carry out its health planning and regulatory functions. The agency is responsible for developing the State Health Plan.

Federal Funds Requested: \$383,500, Department of Health, Education and Welfare.

Staff Response: Favorable action.

5. Project Title: Lincoln-Rogers Park Lighting Improvements (#802-6).

Applicant: City of Forest Grove.

Project Summary: Installation of lights for two softball fields and a multi-purpose field at Lincoln Park and lighting of two tennis courts at Rogers Park.

Federal Funds Requested: \$32,500, Heritage Conservation and Recreation Service.

Staff Response: Favorable action.

6. Project Title: Stella Olson Park (#802-4).

Applicant: City of Sherwood

Project Summary: Construction of a covered picnic area, installation of electrical service to existing restroom facilities and installation of sprinkler system to serve planted area.

Federal Funds Requested: \$5,250, Heritage Conservation and Recreation Service.

Staff Response: Favorable action.

7. Project Title: Northwest Oregon Health Systems Agency Operating Grant (#802-7).

Applicant: Northwest Oregon Health Systems

Project Summary: FY 1980 operating grant for agency to carry on its health planning functions for Multnomah, Washington, Clackamas, Clatsop and Columbia Counties.

Federal Funds Requested: \$653,443, Department of Health, Education and Welfare.

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: Ordinance Relating to Times for Regular Council Meetings,
Order of Agendas, and Amending Ordinance No. 79-65.

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of Ordinance No. 80-87 which amends Council rules to permit the times established for Council meetings and the order of business to be set by resolution.
- B. POLICY IMPACT: Would permit regular meetings to be held the first and fourth Thursday of each month rather than the second and fourth Thursday, and would provide flexibility in setting agenda format and order of business.
- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: Council rules (Section 3) provide that the Council shall meet the second and fourth Thursdays of each month. It is believed that the flow of business would be improved by meeting the first and fourth Thursdays of each month, rather than the second and fourth Thursdays of each month. The Council Coordinating Committee has endorsed this proposal.

Paragraph 13.01 provides for a static order of business and agenda items. Any alterations to that order require an ordinance. The proposed ordinance deletes the order of business from the Council rules and permits a new order to be established and changed by simple resolution rather than by ordinance. The Council Coordinating Committee unanimously recommended adoption of this Ordinance.

- B. ALTERNATIVES CONSIDERED: One alternative would be to insert new meeting times and order of business into the Council rules. This is a time consuming process, however, and there is no compelling reason why procedural details should be subject to the lengthy formalities of ordinances.
- C. CONCLUSION: Council meetings should be scheduled the first and fourth Thursday of each month, and Section 1 of the proposed ordinance would permit such a change to be made by simple resolution. Regarding agendas, the status quo is too restrictive and does not anticipate changing needs and conditions. The proposals will allow flexibility yet preserve Council control over the Council's order of business.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE RELATING TO TIMES	)	ORDINANCE NO. 80-87
FOR REGULAR COUNCIL MEETINGS,)	
ORDER OF AGENDAS, AND AMENDING	)	Introduced by the
ORDINANCE NO. 79-65	)	Council Coordinating
	)	Committee

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Section 3 (Regular Meetings) of Ordinance No. 79-65 is hereby amended to read as follows: (underlined language added; lined-out language deleted)

"Section 3. Regular Meetings

The Council shall meet regularly on ~~the second and fourth Thursdays of each month~~ days to be determined by resolution of the Council at a time designated by the Presiding Officer. Regular meetings shall be held at a place designated in the published agenda of the meeting. ORS 192.640. Regular meetings may be adjourned to a specific time and place before the day of the next regular meeting. Published notice of the time and place of an adjourned meeting is not required. Matters included on the agenda of a regular meeting that is adjourned to a later date need not be republished. New matters to be considered at the adjourned meeting shall be published in the same manner as the agenda for a regular meeting."

Section 2. Section 13.01 of Ordinance No. 79-65 is hereby amended to read as follows: (underlined language added; lined-out language deleted)

"13.01 The general order of business for the Council shall be prescribed by Resolution.

- ~~(a) -- Call to order.~~
- ~~(b) -- Roll call.~~
- ~~(c) -- Communications from the public -- for matters not on the agenda.~~
- ~~(d) -- Consent calendar.~~
- ~~(e) -- Challenges to referrals.~~

- ~~(f)---Reports-from-standing-committees.~~
- ~~(g)---Reports-from-special-committees.~~
- ~~(h)---Reports-from-advisory-committees.-~~
- ~~(i)---Report-from-the-Executive-Officer.---~~
- ~~(j)---Old-business.~~
- ~~(k)---Introduction-and-consideration-of-resolutions-and-ordinances.~~
- ~~(l)---New-business.~~
- ~~(m)---Other-business.-~~
- ~~(n)---Adjournment.-~~

ADOPTED by the Council of the Metropolitan Service District
this ___ day of _____, 1980.

Presiding Officer

ATTEST:

Clerk of the Council

AJ/gl
7408/118

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: Approving and Authorizing A Project Manager Classification
and Authorizing the Establishment of Two Positions in
that Classification

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approve establishment of a Project Manager classification at salary range 14.5, (\$30,051 to \$37,722), and authorizing positions to be established for the Westside Corridor Project and the Solid Waste Resource Recovery Project.
- B. POLICY IMPACT: Addition of the Project Manager position to the Classification Plan will make it possible to be more effective in implementing Council policy decisions which involve the management of major projects requiring the coordination of several functional areas crossing department lines, such as the Westside Corridor Project and Solid Waste Resource Recovery Project.
- C. BUDGET IMPACT: Positions within this classification would be established after receiving position authorization from the Council. Funds are currently available for both of the positions requested.

II. ANALYSIS:

- A. BACKGROUND: Metro has become increasingly involved in the management of complex projects which require the coordination of several different functional areas. It has been difficult for a Department Director to effectively manage the affairs of a department as well as give detailed oversight to a major project on a tight time demand schedule. No other job description in the Metro Classification Plan is broad enough to cover the range of responsibilities required to manage a major project. The Project Manager classification was written to fill this need.

The position would be on the same salary level as a Department Head, but would not preempt the management responsibilities of the Department Head. The position would be terminated upon completion of the project.

The Council Coordinating Committee unanimously

recommended establishment of the Project Manager classification, but stressed the importance of stating in the Job Description that the position will be terminated upon completion of each project.

- B. ALTERNATIVES CONSIDERED: One alternative would be to continue management of these projects within existing job classifications. This would mean using a Department Head to direct the project or assigning the responsibilities to a staff member. This alternative was rejected because it would not focus sufficient staff time on important projects, nor were any of the existing job descriptions broad enough to include the range of responsibilities required. The other alternative considered was to use a Consultant on contract. This alternative was rejected because requiring this level of management attention needed a full-time staff position which was under the direct day to day supervision of the Executive Officer.
- C. CONCLUSION: Using a Project Manager classification is the most effective way of directing the implementation of major projects.

RG/CS/gl
7220/118
3/27/80

BEFORE THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING A	)	RESOLUTION NO. 80-135
PROJECT MANAGER POSITION AND)	
AUTHORIZING THE ESTABLISHMENT	)	Introduced by the
OF TWO POSITIONS IN THAT	)	Council Coordinating
CLASSIFICATION	)	Committee

WHEREAS, A need exists to coordinate major Metro projects which cut across functional areas; and

WHEREAS, There is no position description in the current Classification Plan which fully covers the requirements for a person to manage such a position; and

WHEREAS, There is an immediate need to establish such project management positions for the Westside Corridor Project and the Solid Waste Resource Recovery Project; now, therefore,

BE IT RESOLVED,

1. That the classification for Project Manager at salary range 14.5 (\$30,051.00 to \$37,722.00) as described in the attached Job Description be approved.

2. That Project Manager positions for the Westside Corridor Project and the Solid Waste Resource Recovery Project, be authorized.

ADOPTED by the Council of the Metropolitan Service District this 27th day of March, 1980.

Presiding Officer

CS:gl
7223/118

Metro/3/27/80
Range: 14.5
Salary: \$30,051 - \$37,722

PROJECT MANAGER

Definition

Under general administrative direction, assume overall responsibility for managing key projects which require the coordination of several functional areas crossing department lines. The Project Manager classification, which will have equal status with Department Heads, will be used to direct major projects expected to last for no less than a year. The Project Manager will be responsible for the overall coordination of project staff through the appropriate departmental or outside agency directors, including work programs, budget and execution of all contracts leading up to final completion of the project. The position will be authorized only for the term of the project and will be terminated on completion of the project.

Typical Tasks

Plan, organize and coordinate development and execution of a detailed work program to achieve the objectives of the project in compliance with local, state and federal regulations; coordinate such diverse functions as citizen involvement and land use planning with technical analysis as required to successfully achieve project objectives, propose policy alternatives and management strategies; expedite implementation of the above mentioned work programs and plans; negotiate contracts, intergovernmental agreements and financial arrangements; prepare materials for related advisory committees and for Council agendas; make presentations to the Metro Council and to other public bodies; develop and manage the project budget; select and train staff in accordance with established personnel procedures; provide administrative and technical assistance to agency staff; maintain liaison with the Executive Officer, Council, governmental agencies and related advisory groups; perform related work as required.

Employment Standards

- A. General Qualifications: Have five years of high level administrative work experience with emphasis on coordination of multi-functional projects.
- B. Knowledge of: Principles and practices of public and business administration including policy development, program planning, implementation and evaluation; staffing, budgeting procedures; cost-benefit analysis, contract development and negotiation; problem identification and conflict resolution. Thorough knowledge of state and federal regulations dealing with the environment as they impact project objectives; knowledge of techniques for developing intergovernmental agreements.

C. Ability to: Establish and maintain effective working relationships with federal, state and local agencies as well as private business, citizen groups, other Metro employees; plan, organize and direct all aspects of the project; formulate and recommend environmental policies and programs; interpret, explain and apply applicable laws, rules and regulations; serve as liaison and advisor to the Council, Executive Officer and Chief Administrative Officer, Council Committees and related groups; prepare and administer department procedures relating to staff, training, budget and organization; coordinate project activities with those of other departments and outside agencies; establish and maintain working relationships with subordinates, elected and appointed officials, and the general public; manage work of staff; initiate and assist in securing funding for programs to address environmental and technical problems which may be a local priority not eligible for federal or state funding.

D. Specific Employment Standards: Education and work experience qualifications will be established to meet the requirements of each project.

7222/21

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: Approving and Authorizing the Positions of Operation
Manager and Operation Assistant in the Solid Waste Division

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approve establishment of an Operation Manager classification at salary range 13.5, (\$27,401 to \$34,132), and an Operation Assistant classification at salary range 10.0, (\$19,451 to \$23,585), and authorize positions to be established in the Solid Waste Division. The Council Coordinating Committee unanimously recommends establishment of these positions.
- B. POLICY IMPACT: Approval of these positions in the Solid Waste Division will make it possible to effectively implement Metro's involvement in the St. Johns, Troutdale and Nash Pit Landfill operations and future transfer stations, and is in keeping with the Council's policy to provide and properly manage solid waste disposal facilities.
- C. BUDGET IMPACT: Positions within these classifications would be established after receiving position authorization from the Council. Funds are currently available within the Solid Waste Division budget.

II. ANALYSIS:

- A. BACKGROUND: The City of Portland's current contract for the operation of the St. Johns Landfill with Land Reclamation, Inc., expires on June 1, 1980. For various reasons the City has chosen not to extend their current contract, but rather has chosen to turn over the operation of the St. Johns Landfill to Metro effective June 1, 1980. In addition, the Troutdale City Council has requested that Metro assume operational control of the Troutdale Landfill, and Metro staff is negotiating a contract with the Metropolitan Disposal Corporation to operate the gatehouse facility at the new Nash Pit Landfill. Controlling the gate at all disposal facilities is an essential part of implementing Metro's uniform disposal rate.

In order to effectively monitor the gate and other aspects of disposal facility operation, it is essential that Metro have adequate staff. The Operation Manager would provide supervision of all disposal facilities, concentrating on the St. Johns Landfill initially, with the Operation

Assistant providing daily observation of the Troutdale Landfill, Nash Pit Landfill and other existing facilities.

- B. ALTERNATIVES CONSIDERED: One alternative would be to monitor the operation of the various disposal facilities with existing staff. This alternative was rejected since the management of the disposal facilities requires full-time positions and would place a tremendous workload on existing staff to implement the Solid Waste Management Program.

Another alternative considered was to not become involved in the operation of the various disposal facilities. To implement its Resource Recovery Facility, it is essential that Metro control the rates charged for disposal. Current State statutes exempt the St. Johns Landfill from Metro rate setting authority. As a condition to establishing rates at the St. Johns Landfill, the City required that Metro assume operational control of the entire facility. Another requirement to implementing the Resource Recovery Facility is the establishment of a uniform disposal rate. To establish such a rate, Metro must control the gate at all facilities. Therefore, this alternative was rejected, as it would prohibit Metro's implementation of the Resource Recovery Facility and uniform disposal rate at this time.

- C. CONCLUSION: It is imperative that Metro's first involvement in solid waste operation establish our credibility and set an example for future involvement. In order to accomplish this, it is necessary that adequate staff be available on a full-time basis.

MI/gl
7342/118
3/27/80

Metro/3-27/80

Range: 13.5

Salary: \$27,401 - \$34,132

OPERATIONS MANAGER

Definition

Under the general direction of the Director of Solid Waste Division, supervises, coordinates and administers the District's solid waste operation activities; oversees contracts and contractors relative to solid waste operations; oversees solid waste construction activities; schedules Metro solid waste operation employees and prepares oral and written reports for the Director of Solid Waste Division on related tasks.

Typical Tasks

Manages Metro's solid waste operations; develops and manages necessary contracts for solid waste disposal facilities, construction and operation; oversees solid waste gate operation; analyzes problems arising from solid waste operation and provides appropriate solutions; supervises and schedules Metro solid waste operation personnel; audits gate receipts; evaluates solid waste operational practices and makes recommendations to the Director of Solid Waste Division; develops, reviews and provides recommendations regarding solid waste construction and operational plans; develops and maintains a solid waste monitoring system that will provide accurate information regarding solid waste operations; assists Metro's Finance Department in solid waste accounting needs; provides liaison with representatives of federal, state and local regulatory agencies and assures that solid waste operations meet all applicable laws, rules and regulations.

Employment Standards

Training and education equivalent to completion of a degree program in Civil Engineering, or closely related field; have five years of work experience in solid waste operation, three of which are in a management or administrative area.

Knowledge of: Landfill and transfer station design and operational techniques; federal, state and local laws, rules and regulations; engineering and construction principles, practices and application as they relate to landfill operation; accounting and auditing principles and environmental impact of solid waste disposal.

Ability to: Establish and maintain an efficient and effective landfill operation program; address problems arising from solid waste facilities operation and provide solutions in a timely manner; comprehend and interpret laws, rules and regulations relating to solid waste disposal and apply them to daily operations; comprehend

engineering specifications; develop and administer operational contracts; direct, supervise and evaluate the work of subordinate employees; maintain good working conditions; prepare and present written and oral reports clearly and concisely.

MI/gl
7345/21

SOLID WASTE OPERATIONS ASSISTANT

Definition

Under the supervision of the Solid Waste Operations Manager, will assist in coordinating and administering Metro's solid waste operation activities, focusing efforts on assigned duties at one or more specified disposal facilities.

Typical Tasks

Assists in developing and managing contracts and franchises, overseeing gate operations at specified facilities, analyzing operational problems and recommending solution alternatives, providing a data base for a landfill monitoring system, and noting and reporting where landfill/transfer station operations are not meeting applicable laws, rules and regulations.

Full responsibility to carry out the duties may be delegated, or additional duties may be assigned by the Operations Manager.

Employment Standards

Training and education equivalent to a degree in Civil Engineering, engineering technology or related field and two years of experience in a solid waste operation program.

Knowledge of: landfill and transfer station design and operational techniques; federal, State and local laws, rules and regulations related to solid waste disposal; basic engineering and construction principles related to disposal facilities; and environmental impacts of solid waste disposal.

Ability to: develop and administer operational contracts; understand laws, rules and regulations relating to solid waste disposal; prepare and present written and oral reports clearly and concisely.

MD:bk
7367/21

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING	)	RESOLUTION NO. 80-136
AND AUTHORIZING THE POSITIONS)	
OF OPERATION MANAGER AND	)	Introduced by the
OPERATION ASSISTANT IN THE SOLID	)	Council Coordinating
WASTE DIVISION	)	Committee

WHEREAS, Metro will become involved in the operation of solid waste disposal facilities; and

WHEREAS, A need exists to coordinate and manage Metro's operation contracts; and

WHEREAS, There are no position descriptions in the current Classification Plan which fully cover the requirements to manage solid waste disposal facilities; and

WHEREAS, There is an immediate need to establish the positions of Operation Manager and Operation Assistant within the Solid Waste Division; now, therefore,

BE IT RESOLVED,

That the position classification for an Operation Manager at salary range 13.5, (\$27,401 to \$34,132), and an Operation Assistant at salary range 10.0, (\$19,451 to \$23,585), be authorized for the Solid Waste Division.

ADOPTED by the Council of the Metropolitan Service District this 27th day of March, 1980.

Presiding Officer

MI/gl
7343/118

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 to Include the Banfield Light Rail Transit (LRT) Station Area Planning Program

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached Resolution amending the FY 1980 Unified Work Program (UWP) to include the Banfield/Burnside Transit Station Area Planning Program. The Resolution would also authorize the use of \$1,403,560 of I-505 Interstate Transfer funds to support the program. On February 14, 1980, the Joint Policy Advisory Committee on Transportation (JPACT) in voting to support this recommendation, requested that the participants in the project review the work program in an effort to reduce the total budget amount. Also, JPACT asked that the proposal indicate times during the project when the local governments will be expected to take actions binding them in regard to key issues resolved by the project. The Project Management Committee responded to these requests by reducing the budget from \$1,903,935 to \$1,651,247 and by setting forth a series of decision points as presented on page 5 of the attachment to this Summary. JPACT has reviewed and recommended approval of the attached Resolution. The Regional Planning Committee will have a recommendation for Council consideration at the meeting of March 27. *
- B. POLICY IMPACT: CRAG Resolution No. BD 781213, adopted on December 21, 1978, allocated approximately \$15,000,000 from the I-505 Interstate Transfer funds for development of the Banfield Transitway. The Resolution which accompanies this Summary would authorize the use of some of these funds to support the development of detailed land use and development plans and implementing measures for station areas in the Corridor. This work is deemed important in order to assure at the onset of the transit construction that related matters such as physical design, economic development opportunities and land uses are fully planned and supported by effective implementing measures (See attachment for more information).

With initiation of this project, Metro assumes the responsibility of managing the program. The attachment also describes the management structure.

- C. BUDGET IMPACT: Metro's participation in this program will involve personnel and contractual costs of \$111,364 for

FY 1980, which includes the necessity of hiring a Project Coordinator and support staff. These additional costs will be covered by new revenues provided by the Interstate Transfer funds and local matching funds supplied by Tri-Met.

II. ANALYSIS:

- A. **BACKGROUND:** The planning program to be funded by this reallocation has been anticipated by the local governments (Portland, Gresham and Multnomah County) as necessary complements of their comprehensive planning programs; therefore, consistency and need for the program is assumed.

Detailed planning efforts of this type are regularly required by U. S. Department of Transportation (USDOT) to assure appropriate zoning and development incentives in conjunction with major transit facilities as covered by the Urban Mass Transit Administration's (UMTA) March 7, 1978 "Policy Toward Rail Transit."

Timing of the program is critical because of the advanced state of planning, engineering and authorizations for the Banfield LRT project.

Finally, the local government citizen involvement programs and processes will be formed to reflect citizen desires and to gain public support for the local plans, policies and projects which stem from this program.

- B. **ALTERNATIVES CONSIDERED:** The alternative of applying for UMTA Sec. 8 planning funds has been explored, resulting in information that insufficient funds are available.

The management arrangement has been agreed to after the alternative of Tri-Met responsibility was rejected because of the land use nature of the project. Also the local governments involved are not certified to receive the available funds.

- C. **CONCLUSION:** Metro's management role as described is recommended in order to assure timely application for the funds; to enhance the regional role in determining the land use and economic development corollaries to the LRT investment; and to facilitate the local government planning programs. Further, the Unified Work Program amendment is required by federal policy in order to secure the funds upon which this necessary planning program is based.

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TRANSIT STATION AREA PLANNING PROGRAM

PROJECT DESCRIPTION

The Banfield Light Rail Transit (LRT) system will be a new mode of transportation for persons throughout the Portland metropolitan area. As transit attracts a significant proportion of persons who might otherwise use automobiles, the necessity for major street widening and new highways will be reduced. The effects of the Banfield LRT system, however, will not be limited to transportation impacts. The system will have the potential to affect land use patterns, social and economic conditions, environmental quality, housing opportunities, and urban form and design. Consequently, much emphasis has been placed upon minimizing any potentially adverse effects, as well as maximizing the developmental opportunities presented by the LRT system. The vehicle to balance these often divergent concerns is a Transit Station Area Planning Program.

The Transit Station Area Planning Program is essential in order to achieve the maximum social and economic returns from the Banfield LRT program. The aim of the program is to identify how transit stations can affect the development, redevelopment or conservation of neighborhoods. Carried out by the three affected local governments, the Transit Station Area Planning Program will require two years, and will result in the preparation of feasible land use, urban design and circulation plans, together with a detailed implementation strategy for each of the 28 transit stations along the Banfield LRT system.

A planning program of this kind is necessary to assist local communities in the preparation of individual station area plans, to capture transit supportive joint development opportunities, to provide a strategy for the entire Corridor to ensure the formulation of consistent development strategies among station sites. The Transit Station Area Planning Program will be carried out by the cities of Portland and Gresham, and Multnomah County, and coordinated through a Project Management Committee. Close coordination will obviously be necessary between the jurisdictions involved, their planning staffs, property owners, residents, business people, community organizations and others who have an interest in the future of the transit station areas.

The local jurisdictions along the Banfield LRT Corridor have spent many years and millions of dollars to prepare and move towards adoption of overall comprehensive plans. The plans include policies and plan designations which reinforce the link between transit and land use by increasing the density and intensity of development along designated corridors and around light rail stations. Yet the level, scale and detail of land use planning activities necessary to prepare for light rail are clearly beyond the "broad brush stroke" of traditional comprehensive planning. The Transit Station Area Planning Program has been conceived as an additive process designed to build upon the policy framework and extensive data base of local

comprehensive plans with an eye towards implementation.

Transit station area planning is an essential link between joint development activities and the region's ongoing planning activities. "Joint development" refers to the multiple use of transportation corridors and transit stops to maximize the economic return on public investment and to achieve and improve environmental relationships between transportation and adjacent land uses. Since transportation is generally a public sector responsibility and land development primarily a private function, joint development requires a successful partnership between both sectors to effect a proper relationship between transportation and land use. The effectiveness of the Banfield LRT project will undoubtedly be enhanced by joint development projects resulting from the Transit Station Area Planning Program. In this manner, the program proposed is consistent with and supportive of the Administration's Urban Initiatives Program, and the UMTA Joint Development Program.

The Transit Station Area Planning Program described in this grant application is consistent with UMTA funded planning occurring in conjunction with both the preliminary and final engineering phases of all new fixed guideway systems.

"Localities building or planning to build new rail lines with Federal assistance will be required to commit themselves to (1) the development of a financial plan; and (2) a program of local supportive actions to enhance the project's cost-effectiveness, patronage and prospect for economic viability."

The Program has been closely coordinated with the design, construction and operation of the adjacent Banfield LRT system to be constructed by Tri-Met and the Oregon State Department of Transportation. Upon adoption of a recommended plan for a station, implementation will begin. Thus, both the construction of the LRT system and improvements agreed upon as a result of the Transit Station Area Planning Program can commence together. Roadway improvements in the vicinity of transit stations will be initiated, public facilities needed to serve the study area will be planned and zoning and other development control changes will be processed.

Finally, as the Banfield LRT system nears the start of operation, the initial phase of development around the transit stations will likely begin. Private developers who have reviewed the plans and recognize the unique potential of the station areas will work with local jurisdictions in beginning development or redevelopment. Guided by the principles specified in the Transit Station Area Planning Program, this new development will fit the station area, complement the adjacent neighborhood and relate to the transit station.

PROJECT MANAGEMENT AND ADMINISTRATION

The nature of the Transit Station Area Planning Program is such that

it encompasses three local jurisdictions--the cities of Portland and Gresham, and Multnomah County. All responsibility for land use planning activities and citizen involvement efforts leading to adoption of individual station area plans rests solely with these local governments. Tri-Met will have no active role in, nor contractual responsibility for any land use planning activities.

Responsibility for the administration of the Transit Station Area Planning Program will be divided among the Project Management Committee and its Chairperson, the Project Coordinator and local jurisdiction project managers.

The Project Management Committee consists of the Project Coordinator, three Project Managers, and representatives from the Metropolitan Service District (Metro) and the Oregon Department of Transportation. The Project Management Committee will be chaired by Metro. The Committee will meet at least once a month, and will be responsible for the joint administration of the project. In addition, the Project Management Committee will deal with multi-jurisdictional and Corridor issues, consultant selection and peer review of land use planning activities being carried out by local jurisdictions.

The Project Coordinator is responsible for monitoring consultant contracts, establishing meeting dates and serving as secretary to the Project Management Committee. In that capacity, the Project Coordinator produces minutes of meetings, coordinates communication and work programs among program participants, submits monthly progress reports to the Director of the Banfield LRT project, and prepares reports and memoranda for acceptance and release by the Project Management Committee. The Project Coordinator will serve on contract to Metro and be responsible to the Chairperson of the Project Management Committee. The Project Management Committee will provide general guidance.

Each jurisdiction will have a Project Manager responsible for coordination and managing station area land use planning. The Project Manager must also submit monthly reports, describing project progress and budget delays to the Project Management Committee.

Tri-Met will be responsible for coordinating all aspects of this program with the Banfield LRT project. This will include station design, station area circulation and final engineering. Further, Tri-Met will have responsibility for administration of the Transit Station Area Planning Program funds.

Consultant support for the study would be secured jointly by the Project Management Committee. Separate contracts will be developed for each local jurisdiction to cover the scope of involvement of each element of the project. For example, one economic consultant would be hired for the entire Corridor, then the City of Portland, Multnomah County, and the city of Gresham would negotiate separate contracts with the consultant. In this way, costs and redundancies can be reduced while allowing for greater flexibility to meet the

needs of individual jurisdictions.

A Policy Committee comprised of agency heads and elected officials from the governmental entities will review major products and provide policy guidance to the program. With that overall coordination, each agency will also be responsible for accomplishing those work tasks needed to meet its own requirements.

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TRANSIT STATION AREA PLANNING PROGRAM

DECISION-MAKING

Restructuring the fabric of development around transit stations requires good analysis and information for decision-makers and citizens to produce plans which can be adopted by local government.

Citizen Participation

The Transit Station Area Planning Program is structured to maximize the involvement of citizens throughout the life of the program. Local governments using their established citizen participation channels will be responsible for their own citizen involvement programs.

Review by Policy-Makers

Elected officials will be kept abreast of the program through review and adoption of significant issues or proposed plans at specified points in the process. By initiating this procedure, policy-makers (local Planning Commissions, City Councils and the Policy Advisory Committee) can be advised of critical issues prior to the finalization of plans and policies. Six points in the work program (at months 4, 10, 13, 16, 18 and 23) have been identified at which decision-makers would be explicitly involved. Specifically:

- . Adoption of corridorwide goals and objectives.
- . Refine or select alternative station concept plans.
- . Review/Adoption of a station planning area boundary and establishment of concerns to be investigated in the balance of the sketch planning phase.
- . Review and identification of specific issues to be addressed around station sites in the detailed station area planning phase.
- . Refine or select policy options for detailed station area plans.
- . Final adoption of plans and zoning.

Understandings Regarding Progress

It is understood by the participating governments that progress and effective products are essential. Revenue to cover construction delay is not available. Therefore, mobility or failure on the part of local governments to make timely progress and decisions in keeping with the critical path schedule prepared for the Banfield LRT will be treated as follows:

If the question of progress or decision is not critical to

continuation of LRT design or construction, then a) work on the facility will proceed even though opportunities may be lost to the local government, and b) these planning funds will be considered at risk and subject to cutback or termination.

If the question of progress or decision is critical to continuation of the LRT design or construction, then Metro will arbitrate the issue in cooperation with Tri-Met and, if necessary, will take action to resolve the impasse.

6951/92

BUDGET SUMMARY

PERSONNEL BUDGET

Tri-Met/Metro	\$217,767		
Gresham	311,876		
Portland	253,784		
Multnomah County	<u>367,820</u>		
		TOTAL	\$1,151,247

CONSULTANT BUDGET

Transportation	\$ 85,000		
Economic/Market	150,000		
Implementation	180,000		
Capital Investment	35,000		
Urban Design	65,000		
Downtown Street Improvement (Portland)	45,000		
Hollywood Redevelopment	<u>40,000</u>		
		TOTAL	<u>\$ 500,000</u>

TOTAL PROJECT COST \$1,651,247

15% Local Match: \$ 247,687^{*}
85% UMTA \$1,403,560

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TRANSIT STATION AREA PLANNING PROGRAM

PROJECT ORGANIZATION

The Transit Station Area Planning Program is organized into three phases (see Figure 3). Phase I is directed to the inventory and organization of base information. Phase II will result in a series of alternative concept plans for each transit station area, and Phase III will result in locally adopted transit station area and Corridor segment plans. The following is a brief description of each of the phases. Figure 4 provides a timeline and shows responsibilities for the completion of each task.

Phase I

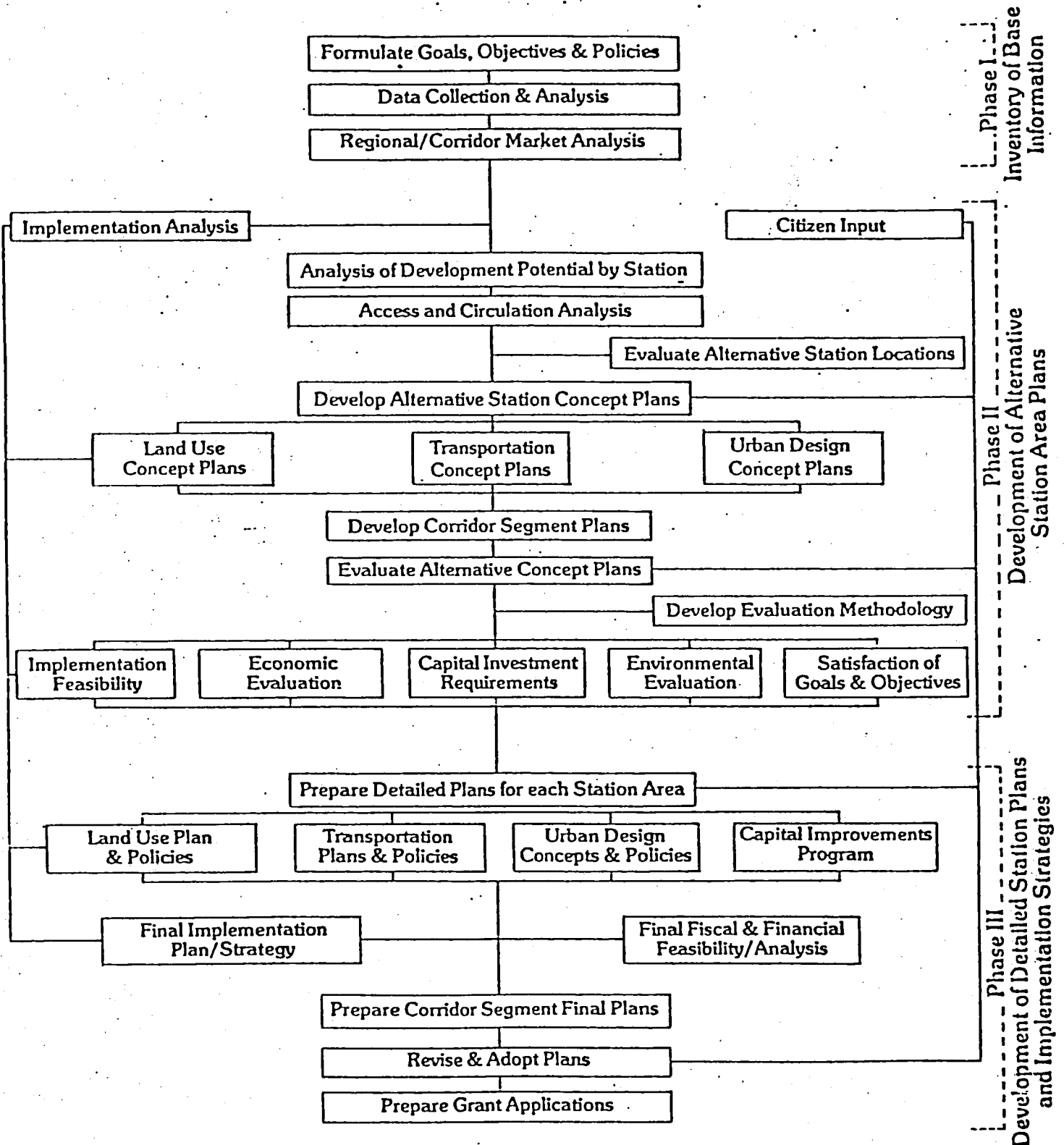
Phase I consists of four main tasks. These are:

1. Formulation of goals, objectives and policies--for each transit station. This will provide the overall framework for planning and development together with existing local comprehensive plans and policies.
2. Data collection and analysis--the inventory and organization of all available data on social, economic and physical characteristics around each station. This will constitute an inventory of base information suitable for input into subsequent phases of the Transit Station Area Planning Program. Data will be collected for specific transit station and Corridor impact areas.
3. Regional/Corridor Market Analysis--establishes a base case of forecasts of population, employment, housing and income by five-year increments, through the year 2000. This is one of four economic/market analyses which will be undertaken in the Transit Station Area Planning Program to provide a valid basis for expectations that the private sector can produce new development in the transit corridor and station areas.
4. A Citizen Participation Structure--developed by local jurisdictions and Tri-Met, for Phases II and III of the project. Close coordination will obviously be necessary between the affected jurisdictions, their planning staffs, property owners, residents, business people, community organizations and others who have an interest in the future of the transit station areas.

Each of the above tasks will form a base for tasks to be carried out in the next phases.

TRANSIT STATION AREA PLANNING PROGRAM




Work Program Flow


















Work Program Flow

Phase I











1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 MONTHS

- Formulate Goals Objectives & Policies 
- Data Collection & Analysis 
- Regional/Corridor Market Analysis 







Phase II

- Implementation Analysis 
- Analysis of Development Potential by Station 
- Access and Circulation Analysis 
- Evaluate Alternative Station Locations 
- Develop Alternative Station Concept Plans 
- Land Use Concept Plans 
- Transportation Concept Plans 
- Urban Design Concept Plans 
- Develop Corridor Segment Plans 
- Evaluate Alternative Concept Plans 
- Develop Evaluation Methodology 
- Implementation Feasibility 
- Fiscal & Financial Feasibility/Analysis 
- Capital Investment Requirements 
- Satisfaction of Goals & Objectives 

Phase III

- Prepare Detailed Plans for each Station Area 
- Land Use Plan & Policies 
- Transportation Plan & Policies 
- Urban Design Concepts & Policies 
- Capital Improvements Program 
- Final Implementation Plan/Strategy 
- Final Fiscal & Financial Feasibility/Analysis 
- Prepare Corridor Segment Final Plans 
- Revise & Adopt Plans 
- Prepare Grant Applications 

Primary Responsibility for Completion of Tasks

- Local Jurisdictions 
- Market/Economic Consultant 
- Implementation Consultant 
- Transportation Consultant 
- Urban Design Consultant 
- Capital Investment Consultant 

Phase II

Phase II consists of three principal areas: planning input; development of alternative land use, transportation and urban design concept plans; and evaluation of these plans. The areas include the following:

Planning Input

1. Implementation Analysis--this will provide an assessment of the adequacy of the powers (existing and missing) of affected local governments, related to aiding, intensifying, and/or limiting development opportunities created by the Banfield LRT project. To realize station area planning objectives, public action will be required which may involve both modification of existing legal authority and defining new authority, where necessary.
2. Access Circulation Analysis--will form the base for detailed development and evaluation of transportation plans for both Corridor segments and station areas. The analysis represents a base case of future conditions without transit related traffic, nor traffic assumed from station area development changes.
3. Evaluate Alternative Station Locations--a separate study which will take into account community needs and desires, and all of the relevant access, transfer, parking, development, facility engineering and impact factors. Considerable discretion must be exercised in evaluating alternative station location since changes in location could have substantial impacts on the timing and construction of the LRT project.

Development of Alternative Concept Plans

Alternative station concept plans will be developed for each station and Corridor influence through a series of steps beginning with space allocation and zoning and traffic envelope analysis. Alternative plans will be developed for review by citizens and committees. These plans will consist of the following individual plans:

1. Land use concept plans emphasizing the integration of future land use with existing development;
2. Transportation concept plans integrating station access facilities, bus circulation, bikeways and the road network with a land use plan;
3. Urban design concept plans presenting a three dimensional description of land use and transportation plans together with pedestrian circulation and landscape features.

Evaluation of Alternatives

Evaluation of alternatives encompasses balancing the range of impact and feasibility factors identified to produce a concept plan for each Corridor segment and station area. The criteria used in evaluating concept plans include: financial feasibility, capital investment requirements, implementation strategies and compatibility with goals and objectives.

1. The financial feasibility analysis covers the evaluation of project financial feasibility as viewed by the private sector.
2. The capital investment requirements is a "micro" level analysis of probable capital investments required to support any particular project staged over a period of time.
3. Implementation feasibility is concerned with the levels of public and private commitment required to implement a project and with the feasibility of using a range of techniques in each station area.
4. Goals and objectives encompass a wide range of concerns at the local, regional and neighborhood levels.

Phase III

The third phase of the Transit Station Area Planning Program will consist of those elements required to produce and adopt final station area and Corridor segment plans, together with the required implementation tools. As such, it will include preparation of final reports, identification of implementation responsibilities, required legal powers, required funding and funding sources, etc. Stations having the highest short-term development potential or that require a strong public policy focus during the early implementation stages of the Banfield LRT system will be considered priority stations. For these stations, more detailed analysis will be undertaken in this phase. The tasks to be carried out in Phase II include:

1. Financial and fiscal feasibility analysis for priority stations--will evaluate the market potential and investment aspects (both public and private) of a particular development scheme leading to implementation. The results of this analysis will be a feasible implementation plan and strategy for priority stations. The analysis includes the following: evaluation of land and air rights values, project capital and operating costs, project income, financing and equity requirements, and an analysis of the cash flow and returned equity.
2. Final implementation strategy--will be prepared for each station. It will identify the public sector and phasing requirements necessary for implementation of the detailed

station plan. For priority stations, a detailed implementation plan will be prepared. The implementation analysis is aimed at short-term achievable development opportunities. However, it would be phased over time to address the development opportunities at the initiation of transit operations and for achieving the ultimate plans for each station area.

3. Detailed plans--will be prepared for each station and Corridor segment to guide development and correlate interrelated developments. These plans will consist of physical designs, policies and programs related to both initial transit service and ultimate area development. Each plan will include the following: land use plans and policies, urban design concepts and policies, transportation plans and policies and a capital improvement program.

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TRANSIT STATION AREA PLANNING PROGRAM

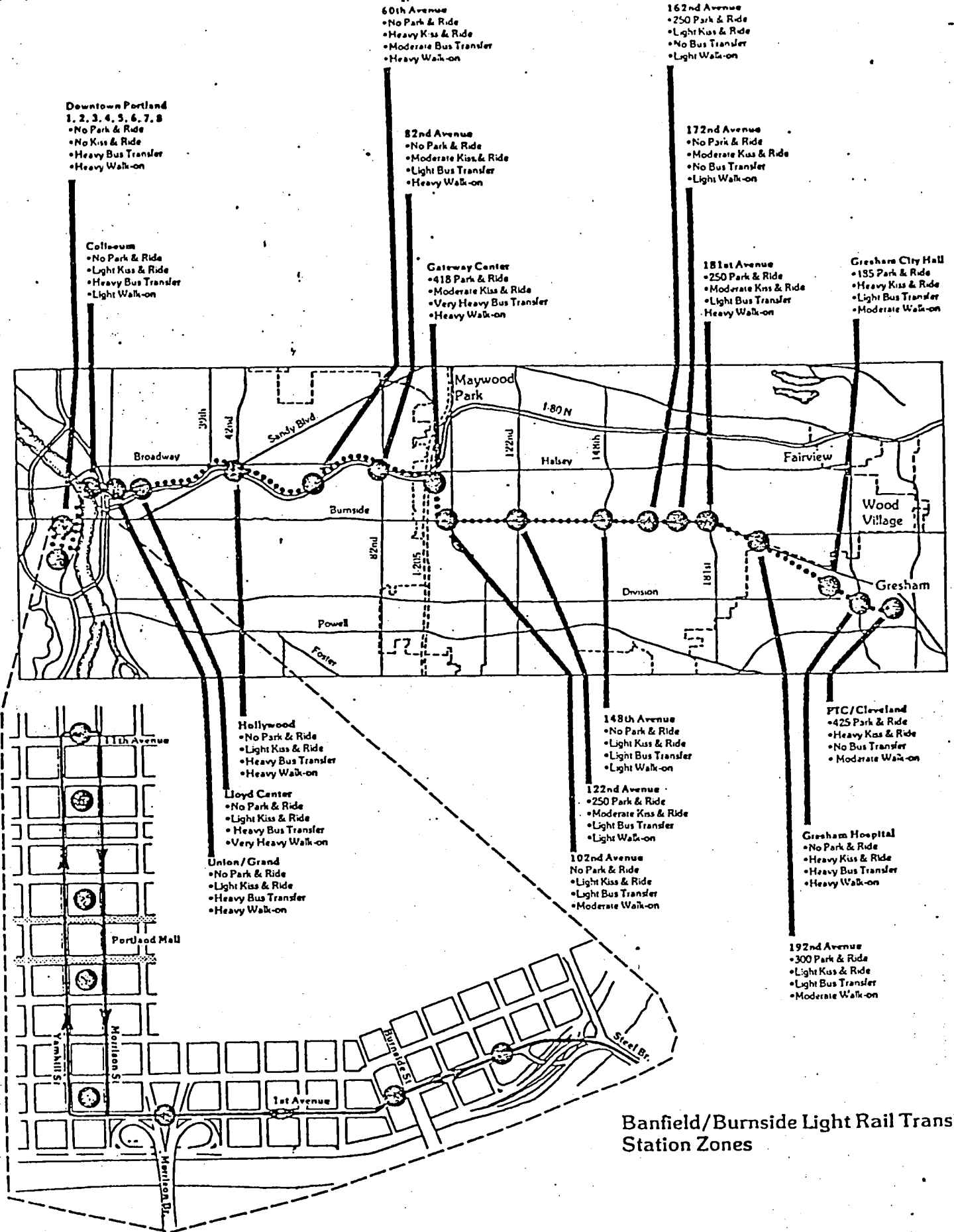
PROJECT REPORTING

A final report and summary report will be prepared for each of the stations studied in the project. In addition, interim reports and work papers will be prepared for various products and tasks described in the Scope of Work.

Report production and publication will also include any community presentation materials, brochures and audio visual aids used in presentations. Local jurisdictions and consultants will prepare monthly progress reports of their staff activities for submission to the Project Management Committee and estimates of balances of work to be done.

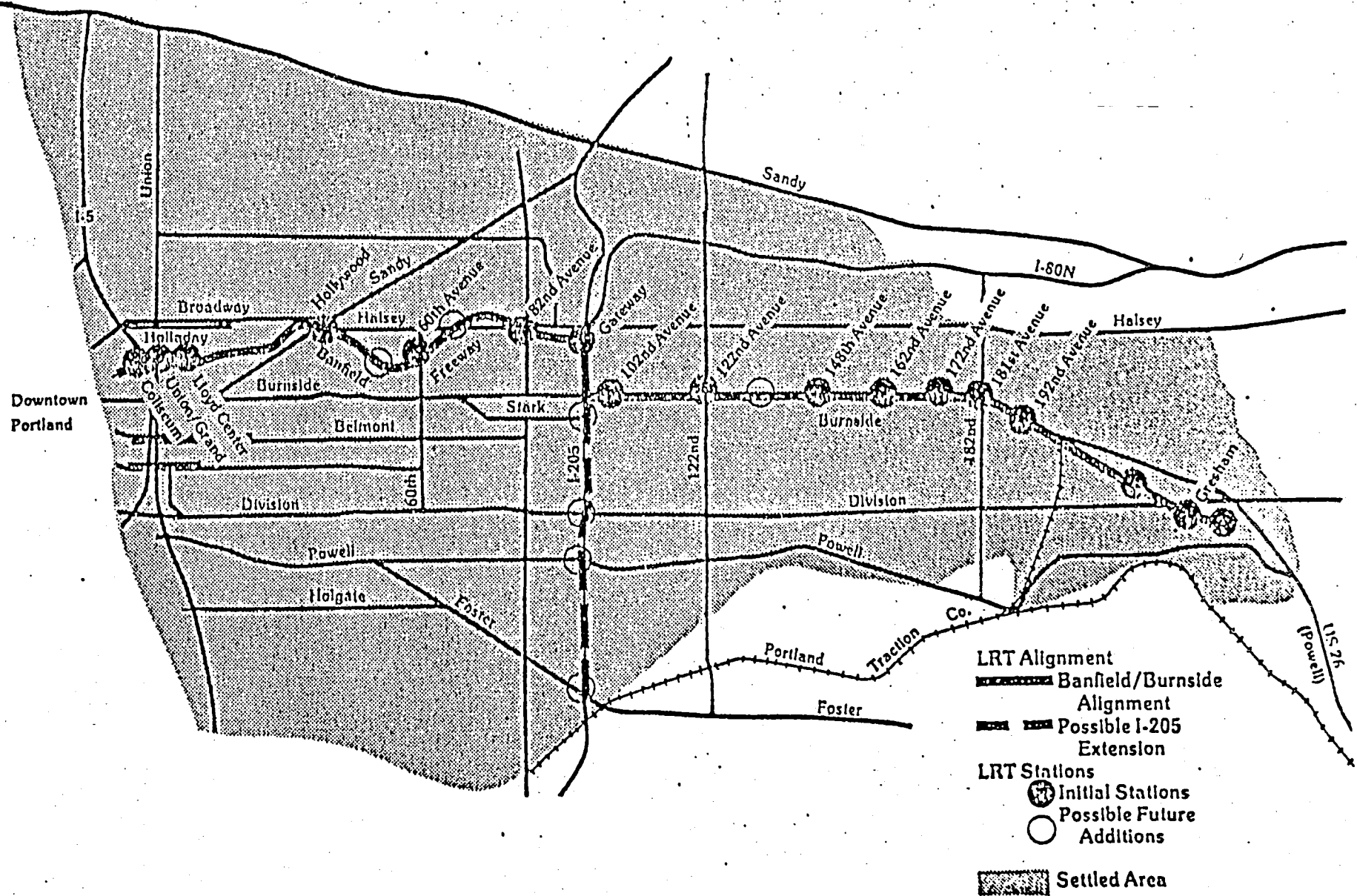
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There are several types of Light Rail Transit stations, depending on the uses. This map notes each Light Rail Transit station and its proposed types of uses.



Banfield/Burnside Light Rail Transit Station Zones

RECOMMENDED LIGHT RAIL ALIGNMENT AND STATIONS



BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 80-137
FY 1980 UNIFIED WORK PROGRAM TO)	
INCLUDE THE BANFIELD LIGHT RAIL	)	Introduced by the
TRANSIT STATION AREA PLANNING	)	Joint Policy Advisory
PROGRAM	)	Committee on Trans-
	)	portation

WHEREAS, The CRAG Board adopted CRAG Resolution No. BD 781213 reserving \$15,000,000 of I-505 Interstate Transfer funds for development of the Banfield Transitway; and

WHEREAS, The Urban Mass Transit Administration (UMTA) "Policy Toward Rail Transit, March 7, 1978," requires commitments to the development and implementation of a program of local supportive policies including appropriate zoning and development incentives in conjunction with major transit facilities; and

WHEREAS, The Interstate Transfer funds are the only available funds which may be used for planning and which can be secured within the time required for this planning effort; and

WHEREAS, The amount of funds authorized for the Banfield Light Rail Transit Station Area Planning Program a) is included in the transit portion of the \$161. million, b) according to Tri-Met, will not increase the total amount of the project dedicated to the Banfield project, and c) does not affect that portion of the budget assigned to highway improvements; now, therefore,

BE IT RESOLVED,

1. That the Metro Council hereby amends the FY 1980 Unified Work Program to include the Banfield Light Rail Transit Station Area Planning Program.

2. That the Metro Council hereby authorizes the use of \$1,403,560 of the Banfield Transitway funds secured from the I-505 Interstate Transfer to support the program.

3. That the Metro Council finds the program to be consistent with the continuous, coordinated and comprehensive transportation planning process and, therefore, grants positive A-95 action.

4. That the Metro Council hereby authorizes the Executive Officer of Metro, together with Tri-Met, to take all administrative actions necessary to apply for Interstate Transfer funds.

ADOPTED by the Council of the Metropolitan Service District
this 27th day of March, 1980.

Presiding Officer

JS/gl
7017/92

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 (ODOT)--St. Helens Rd., West City Limits to
NW Kittridge

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached Resolution which authorizes \$3,072,000 of the I-505 Withdrawal Funds to support preliminary engineering, right-of-way acquisition and construction of St. Helens Rd.--West City Limits to NW Kittridge Ave.
- 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, funds to implement transportation improvements in NW Portland were reserved pending definition of specific projects to improve local arterials in the project area. The funding authorization proposed at this time is consistent with the established policies. TPAC and JPACT have reviewed and approved the funding authorization. The Council Regional Planning Committee reviewed the project and raised no objections to it.
- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments. Using budgeted funds Metro staff, in cooperation with 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 that the Governor concur and forward to the U.S. Department of Transportaton (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. Some \$13 million has been reserved to implement a number of projects located in NW Portland. These projects will both complement the I-505 alternative and address transportation deficiencies in the NW area. The proposed project will use a portion of these Reserve funds for widening and improving St. Helens Rd. from NW Kittridge Ave. to the West City Limits.
- B. ALTERNATIVES CONSIDERED: No feasible alternatives exist since it is necessary that this segment of St. Helens Rd. be upgraded to complement improvements currently being

implemented east of Kittridge Ave.

- C. CONCLUSION: Based on Metro staff analysis, it is recommended that the attached Resolution be adopted.

BP:bk
7183/92
3/27/80

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. 80-138
FEDERAL FUNDS FOR OREGON DEPART-)	
MENT OF TRANSPORTATION--	)	Introduced by the
ST. HELENS ROAD, WEST CITY LIMITS	)	Joint Policy Advisory
TO NW KITTRIDGE	)	Committee on Trans-
	)	portation

WHEREAS, The CRAG Board of Directors, through CRAG Resolution No. BD 781210, 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 No. BD 781213, established a Reserve to fund transportation improvements in NW Portland; and

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

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

WHEREAS, ODOT has submitted for funding authorization a project (Exhibit A) involving \$3,072,000 of federal funds; and

WHEREAS, The Metro Systems Planning Program efforts indicate that the project complements the I-505 Freeway alternative and will maintain route continuity of St. Helens Road; now, therefore,

BE IT RESOLVED,

1. That \$3,072,000 (federal) be authorized from the Reserve Account for transportation improvements in NW Portland to fund 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 Exhibit A.

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 Review approval.

ADOPTED by the Council of the Metropolitan Service District
this 27th day of March, 1980.

Presiding Officer

BP:gl
7183/92

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

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Oregon Department of Transportation
 LIMITS West City Limits - NW Kittridge Avenue LENGTH 5.3 miles
 DESCRIPTION Widen St. Helens Rd. between the St. Johns Bridge and NW Kittridge Avenue to include a left turn median. Build right turn lanes for westbound traffic at the railroad crossings. If sufficient funds are available, a pavement overlay will be considered between the West City Limits and the St. Johns Bridge. Bus turnouts will be provided at appropriate locations.

PROJECT NAME West City Limits - NW Kittridge Ave., St. Helens Rd.
 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)

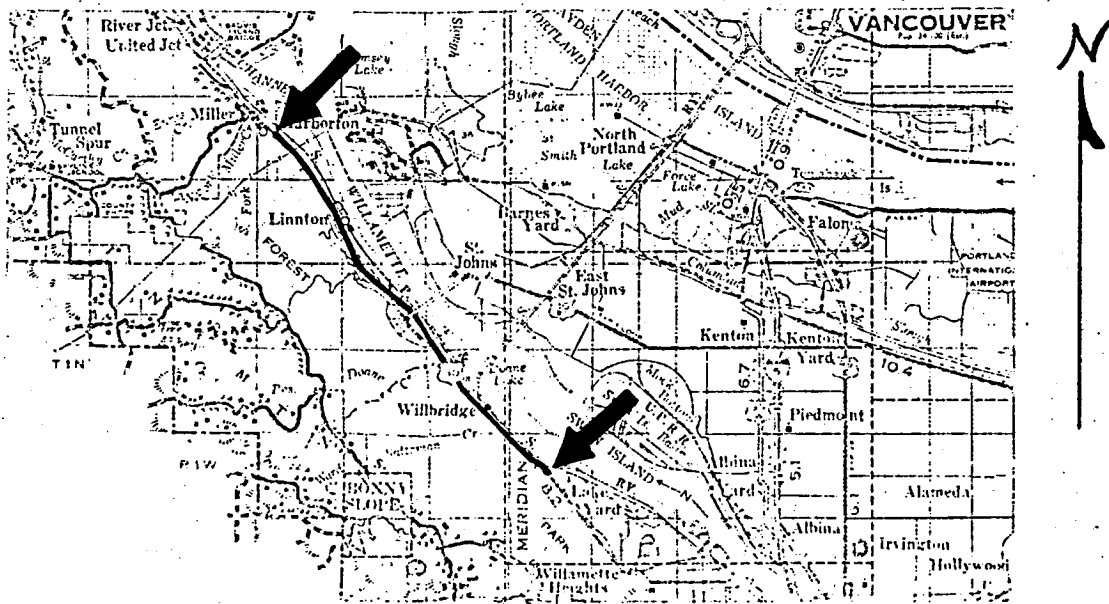
	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL	248	1,600	1,766			3,614
FEDERAL	211	1,360	1,501			3,072
STATE	37	240	265			542
LOCAL						

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 248,000
 CONSTRUCTION 1,766,000
 RIGHT OF WAY 1,600,000
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS, LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

TOTAL \$ 3,614,000

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 15 LOCAL _____

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: Approving Westside Corridor Project Phase II Alternatives Analysis/DEIS Work Program

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached Resolution which:
1. Approves the Scope of Work, agency responsibilities and budget (as shown in Attachment "A" to the Resolution) for the Westside Corridor Project Phase II Alternatives Analysis/DEIS Work Program for planning, operations, engineering, cost and impact studies through September, 1981; amends the FY 1980 Unified Work Program accordingly.
 2. Authorizes the use of \$1,757,421 of Interstate Transfer funds from the Westside Transitway Reserve.
 3. Grants positive A-95 Review action.
 4. Authorizes the Executive Officer to apply for grants and execute necessary contracts.
- B. POLICY IMPACT: Adoption of this Resolution would carry out the policy direction established by passage of Resolution Nos. 79-113 and 80-124. Resolution No. 79-113 concluded the Phase I Alternatives Analysis Study and authorized Phase II to proceed. Resolution No. 80-124 accelerated preliminary engineering and Draft Environmental Impact Statement (DEIS) preparation. In addition, Resolution No. 80-124 provided funding for only the initial three months of Phase II (the "Interim" Grant) which necessitates additional Urban Mass Transportation Administration (UMTA) funding before the end of April for the remainder of the 18-month effort. This Resolution provides the necessary additional funding. JPACT and TPAC have reviewed and approved amending the UWP. The Council Regional Planning Committee reviewed the project, raising no objections to it.
- C. BUDGET IMPACT: The current Metro budget and the FY 1980 Unified Work Program already provide the local match for Metro's FY 1980 portion of the grant. Match for the remainder of Metro's work will be programmed in next year's Unified Work Program and Metro budget. Local jurisdictions and Tri-Met will provide matching money for their portions of the Phase II Alternatives Analysis/DEIS Work Program.

II. ANALYSIS:

- A. **BACKGROUND:** Resolution No. 79-113 adopted the conclusion of Metro's Phase I evaluation, selected five options for further study and authorized proceeding with the Phase II Alternatives Analysis/DEIS study. Resolution No. 80-124 accelerated preliminary engineering and DEIS preparation and provided for the initial three months funding.

In February, UMTA approved Metro's Phase I evaluation and selection of five options for further study, authorized proceeding with Phase II and approved a grant for \$360,340 (UMTA share) to initiate the first three months of the Phase II study.

In conformance with these actions, a Steering Group, Planning Management Group and Citizens' Advisory Group have been organized to oversee the conduct of the Phase II study with Metro as lead agency. Metro staff, in cooperation with affected jurisdictions in the Planning Management Group, has developed the full Phase II work program to complete necessary studies, write, publish and circulate a DEIS, hold a public hearing and select the preferred option for implementation.

- B. **ALTERNATIVES CONSIDERED:** None.
- C. **CONCLUSION:** Adoption of this Resolution will allow the Westside Corridor Project to proceed on its accelerated schedule.

SS:gl
7263/118
3/27/80

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING	)	RESOLUTION NO. 80-139
WESTSIDE CORRIDOR PROJECT)	
PHASE II ALTERNATIVES ANALYSIS/	)	Introduced by the
DEIS WORK PROGRAM	)	Joint Policy Advisory
	)	Committee on Transpor-
	)	tation

WHEREAS, The Metro Council adopted Resolution No. 79-113, which accepted the conclusion of the Phase I Westside evaluation and authorized proceeding with Phase II; and

WHEREAS, The Metro Council adopted Resolution No. 80-124 which accelerated the preparation of the Draft Environmental Impact Study (DEIS) and authorized funding for the first three months of the study; and

WHEREAS, The Urban Mass Transportation Administration (UMTA), on February 12, 1980, approved the Phase I evaluation and authorized proceeding with Phase II; and

WHEREAS, Metro staff, in cooperation with participating jurisdictions and agencies represented on the Westside Planning Management Group, has developed a work program to conduct necessary planning, operations analyses, engineering and impact studies to publish a Draft Environmental Impact Statement (DEIS), hold a public hearing and select the preferred alternative; and

WHEREAS, Further studies will be required at the conclusion of Phase II to write the Final Environmental Impact Statement and conduct final engineering on the preferred alternatives; now, therefore,

BE IT RESOLVED,

1. That the Metro Council hereby authorizes the use of an additional \$1,757,421 of Interstate Transfer funds from the Westside Transitway Reserve for use in the Westside Corridor Project Phase II Alternatives Analysis/DEIS Work Program as shown on Attachment A.

2. That the Metro Council hereby amends the FY 1980 Unified Work Program and the Annual Element of the Transportation Improvement Program to include the Westside Corridor Project Phase II Alternatives Analysis/DEIS Work Program and grants positive A-95 Review action.

3. That the Metro Council hereby authorizes the Executive Officer to take all administrative actions necessary to apply for Interstate Transfer funds, and to make the revisions to the Unified Work Program and to execute necessary contracts for the Westside Corridor Project Phase II Alternatives Analysis/DEIS Work Program and the Interim Grant.

ADOPTED by the Council of the Metropolitan Service District
this 27th day of March, 1980.

Presiding Officer

SS:gl
7265/118

ATTACHMENT A

WESTSIDE CORRIDOR PROJECT PHASE II ALTERNATIVES ANALYSIS/DEIS WORK PROGRAMBUDGET BY AGENCY

<u>TASK</u>	<u>METRO</u>	<u>TRI-MET</u>	<u>PORTLAND</u>	<u>BEAVERTON</u>	<u>WASHINGTON COUNTY</u>	<u>MULTNOMAH COUNTY</u>	<u>TOTAL</u>	<u>FEDERAL SHARE</u>
<u>I. TRANSITWAY ENGINEERING</u>								
Develop design and engineering for transitway subgrade, stations and support facilities; determine alignment through downtown Portland and Beaverton; determine construction costs; determine impacts on displacement, natural environment, historic, cultural and archeological sites, infrastructure, air quality, noise and neighborhoods.	21,800	897,400	48,000	17,460	5,000	-	989,660	841,211
<u>II. TRANSIT OPERATIONS ANALYSIS</u>								
Develop transit operation characteristics, forecast patronage, estimate annual operating cost, evaluate quality of transit service, determine economic efficiency and financial feasibility.	82,000	44,300	-	-	-	-	126,300	107,355
<u>III. HIGHWAY ANALYSIS</u>								
Evaluate performance of highway system and identify project supportive highway improvements.	86,000	-	36,000	26,410	28,500	-	176,910	150,373
<u>IV. LAND USE</u>								
Forecast 1995 population and employment for each option, determine economic development, and fiscal impacts of transitway options.	127,200	-	73,000	20,460	13,500	9,000	243,160	206,686

<u>TASK</u>	<u>METRO</u>	<u>TRI-MET</u>	<u>PORTLAND</u>	<u>BEAVERTON</u>	<u>WASHINGTON COUNTY</u>	<u>MULTNOMAH COUNTY</u>	<u>TOTAL</u>	<u>FEDERAL SHARE</u>
<u>V. EVALUATION</u>								
Using Cost and impact data, conduct cost-effectiveness comparison of options; determine sensitivity of options to alternative land use and energy; write Draft EIS and select preferred alternative.	146,400	90,000	15,000	13,275	\$15,000	-	279,675	237,724
<u>VI. MANAGEMENT AND ADMINISTRATION</u>	152,100	-	-	-	-	-	152,100	129,285
Critical path management, contract management, intergovernmental coordination.								
<u>VII. PUBLIC INVOLVEMENT</u>								
Involved local neighborhood groups and the Westside Citizens Advisory Group in project studies and conduct a public hearing.	98,300	-	-	-	-	-	98,300	83,555
TOTAL	\$713,800	\$1,031,700	\$172,000	\$77,605	\$62,000	\$9,000	\$2,066,105	\$1,756,189

NOTE: Another \$1450 (\$1232 federal) is added to the Metro budget for audit fees for the grant. This makes the total request for Interstate Transfer funds equal to \$1,757,421.

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: Distributing Federal Safer-Off-System Road Funds

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of the attached Resolution allocating \$99,977 additional federal funds under the Safer-Off-System Road Program to previously approved projects in Multnomah County and the city of Gresham. In addition, any surplus funds (estimated at \$15,000 federal) from previously authorized projects in the City of Portland be made available to previously approved projects in Multnomah County and the city of Gresham.
- B. POLICY IMPACT: This action enables federal obligations to proceed based on added amounts provided by the new allocation. If obligations are not incurred by April 24, 1980, the funds will be lost to the region. TPAC and JPACT have reviewed and approved the project. The Council Regional Planning Committee has reviewed the projects and raised no objections.
- C. BUDGET IMPACT: The approved Metro budget funds staff support in establishing project priorities and monitoring project implementation.

II. ANALYSIS:

- A. BACKGROUND: The Safer-Off-System Road Program was established by Congress through the 1976 Highway Act. Funding was to provide safety related improvements to local streets not designated under any federal aid system.

The sum of \$670,000 was to be made available to the region over two fiscal years commencing October 1, 1976. Congressional release of federal funds, however, was delayed until May, 1977. Only \$614,003 of the authorized funds were obligated for projects within the region. The balance (\$56,000) was distributed elsewhere in the State because full obligation of the total amount authorized could not be implemented in the region within the two year time frame.

An additional sum of \$99,977 has recently been made available to the Metro region under the Safer-Off-System Road Program. These funds may be used to supplement existing but incompleated projects or to support new projects. The obligation deadline for the funds is April 24, 1980, which precludes developing new projects.

However, the timing would allow already authorized projects which are in need of additional funds to be supplemented.

Metro staff has reviewed the status of Safer-Off-System projects with the sponsoring jurisdictions and ODOT and has summarized the findings as follows:

Clackamas County Projects - Authorized projects have been completed; additional funds are not needed.

City of Gresham Projects - The authorized projects are incomplete. Additional federal funds are needed in the amount of \$36,303.

Multnomah County Projects - The authorized project is incomplete. Additional federal funds are needed in the amount of \$107,500.

City of Tualatin Project - The authorized project is complete. Additional funds are not needed.

City of Portland Projects - Authorized projects either have been completed or canceled. The City has recommended that any surplus funds (estimated at \$15,000 federal) be made available to previously approved projects in Multnomah County and the city of Gresham.

- B. ALTERNATIVES CONSIDERED: Because of the requirement that obligation of the \$99,977 take place by April 24, 1980, two courses of action are available:
1. Cancel the incomplete projects and divert the funds to ODOT so that they may be used elsewhere in the State.
 2. Allocate the funds to the two jurisdictions needing them.
- C. CONCLUSION: Based on Metro staff analysis and urgency to obligate the funds, it is recommended that the attached Resolution be approved, allocating funds in proportion to the needed funds to complete the outstanding projects.

BP/gl
7278/118
3/27/80

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF DISTRIBUTING)
FEDERAL SAFER-OFF-SYSTEM ROAD)
FUNDS)
)
)
)
)

RESOLUTION NO. 80-140
Introduced by the
Joint Policy Advisory
Committee on Transpor-
tation

WHEREAS, The CRAG Board of Directors, through CRAG Resolution No. BD 78096, reallocated Safer-Off-System Road Program funds to projects; and

WHEREAS, These funds have enabled sponsoring jurisdictions to implement safety related improvements to local streets; and

WHEREAS, Most of the projects have been completed or are in various states of completion and require no additional funds; and

WHEREAS, Three projects are incomplete and require additional funds for successful implementation; and

WHEREAS, The City of Portland has indicated that a surplus of funds from its previously authorized projects may exist and are available for redistribution; and

WHEREAS, The Metro region has recently been allocated an additional \$99,977 in federal funds under the Safer-Off-System Road Program; and

WHEREAS, These funds must be obligated by April 24, 1980, which precludes their being applied to new projects; and

WHEREAS, Metro staff has reviewed the status of projects with the sponsoring jurisdictions to determine the need for additional funds; and

WHEREAS, Multnomah County and the city of Gresham are the

sole jurisdictions requesting additional funds; now, therefore,

BE IT RESOLVED,

1. That \$99,977 (federal) of Safer-Off-System Road Program funds be additionally authorized to previously approved projects as follows:

Multnomah County (Rowe Road Reconstruction)	\$74,738
City of Gresham (N.E. 5th St. Overlay) (N.E. 2nd St. Reconstruction)	<u>25,239</u>
Total	\$99,977

2. That any surplus funds (estimated at \$15,000 federal) accruing to the City of Portland be made available to previously approved projects in Multnomah County and the city of Gresham mentioned in #1 above in accordance with the above ratios (i.e., \$11,213 and \$3,787 respectively).

3. That the Transportation Improvement Program and its annual element be amended to reflect this authorization.

4. That the Metro Council finds this action 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 27th day of March, 1980.

Presiding Officer

BP/gl
7276/118

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 Funding for the I-5 North Rideshare Program

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached Resolution which authorizes funding of a two-year I-5 North Corridor Rideshare Program.
- B. POLICY IMPACT: This action reflects the immediate need for improvements in the congested I-5 North Corridor. A focused corridor rideshare program would augment existing Vancouver and Tri-Met programs to increase transit patronage in the Corridor and the Oregon Department of Transportation (ODOT) ramp metering project.

Tri-Met's existing rideshare program does not now have sufficient funding to absorb increased corridor activities. Additional funding is required to conduct a rideshare program which focuses on the I-5 North Corridor.

- C. BUDGET IMPACT: The approved Metro budget funds staff support in establishing project priorities and monitoring project implementation.

II. ANALYSIS:

- A. BACKGROUND: In November, 1979, the Rideshare Advisory Subcommittee, (a subcommittee of the Transportation Policy Alternatives Committee) recognized the need for an expanded rideshare program focusing on the congested I-5 North Corridor. A comprehensive corridor-oriented rideshare work program was developed which includes elements to be conducted in both Oregon and Washington.

Tri-Met was identified as the most appropriate program implementation agency. However, existing rideshare program funding is presently inadequate for conducting the proposed scope of work.

A series of meetings were held to discuss funding alternatives. The preferred funding alternative involves the early use of 1) \$86,400 of FAU Replacement funds (regional share) previously reserved for the overall Rideshare Program for use in FY 1986, and 2) \$73,600 of I-505 City Reserve funds. Local matching funds of \$28,000 would be provided by the Washington State Department of Transportation (WDOT).

Tri-Met's agreement to this funding proposal is conditional on receiving assurances that efforts will be made to replace the funds which would have been used in FY 1986. Such funding may come from Interstate Transfer funds already allocated to transportation projects or reserves from, as of yet, unspecified new funding sources.

TPAC and JPACT have approved the funding authorization. The Council Regional Planning Committee has reviewed the authorization for funding and raised no objections.

- B. ALTERNATIVES CONSIDERED: Initiating this program within a short time frame limits the number of potential funding sources. Another alternative that was considered was to have the regional share come from unobligated Interstate Transfer funds (excluding non-city and non transitway projects) already authorized for projects. The use of funds already reserved for the rideshare program seems more appropriate.
- C. CONCLUSION: Based on staff review of the transfer and coordination with the jurisdictions involved and assurances given, and the subcommittee recommendation, TPAC recommended that the funds be authorized for the Program.

BH:bk
7272/118
3/27/80

Attachment A

I-5 NORTH CORRIDOR RIDESHARE WORK PROGRAM

<u>Task</u>	<u>Budget by Element</u>
I. <u>CARPOOL HIGHWAY SIGNS</u> - Placement of between 15 and 20 carpool signs in strategic locations in the corridor. The message is "For Carpool Information call C-A-R-P-O-O-L".	\$ 6,000
II. <u>WASHINGTON DMV AND AUTO EMISSION INSPECTION INSERT</u> - Recipients of auto registration renewals, driver's license renewals and vehicle auto emission inspections information will receive rideshare brochures.	8,000
III. <u>CARPOOL RAMP METERING HANDOUT</u> - In conjunction with ODOT's opening of metered ramps rideshare information will be distributed to commuters.	3,000
IV. <u>TOLL-FREE CARPOOL LINE</u> - The toll-free line will serve those wishing carpool matching assistance from Tri-Met when calling from Washington.	5,000
V. <u>EMPLOYER CONTACT</u> - Two rideshare representatives for two years and one representative for one year will contact employers in both Oregon and Washington.	100,000
VI. <u>VANPOOL DIRECT MAIL</u> - Through a Washington Department of Transportation DMV list, current van owners will be invited to participate in a vanpool program.	10,000
VII. <u>CARPOOL MATCHING SERVICE</u> - The rideshare project will continue to provide carpool matching for Vancouver/Clark County commuters.	-0-
VIII. <u>MASS MEDIA ADVERTISING</u> - Rideshare media elements such as TV spots, billboards, direct mail, and printed materials will be used to promote ridesharing to the Vancouver/Clark County region.	10,000
IX. <u>PARK & RIDE/POOL IT LOT PROMOTION</u> - Materials will be developed to promote Park & Ride and Pool It lots.	4,000
X. <u>EVALUATION AND RESEARCH</u> - Studies to measure the impact of the program will be conducted for application to program continuance or application to additional regional corridors.	10,000
XI. <u>ADMINISTRATION COSTS</u> - A Project Coordinator position for the 2 year program will total one person year with secretarial services estimated at one-third person year.	32,000

TOTAL \$188,000

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING)
FUNDING FOR THE I-5 NORTH)
RIDESHARE PROGRAM)

RESOLUTION NO. 80-141

) Introduced by the
) Joint Policy Advisory
) Committee on Trans-
) portation

WHEREAS, Metro has performed an analysis which indicates that travel conditions in the Northern Corridor are a major regional concern; and

WHEREAS, In addition to ongoing Corridor transit and highway programs, increased ridesharing would help to relieve existing Corridor congestion; and

WHEREAS, A comprehensive I-5 North Corridor Rideshare Work Program has been developed; and

WHEREAS, Tri-Met is the appropriate agency to implement the rideshare program; and

WHEREAS, Tri-Met's present rideshare program does not include the work items described in the I-5 North Rideshare Work Program; and

WHEREAS, The Metro Council through Resolution No. 79-103 authorized \$1,250,000 (\$250,000 per year for five years from FY 1981 through FY 1986) of Federal Aid Urban (FAU) Replacement Funds to support the Rideshare Program; and

WHEREAS, Additional federal funds for ridesharing may become available by 1986; and

WHEREAS, The Metro Council through Resolution No. 79-103 established a City of Portland Reserve to support projects sponsored

by the City of Portland; now, therefore,

BE IT RESOLVED,

1. That the Council authorizes the use of \$86,400 of FAU Replacement Funds (regional share) presently contained in the 1986 element of the TIP in FY 1980 (\$21,600), FY 1981 (\$43,200) and FY 1982 (\$21,600) to support the I-5 North Rideshare Work Program described in Attachment "A."

2. That the Council assures Tri-Met of its commitment to seek additional replacement funding for its future Rideshare Program activities.

3. That the Council (subject to approval of the Portland City Council) authorizes the use of \$73,600 of the City of Portland Reserve to support the I-5 North Rideshare Work Program in FY 1980 (\$18,400), FY 1981 (\$36,800) and FY 1982 (\$18,400).

4. That the TIP be amended to include the projects described above and that these projects be added to and made an integral part of the TIP and the FY 1980 Annual Element.

5. That the Metro Council hereby finds the projects in accordance with the region's Continuing, Cooperative, Comprehensive Transportation Planning Process and hereby gives affirmative A-95 approval.

ADOPTED by the Council of the Metropolitan Service District
this 27th day of March, 1980.

Presiding Officer

BH:gl
7270/118

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: Approving Amendment to the Zoo Serial Levies

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Amend Ordinance No. 80-86 changing the phrase "to be effective in mid-1981" to "to be effective July 1, 1981."
- B. POLICY IMPACT: The amendment, Ordinance No. 80-88, clarifies the effective date of the levy. It does not affect policy previously set by the Council, nor does it alter the ballot title.
- C. BUDGET IMPACT: The total amount of the Zoo serial levy request would remain at \$5 million.

II. ANALYSIS:

- A. BACKGROUND: The Tax Supervising and Conservation Commission (TSCC) has the authority under State law to hold hearings on proposed tax measures and make recommendations on those measures to the governing body -- proposing the levy. After a review of the two ballot measures, the TSCC administrative officer has recommended the effective date of the levy be clarified.

While the TSCC recommendations are advisory only, the Commission does have considerable influence over the Metro budget and the impact of their recommendations and their public hearing should be given every consideration.

- B. ALTERNATIVES CONSIDERED: The staff has reviewed the changes suggested by the TSCC staff and has considered the following alternatives:
 - 1. Do not respond to any of the suggested amendments.
 - Metro would be challenged at the TSCC hearing. Adverse publicity could threaten the levy. While the need for the change in the wording of the effective date of the levy is debatable, it is a simple change to make and not worth contesting.

2. Amend the ordinance to reflect the actual effective date of the levies.

- There would be no change in the ballot title.

- The measure would remain in the Voters Pamphlet.

C. CONCLUSION: Approve Ordinance No. 80-88 clarifying the effective date of the Zoo tax levies.

CS/gl
7523/D5
3/27/80

BEFORE THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT

AN ORDINANCE RELATING TO THE) ORDINANCE NO. 80-88
METRO ZOO SERIAL LEVIES, AMENDING)
ORDINANCE NO. 80-86, AND DECLARING)
AN EMERGENCY.)

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Section 4 (Purpose), subsection B, of Ordinance No. 80-86 is hereby corrected and amended to read as follows:

"B. To approve submission of two three-year levies, both to be effective on July 1, 1981, to the voters on May 20, 1980, the revenues of which will be used for purposes permitted under ORS 268.310 (5) and to pay the costs of holding the election." (new language underlined).

Section 2. Section 5 (Submission of Tax Levy) of Ordinance No. 80-86 is hereby corrected and amended to read as follows:

"A. The Council approves and hereby directs that a three-year operating serial levy of \$1,456,923 each year for three years, a total of \$4,370,769 for the three-year period, be submitted to the voters on May 20, 1980. This levy shall be submitted separately from the levy described in subparagraph B of this Section so that it may qualify for the partial State payment provided by 1979 Or. Laws ch. 241. If approved by the voters, this levy shall be effective July 1, 1981.

B. The Council approves and hereby directs that a three-year mixed operating and capital serial levy of \$3,543,007 each year for three years, a total of \$10,629,231 for the three-year period, be submitted to the voters on May 20, 1980. If approved by the voters, this levy shall be effective July 1, 1981." (new language underlined).

Section 3. Upon advice of the Multnomah County Tax Supervision and Conservation Commission, it is necessary that the ordinance clarifications hereinabove be adopted as soon as possible to preclude confusion concerning the period of the proposed levy. For

this reason, an emergency is declared to exist pursuant to ORS 198.550 (3) and this ordinance shall become effective on the date of adoption.

ADOPTED by the Council of the Metropolitan Service District
this ____ day of _____, 1980.

Presiding Officer

ATTEST:

Clerk of the Council

AJ/gl
7507/118